

**2016-2040 Regional Transportation Plan/Sustainable Communities Strategy and
2019 Federal Transportation Improvement Program
Transportation Conformity Re-determination for
2015 8-Hour Ozone National Ambient Air Quality Standards**

Draft Report

I. Introduction

Transportation conformity is required under the federal Clean Air Act (CAA) to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standard (NAAQS). Transportation conformity applies to nonattainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

The U.S. Environmental Protection Agency (EPA) promulgated the new 8-hour ozone NAAQS on October 26, 2015 [Federal Register (FR), Vol. 80, No. 206]. Effective on December 28, 2015, the EPA action tightened both the primary and secondary standard for the 8-hour ozone to 0.070 parts per million (ppm).

Subsequently, EPA published a final rule in the Federal Register on June 4, 2018 establishing initial air quality designations for certain areas in the United States including California for the 2015 8-hour ozone standards (FR, Vol. 83, No. 107).

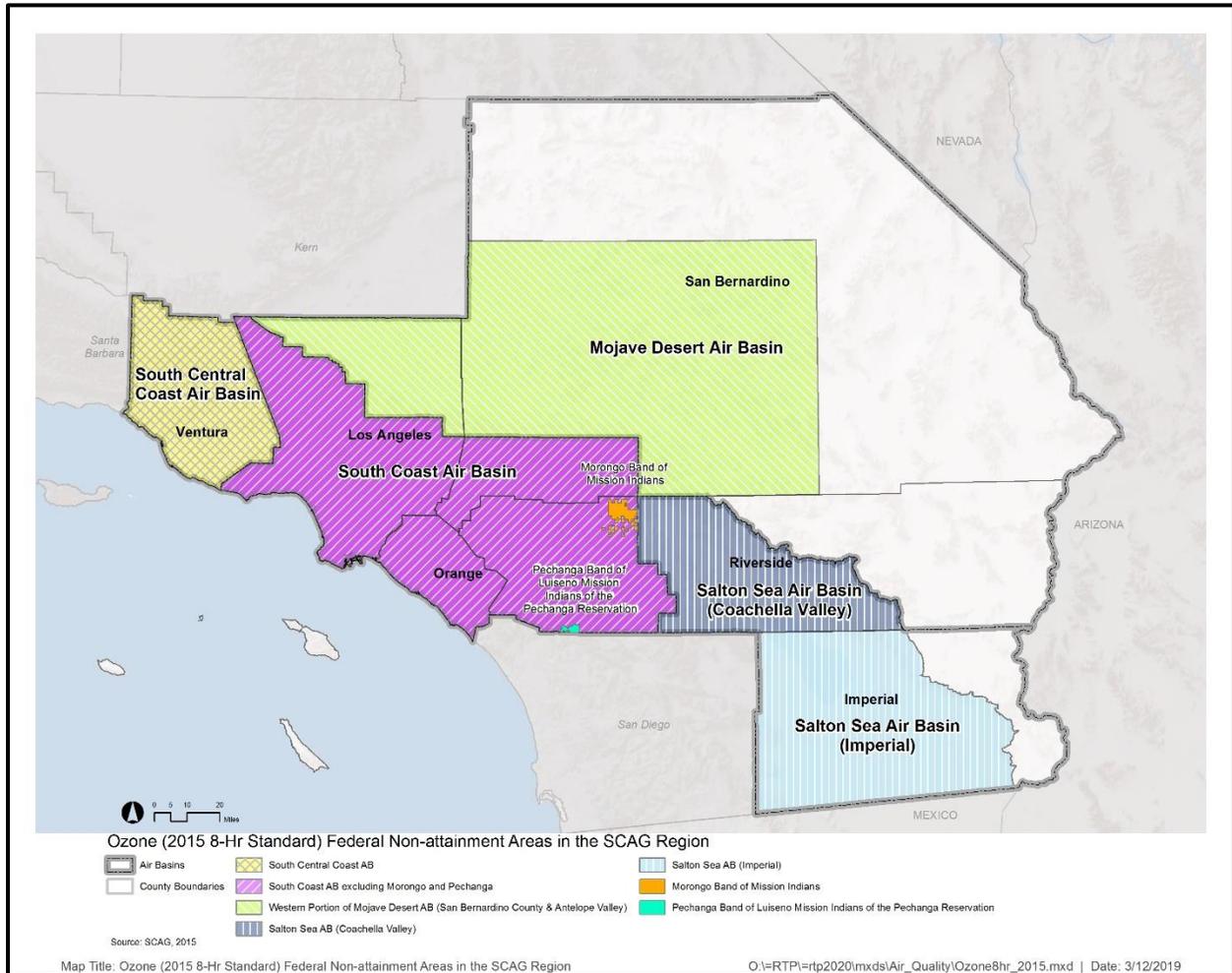
In the SCAG region, seven areas were designated as nonattainment areas (see Map 1 on the next page) for the new 8-hour ozone standards with different classifications and different attainment years including:

