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

**February 25, 2020
Minutes**

1.0 CALL TO ORDER AND SELF-INTRODUCTION

Martha Masters, TCWG Chair, called the meeting to order at 10:05 am.

2.0 PUBLIC COMMENT PERIOD

None.

3.0 CONSENT CALENDAR

3.1. January 28, 2020 TCWG Meeting Minutes

The meeting minutes were deferred to next TCWG meeting.

4.0 INFORMATION ITEMS

4.1 Review of PM Hot Spot Interagency Review Forms

1) **LA0G1562rev**

It was determined that this project is not a POAQC.

2) **LAF7204rev**

It was determined that this project is not a POAQC (TCWG concurrence was received via email after meeting).

4.2 RTP Update

Nancy Lo, SCAG, reported the following:

- Draft Connect SoCal was released for a 60-day comment period that began November 14, 2019 and ended January 24, 2020. SCAG received over 1,800 public comments.
- SCAG staff planned to bring a summary of comments and a plan revision approach to SCAG Policy Committees in March 2020.
- SCAG staff also planned to bring Proposed Final Connect SoCal and PEIR to SCAG's Joint Policy Committee Meeting for recommendation to SCAG's Regional Council for adoption in April 2020.

Rongsheng Luo, SCAG, provided a status update on Transportation Conformity Analysis for Proposed Final Connect SoCal:

- Transportation Conformity Analysis Technical Report was released as part of Draft Connect SoCal for 60-day comment period that ended January 24, 2020.
- Thirty-three comments were received. Most comments were minor technical clarifications or corrections. Comment areas included air pollutants, health risks,

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TCMs, FTIP, toll roads, highway networks, SIPs, conformity budgets, and emission mitigations. There were also general comments on transportation and emission models' conformity requirements.

- Two recommendations were also received: 1) SCAG highlight potential sanctions on transportation funding in Connect SoCal and provide an estimate of potential impacts; and 2) Challenge of attaining federal air quality standards be presented in Connect SoCal as a regional priority calling for regional solution.
- In response to recommendations, SCAG staff planned to add a new challenge titled "Meeting Federal Air Quality Standards" in "Present and Future Challenges" section in Chapter 2 of the Plan.
- SCAG staff was in process of preparing Transportation Conformity Analysis Technical Report for Proposed Final Connect SoCal including minor revisions and corrections to texts and tables, updated modeling results, and updated regional emission analysis tables.
- SCAG staff planned to include two sets of regional emissions results, with and without ARB's off-model adjustment factors to account for potential impacts of SAFE Vehicles Rule Part 1. The set deemed appropriate by EPA would supersede the other.
- FHWA/FTA approval of final conformity determination would be needed by June 1, 2020.

4.3 FTIP Update

Pablo Gutierrez, SCAG, reported the following:

- 2019 FTIP Amendment #19-17 would be released for 10-day public review in week of February 24, 2020.
- Project submittals for 2019 FTIP Administrative Modification #19-18 were due to SCAG mid to late March 2020.
- 2019 FTIP Consistency Amendment #19-12 was scheduled for concurrent adoption by Regional Council in April with Connect SoCal.
- In regards to 2021 FTIP, SCAG staff was analyzing changes to modeling projects and would move on to analysis of exempt projects.

4.4 EPA Update

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

- Comment period for Coachella Valley 2008 8-hour Ozone Standard SIP ended on February 18, 2020. Public comments were being reviewed and the SIP was expected to be finalized in April or May 2020.
- Signed on February 4, 2020, final approval of Imperial County 2008 8-hour ozone standard SIP would be published in Federal Register (FR) on February 27, 2020.

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- Signed on February 5, 2020, final approval of Ventura County 2008 8-hour ozone standard SIP would also be published in FR on February 27, 2020.
- No new updates on sanction clocks or SAFE Vehicles Rule.

In response to questions, Ms. O’Conner stated the following:

- Three additional SIPs from SCAG region, including 1) Imperial County PM₁₀ SIP, 2) Imperial County 2012 Annual PM_{2.5} standard SIP, and 3) South Coast 2012 annual PM_{2.5} Moderate SIP, were under EPA review but these SIP were not expected to be approved before June 1, 2020.
- With regard to SAFE Vehicles Rule, there was upper-level discussion between EPA and FHWA; There were no technical issues holding up the process; EPA had not receive formal submittal of adjustment factors to account for SAFE Vehicles Rule Part 1 from ARB; EPA could not act on these adjustment factors until EPA receive them; Final SAFE Vehicles Rule Part 2 had been at Office of Management and Budget (OMB) for about a month and OMB review can typically take up to 90 days; timeline of SAFE Rule Part 2 release was not known; SAFE Rule Part 2 would likely not have a comment period since it is a final rule; and Part 2 rule was anticipated to become effective 60 days after publication, same as Part 1 rule.

4.5 ARB Update

Nesamani Kalandiyur, ARB, reported the following:

- ARB staff was planning to take statewide SIP Base Year 2017 Emissions Inventory to ARB Board Meeting in June.
- For “Severe” and “Extreme” ozone nonattainment areas, VMT offset analysis would be conducted and presented to ARB Board as well.
- ARB staff developed off-model adjustment factors to account for SAFE Rule Part 1 but was unclear on process for Part 2. Typically, adjustments were included as part of SIP but it was different for SAFE Rule.
- ARB staff was unsure when SAFE Rule Part 2 would be released. Once it was released, ARB staff would look into it and develop adjustment factors as necessary.

In response to a question, Mr. Kalandiyur clarified that VMT offset analysis is required only for “Severe” and “Extreme” ozone nonattainment areas; In SCAG region, South Coast Air Basin, Coachella Valley, and Western Mojave Desert Air Basin are such areas; and ARB would be working with local air districts to conduct VMT offset analysis.

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In response to a question, Mr. Kalandiyur stated that if ARB’s off-model adjustment factors were a technical submittal to EPA, ARB would be able to submit within a couple of weeks; and if it had to be more formal and taken to ARB Board, it could take longer.

In response to a question, Karina O’Connor, EPA Region 9, stated that if ARB’s off-model adjustment factors were submitted to EPA as a technical submittal, EPA could respond in a month or less since EPA staff and ARB staff had already discussed how the adjustment factors were developed.

4.6 Air Districts Update

Rongsheng Luo, SCAG, on behalf of Lijin Sun, SCAQMD, reported the following:

- Coachella Valley had been reclassified as an “Extreme” nonattainment area under 1997 8-hour Ozone Standard and new SIP was due to EPA February 2021. SCAQMD staff would work on new SIP this year and planned to release a draft by end of 2020.
- SCAQMD staff was beginning work on 2022 AQMP to primarily address 2015 8-hour ozone standard.
- An AQMP Advisory Group Meeting was planned for April to provide updates on Reasonably Available Control Technology (RACT) analysis, baseline emissions inventory, and VMT growth reporting requirements.

5.0 INFORMATION SHARING

None.

6.0 ADJOURNMENT

The meeting was adjourned at 10:44 am. The next Transportation Conformity Working Group meeting will be held on Tuesday, March 24, 2020, at the SCAG main office in downtown Los Angeles.