
**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 26, 2016
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Meeting of the Transportation Conformity Working Group was held at the SCAG office in Los Angeles.

In Attendance:

Kopulsky, Dan	Caltrans, District 7
Morris, Michael	FHWA
Nord, Greg	OCTA
Sherwood, Arnie	UC Berkeley

SCAG

Asuncion, John
Au, Anita
Luo, Rongsheng
Zhou, Yanlin

Via Teleconference:

Cacatian, Ben	VCAPCD
Choi, Yoojoong	Caltrans Headquarters
Chu, Philip	SANBAG
DeHate, Eric	RCTC
Dwedle, Kevin	Caltrans Headquarters
Gallo, Ilene	Caltrans, District 11
Hardison, Gretchen	City of Los Angeles
Hudson, Kerrie	Caltrans, District 8
O'Connor, Karina	EPA Region 9
Sheehy, Erin	OCTA
Tavitas, Rodney	Caltrans Headquarters
Tax, Wienke	EPA Region 9
Yoon, Andrew	Caltrans, District 7

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1.0 CALL TO ORDER AND SELF-INTRODUCTION

Greg Nord, OCTA, called the meeting to order at 10:05 am.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 September 22, 2015 TCWG Meeting Minutes

The meeting minutes were approved.

3.2 October 27, 2015 TCWG Meeting Minutes

The EPA Update section of the meeting minutes will be revised to reflect minor corrections identified by Wienke Tax, EPA Region 9, via email.

3.3 November 17, 2015 TCWG Meeting Minutes

The meeting minutes were approved.

4.0 INFORMATION ITEMS

4.1 FTIP Update

John Asuncion, SCAG, reported the following:

- SCAG staff had received and was analyzing 2017 FTIP submissions from all County Transportation Commissions; 2107 FTIP development process was on schedule.
- County submittals for 2015 FTIP Amendment #15-15 would be due to SCAG by the end of January 26, 2016.

4.2 RTP Update

John Asuncion, SCAG, reported the following:

- Draft 2016 RTP/SCS was released for public review on December 3, 2015 and public comment period would end on February 1, 2016.
- SCAG had been holding public hearings and elected officials briefings during January 2016.
- SCAG had received about 70 public comments but many more comments were expected next week.

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- SCAG staff planned to present a summary of comments received along with recommendations on how to address these comments within 2016 RTP/SCS at next Regional Council Meeting on March 3, 2016.
- Adoption of 2016 RTP/SCS and certification of associated PEIR were anticipated in April 2016 to meet June 2016 deadline of federal approval.

4.3 Draft 2012 RTP/SCS & 2015 FTIP Conformity Re-determination for 2012 Annual PM_{2.5} NAAQS - Status Update

Rongsheng Luo, SCAG, reported the following:

- Draft 2012 RTP/SCS and 2015 FTIP conformity re-determination analysis was released for a 15-day public review. Public comment period concluded on January 13, 2016 and no comments were received.
- Conformity re-determination was scheduled to be presented to SCAG's Energy and Environmental Committee and Regional Council for their respective approvals on February 4, 2016.
- Conformity re-determination would be submitted to FHWA/FTA for final approval upon adoption by Regional Council.
- Final conformity re-determination would be needed by April 15, 2016.

4.4 Draft 2016 South Coast AQMP TCM Best Available Control Measures (BACM) Analysis Requirements

Rongsheng Luo, SCAG, reported the following:

- A new South Coast State Implementation Plan (SIP) is required to include BACM analysis per Clean Air Act as a result of reclassification of South Coast Air Basin (SCAB) from a "Moderate" to a "Serious" nonattainment area for 2006 PM_{2.5} standard.
- According to EPA's guidance, BACM requirements apply to all major source categories. On-road mobile source is a significant category of PM_{2.5} emissions in SCAB. Since TCMs are SCAG's portion of control measures, SCAG is required to prepare a TCM BACM Analysis to be included in Appendix IV-C of Draft 2016 South Coast AQMP/2006 PM_{2.5} Standard SIP
- EPA has provided extensive guidance on BACM requirements that are not specific to TCMs. The most relevant guidance related to TCMs are:
 - ✓ BACM is defined as "the maximum degree of emission reduction achievable from a source or source category which is determined on a case-by-case basis, considering energy, economic and environmental impacts and other costs."
 - ✓ The general four-step BACM determination process includes:
 - 1) Developing a comprehensive inventory of sources and source categories
 - 2) Undertaking a de minimis impact evaluation
 - 3) Evaluating alternative control measures for technological feasibility

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- 4) Cost evaluation
 - ✓ BACM could include, but is not limited to, expanded use of Reasonably Available Control Measures (RACM).
 - ✓ “BACM is intended to be a more stringent standard than RACM” in terms of “the overall level of emissions reductions of a control measure.”
 - ✓ In terms of evaluation of economic feasibility of measures that rely on public funding (TCMs are generally such measures), evidence needs to be provided to show “ambitious efforts to increase funding and increase the priority for use of existing funds.”
- August 16, 1994 EPA Federal Register Notice “Addendum to the General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990” also includes a brief guidance on how TCM BACM should be evaluated at a minimum.
 - ✓ BACM analysis should address TCMs listed in CAA Section 108(f) to determine whether these measures are achievable as BACM considering “energy, environmental and economic impacts and other costs.”
- Based on above EPA guidance, following two analyses were proposed as TCM BACM analysis for Draft 2016 South Coast AQMP:
 - 1) Re-evaluate RACM candidate measures in Draft TCM RACM analysis that have not been implemented in South Coast to confirm that these measures are not BACM.
 - 2) Evaluate TCMs in all “Serious” PM_{2.5} SIPs throughout the country to confirm that TCMs implemented in South Coast are the best available in terms of (1) regional effort to increase funding for TCMs, and (2) TCM roll-over process that continuously commits TCMs in South Coast.

4.5 EPA Update

Wienke Tax, EPA Region 9, reported the following:

- SCAB reclassification for 2006 PM_{2.5} standards had been finalized and Federal Register Notice was published on January 13, 2016. Reclassification would be effective February 12, 2016. BACM analysis would be required by August 2017 as a result.
- Consent decree deadline for EPA’s final action on 2012 South Coast AQMP/PM_{2.5} SIP and attainment impracticability demonstration is March 15, 2016.

Karina O’Connor, EPA Region 9, reported the following:

- Federal Register Notice of EPA’s approval of EMFAC2014 had been published, effective on December 14, 2015.

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- There is a two-year grace period. Therefore, all new regional analyses and hot spot analyses that are started on or after December 14, 2017 need to use EMFAC2014.

4.6 ARB Update

There was no new update.

4.7 Air District Update

Ben Cacatian, VCAPCD, reported the following:

- VCAPD staff was working on RACM analysis for 2016 Ventura County AQMP/Ozone SIP which will be due in July 2016.
- Draft RACM analysis had been taken to couple Ventura County Transportation Commission (VCTC) subcommittees for comments and suggestions.
- RACM analysis was anticipated to be presented to TCWG for interagency consultation in February 2016.
- SCAQMD was performing modeling for emission inventory and attainment demonstration, and transportation conformity budgets should be available once modeling is done.
- ARB adoption of 2016 Ventura County AQMP was scheduled in June 2016.
- Release of Draft 2016 Ventura County AQMP was anticipated by March 2016.

5.0 INFORMATION SHARING

None.

6.0 ADJOURNMENT

The meeting was adjourned at 10:50 am.

The next Transportation Conformity Working Group meeting will be held on Tuesday, February 23, 2016 at the SCAG office in downtown Los Angeles.