- Imperial County – Classification Marginal; Attainment year 2021
- West Mojave Desert Air Basin – Classification Severe-15; Attainment year 2033
- South Coast Air Basin – Classification Extreme; Attainment year 2038
- Coachella Valley – Classification Severe-15; Attainment year 2033
- Ventura County – Classification Serious; Attainment year 2027
- Morongo Areas of Indian Country (Morongo Band of Mission Indians) – Classification Serious; Attainment year 2027
- Pechanga Areas of Indian Country (Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation) – Classification Marginal; Attainment year 2021

These new area designations became effective August 3, 2018. As a result, transportation conformity needs to be re-determined for the 2016-2040 Regional Transportation Plan/Sustainable

Communities Strategy (2016 RTP/SCS) and the 2019 Federal Transportation Improvement Program (FTIP) for the new 8-hour ozone standards by August 3, 2019.

Map 1. 2015 8-hour Ozone Nonattainment Areas in the SCAG Region



Under the U.S. Department of Transportation (DOT) Metropolitan Planning Regulations and U.S. EPA’s Transportation Conformity Regulations, an RTP/FTIP transportation conformity determination consists of five tests: consistency with the adopted RTP; regional emissions analysis; timely implementation of transportation control measures (TCMs); financial constraint; and interagency consultation and public involvement.

The draft ozone transportation conformity re-determination reaffirms all applicable conformity findings for the 2016 RTP/SCS and the 2019 FTIP and addresses additional emissions analyses and interagency consultation and public involvement required for the new 8-hour ozone standards.

Transportation Conformity Status of the Currently Conforming RTP/SCS and FTIP

The effective date of the final transportation conformity determination for the 2016 RTP/SCS, covering all air basins in the SCAG region, is June 1, 2016. The conformity determination is

currently effective for four years. The transportation conformity determinations for the subsequent Amendments No.1 through 3 to the 2016 RTP/SCS, the 2019 FTIP which implements 2016 RTP/SCS, and the 2019 FTIP Amendment #19-01 all have received federal approval. Therefore, the positive transportation conformity determinations for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended) will remain effective until June 1, 2020.

The new 8-hour ozone transportation conformity re-determination does not affect the existing conformity schedule for the RTP/SCS or FTIP. However, the new federal conformity regulation for ozone requires SCAG to make a positive transportation conformity re-determination and receive approval from the U.S. DOT by August 3, 2019.

Process for Ozone Conformity Re-determination on the 2016-2040 RTP/SCS and the 2019 FTIP

1. Conduct interagency consultation through SCAG's Transportation Conformity Working Group (TCWG) which includes representatives from the respective federal, state, and regional air quality and transportation planning agencies.
2. Perform required additional regional ozone emissions analysis. Since there are existing ozone emission budgets for all the ozone nonattainment areas, a budget test has been performed for all the areas.
3. Reaffirm the existing applicable conformity findings for the 2016 RTP/SCS and the 2019 FTIP.
4. Release the draft conformity analysis report for the new ozone standards for a public review and public comment period.
5. SCAG Energy and Environment Committee approves the transportation conformity re-determination and recommends adoption by SCAG Regional Council.
6. SCAG Regional Council adopts the transportation conformity re-determination.
7. Submit the adopted SCAG's transportation conformity re-determination to the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) for approval.
8. Approval by the federal agencies by August 3, 2019.

Reaffirming Approved Transportation Conformity Findings for CO, Ozone, PM_{2.5}, and PM₁₀

The ozone conformity re-determination includes a reaffirmation of the approved transportation conformity findings for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended). This reaffirmation includes consistency with the 2016 RTP/SCS as previously amended, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

II. Ozone Emissions Analysis

Tables 1-5 below present the results of the budget tests for each of the seven nonattainment areas for the new 2015 8-hour ozone standards. Note that the values of total emissions from the 2016 RTP/SCS and 2019 FTIP in the tables below utilize the rounding convention used by the California Air Resources Board to set the budgets (e.g., any fraction rounded up to the nearest ton) and are the basis of the conformity findings for these areas.

In anticipation of possible approval of new ozone budgets currently under U.S. EPA review, Tables 1a-5a present the results of the pending new budget tests for each of the seven nonattainment areas for the new 2015 8-hour ozone standards. Tables 1a-5a are included for information only and would supersede any corresponding Tables 1-5 after any of the new ozone budgets have been approved by the U.S. EPA prior to FHWA/FTA approval of the transportation conformity re-determination.

Table 1¹: Salton Sea Air Basin - Coachella Valley Portion 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2031	2040
ROG	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	3	3	3
Budget – Emission		4	4	4
NO _x	Budget	26	26	26
	2016 RTP/SCS & 2019 FTIP Emission	5	4	5
Budget – Emission		21	22	21

¹ The emissions budgets are established in the *Coachella Valley 2008 8-Hour Ozone Early Progress Plan*, effective May 22, 2008.

Table 1a²: Salton Sea Air Basin - Coachella Valley Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2023	2026	2032	2040
ROG	Budget	3.7	3.3	3.0	3.0	3.0
	2016 RTP/SCS & 2019 FTIP Emission	3.7	3.3	3.0	2.7	2.3
Budget – Emission		0.0	0.0	0.0	0.3	0.7
NO _x	Budget	8.4	4.6	4.2	4.2	4.2
	2016 RTP/SCS & 2019 FTIP Emission	8.4	4.6	4.2	3.9	4.1
Budget – Emission		0.0	0.0	0.0	0.3	0.1

Table 2³: Salton Sea Air Basin - Imperial County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	3	3	2
Budget – Emission		4	4	5
NO _x	Budget	17	17	17
	2016 RTP/SCS & 2019 FTIP Emission	6	4	4
Budget – Emission		11	13	13

² The emissions budgets are established in the *2018 Updates to the California SIP*, pending U.S. EPA approval.

³ The emissions budgets are established in the *Imperial County 2008 8-Hour Ozone Early Progress Plan*, effective May 20, 2008.

Table 2a⁴: Salton Sea Air Basin - Imperial County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	4	4	4
	2016 RTP/SCS & 2019 FTIP Emission	3	3	2
Budget – Emission		1	1	2
NO _x	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	6	4	4
Budget – Emission		1	3	3

Table 3⁵: South Central Coast Air Basin - Ventura County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2030	2040
ROG	Budget	13	13	13	13
	2016 RTP/SCS & 2019 FTIP Emission	5	3	3	2
Budget – 2017 FTIP		8	10	10	11
NO _x	Budget	19	19	19	19
	2016 RTP/SCS & 2019 FTIP Emission	6	4	3	3
Budget – 2017 FTIP		13	15	16	16

⁴ The emissions budgets are established in the *Imperial County 2017 SIP for the 2008 8-Hour Ozone Standard*, pending U.S. EPA approval.

⁵ The emissions budgets are established in the *Ventura County 2008 8-Hour Ozone Early Progress Plan*, effective May 20, 2008.

Table 3a⁶: South Central Coast Air Basin - Ventura County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2030	2040
ROG	Budget	5	5	5	5
	2016 RTP/SCS & 2019 FTIP Emission	5	3	3	2
Budget – 2017 FTIP		0	2	2	3
NOx	Budget	7	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	6	4	3	3
Budget – 2017 FTIP		1	3	4	4

Table 4⁷: South Coast Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2020	2023	2026	2031	2037	2040
ROG	Budget	SCAB	108	99	99	99	99	99
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	0.4	0.3	0.3	0.2	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	58.8	49.1	39.7	37.1
		Sum	79.8	67.7	59.2	49.3	39.9	37.3
		SCAB	80	68	60	50	40	38
	Budget – Emission			28	31	39	49	59
NOx	Budget	SCAB	185	140	140	140	140	140
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	1.8	1.1	1.0	0.7	0.6	0.6
		Pechanga	0.7	0.5	0.4	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	74.8	64.0	58.9	59.1
		Sum	140.2	88.2	76.2	65.0	59.7	59.9
		SCAB	141	89	77	65	60	60
	Budget – Emission			44	51	63	75	80

⁶ The emissions budgets are established in the 2016 Ventura County AQMP, pending U.S. EPA Approval.

⁷ The emissions budgets are established in the South Coast 2011 1997 8-Hour Ozone SIP Revision, effective April 30, 2012.

Table 4a⁸: South Coast Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2020	2023	2026	2029	2031	2037	2040
ROG	Budget	SCAB	80	68	60	54	50	50	50
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	0.4	0.3	0.3	0.2	0.2	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	58.8	53.1	49.1	39.7	37.1
		Sum	79.8	67.7	59.2	53.3	49.3	39.9	37.3
		SCAB	80	68	60	54	50	40	38
	Budget – Emission		0	0	0	0	0	10	12
NOx	Budget	SCAB	141	89	77	69	66	66	66
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	1.8	1.1	1.0	0.8	0.7	0.6	0.6
		Pechanga	0.7	0.5	0.4	0.3	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	74.8	67.6	64.0	58.9	59.1
		Sum	140.2	88.2	76.2	68.7	65.0	59.7	59.9
		SCAB	141	89	77	69	65	60	60
	Budget – Emission		0	0	0	0	1	6	6

Table 5⁹: West Mojave Desert Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2026	2032	2040
ROG	Budget	22	22	22
	2016 RTP/SCS & 2019 FTIP Emission	6	6	5
Budget – Emission		16	16	17
NOx	Budget	77	77	77
	2016 RTP/SCS & 2019 FTIP Emission	10	9	11
Budget – Emission		67	68	66

⁸ The emissions budgets are established in the 2018 Updates to the California SIP, pending U.S. EPA approval.

⁹ The emissions budgets are established in the 2008 8-Hour Ozone Early Progress Plan, effective May 20, 2008.

Table 5a¹⁰: West Mojave Desert Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2023	2026	2032	2040
ROG	Budget	7.9	6.8	6.2	6.2	6.2
	2016 RTP/SCS & 2019 FTIP Emission	7.9	6.8	6.0	5.1	4.4
Budget – Emission		0.0	0.0	0.2	1.1	1.8
NO _x	Budget	17.6	11.0	11.0	11.0	11.0
	2016 RTP/SCS & 2019 FTIP Emission	17.5	10.9	9.7	9.0	10.2
Budget – Emission		0.1	0.1	1.3	2.0	0.8

¹⁰ The emissions budgets are established in the *2018 Updates to the California SIP*, pending U.S. EPA approval.

III. Transportation Conformity Re-Determination

SCAG has determined the following transportation conformity findings for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended) under the required federal tests for the new ozone standards:

Regional Emissions Tests

- **Finding:** The regional emissions for the ozone precursors from the 2016 RTP/SCS and the 2019 FTIP meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Coachella Valley portion of the Salton Sea Air Basin, the Imperial County, the Morongo, the Pechanga, the South Coast Air Basin excluding Morongo and Pechanga, the West Mojave Desert Air Basin, and the Ventura County for the 2015 8-hour ozone NAAQS.

Reaffirmation of the 2016 RTP/SCS and 2019 FTIP Transportation Conformity Tests

- **Finding:** SCAG reaffirms all the applicable conformity findings for both the 2016 RTP/SCS (http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_TransportationConformityAnalysis.pdf) and the 2019 FTIP (http://ftip.scag.ca.gov/Documents/F2019-TA_Sec01.pdf).
- This reaffirmation covers the findings of all applicable pollutants, including consistency with the adopted 2016 RTP/SCS as previously amended, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

Inter-agency Consultation and Public Involvement Test

- **Finding:** In addition to reaffirming the public involvement and interagency consultation test for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended), the 8-hour ozone transportation conformity re-determination will undergo an appropriate process for interagency consultation and public participation. This process will include TCWG consultation on March 26, 2019. This draft conformity re-determination report will undergo a 15-day public review period from March 13 to 28, 2019. After the public review period closes, all comments received will be addressed as appropriate and incorporated into the final conformity re-determination report. Finally, the final transportation conformity re-determination report will be considered for approval by SCAG's Energy and Environment Committee and Regional Council on April 4, 2019.