

Transportation Conformity

Transportation conformity is required under the Federal Clean Air Act to ensure that federally-supported highway and transit project activities conform to the purpose of the 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 Standards. Conformity applies to non-attainment 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).

Under the U.S. DOT metropolitan planning regulations and EPA's transportation conformity regulations, the Draft Amendment No. 2 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) need to pass five tests: consistency with the adopted 2012–2035 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are presented below. Details of the regional emissions analysis follow the findings.

Conformity Findings

SCAG's transportation conformity findings for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are as follows:

- Consistency with 2012–2035 RTP/SCS Test
 - Inclusion of the amended projects in the 2012–2035 RTP/SCS would not change any other policies, programs or projects in the federally approved 2012–2035 RTP/SCS.
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS are consistent with the federally approved 2012–2035 RTP/SCS as previously amended and meet all federal and state requirements and regulations.
- Regional Emissions Tests
 - Finding: The regional emissions analyses for the Draft Amendment No. 2 to the 2012–2035 RTP/SCS update the regional emissions analyses for the federally approved 2012–2035 RTP/SCS as previously amended and are identical to the regional emissions analyses for the Draft 2015 FTIP.
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 1997 and 2006 PM_{2.5} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for 2008 ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for NO₂ meet all applicable

emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).
- Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS regional emissions analysis for 2006 PM_{2.5} and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).
- Timely Implementation of TCMs Test
The Draft Amendment No. 2 to the 2012–2035 RTP/SCS does not revise or otherwise alter the scope, schedule, funding priority, or implementation of any TCM.
 - Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any

delays, any obstacles to implementation have been or are being overcome.

- Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.
- Financial Constraint Test
 - Finding: All projects listed in the Draft Amendment No. 2 to the 2012–2035 RTP/SCS are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- Interagency Consultation and Public Involvement Test
 - Finding: The Draft Amendment No. 2 to the 2012–2035 RTP/SCS comply with all federal requirements for interagency consultation and public involvement. The amendment was discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on several occasions (September 24, 2013; January 28, 2014; and May 27, 2014). The draft conformity analysis is scheduled to be released for a 30-day public review by July 1, 2014 and two public hearings are scheduled to be held in July 2014 at the SCAG’s Los Angeles office with video-conferencing available from the County Regional Offices. The Draft Amendment document will be posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All conformity-specific comments will be documented and responded to.

Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG’s jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the

budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM_{2.5} and PM₁₀), SCAG uses the approved AP-42 method with VMT by facility type for all applicable milestone, attainment and planning horizon years.

South Central Coast Air Basin – Ventura County Portion

Table 1. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2021	2030	2035
ROG	Budget	13	13	13	13
	Plan	8	5	4	4
	Budget – Plan	5	8	9	9
NOx	Budget	19	19	19	19
	Plan	15	8	6	6
	Budget – Plan	4	11	13	13

South Coast Air Basin

Table 2. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035	
ROG	Budget	SCAB	136	119	119	108	108	99	99	99	
	Plan	Morongongo	0.4	0.4 ^a	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0 ^a	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongongo and Pechanga	129.3	104.9 ^a	96.7	86.8	83.9	77.8	67.1	61.7	
		Sum	129.7	105.3	97.1	87.2	84.2	78.1	67.4	62.0	
		SCAB	130	106	98	88	85	79	68	63	
	Budget – Plan		6	13	21	20	23	20	31	36	
NOx	Budget	SCAB	277	224	224	185	185	140	140	140	
	Plan	Morongongo	1.8	1.5 ^a	1.5	1.3	1.2	1.0	1.0	1.0	
		Pechanga	0.0	0.0 ^a	0.0	0.0	0.0	0.0	0.0	0.0	
		SCAB excluding Morongongo and Pechanga	259.0	205.5	187.6	160.8	148.3	124.9	109.9	106.4	
		Sum	260.8	207.0	189.1	162.1	149.5	126.0	110.9	107.4	
		SCAB	261	208	190	163	150	126	111	108	
	Budget – Plan		16	16	34	22	35	14	29	32	

^a2017 interpolated between 2014 and 2018

Table 3. 1997 and 2006 PM_{2.5} (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	Plan	127	85	68	61
	Budget – Plan	5	47	64	71
NOx	Budget	290	290	290	290
	Plan	282	175	121	115
	Budget – Plan	8	115	169	175
PM _{2.5}	Budget	35	35	35	35
	Plan	21	14	12	12
	Budget – Plan	14	21	23	23

Table 4. PM₁₀ (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	Plan ^a	127	80	54	47
	Budget – Plan	55	40	27	34
NOx	Budget	372	180	116	116
	Plan ^a	282	171	106	100
	Budget – Plan	90	9	10	16
PM ₁₀	Budget	159	164	175	175
	Plan	83	85	93	94
	Budget – Plan	76	79	82	81

a Including baseline adjustments provided by ARB in May 2014.

Table 5. CO (Winter Emissions [tons/day])

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,053	696	510	461
	Budget – Plan	1,804	1,441	1,627	1,676

Table 6. NO₂ (Winter Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NO ₂	Budget	680	680	680	680
	Plan	277	172	118	113
	Budget – Plan	403	508	562	567

Western Mojave Desert Air Basin – Los Angeles County (Antelope Valley Portion) and San Bernardino County (Western Portion of MDAB)

Table 7. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	Plan	9	6	6	6
	Budget – Plan	13	16	16	16
NOx	Budget	77	77	77	77
	Plan	29	19	16	18
	Budget – Plan	48	58	61	59

Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley

Table 8. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM ₁₀	No Build	9.6	10.5	13.6	15.1
	Build	8.9	9.5	12.4	13.6
	No Build – Build	0.7	1.0	1.2	1.5

Mojave Desert Air Basin – Searles Valley portion of San Bernardino County

Table 9. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM ₁₀	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
	No Build – Build	0.0	0.0	0.0	0.0

Salton Sea Air Basin – Riverside County Coachella Valley Portion

Table 10. 2008 8-Hour Ozone (Summer Planning Emissions [tons/day])

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	Plan	4	3	3	3
	Budget – Plan	3	4	4	4
NOx	Budget	26	26	26	26
	Plan	15	10	8	9
	Budget – Plan	11	16	18	17

Table 11. PM10 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM ₁₀	Budget ^a	10.9	10.9	10.9	10.9
	Plan	5.0	5.6	6.8	7.0
	Budget – Plan	5.9	5.3	4.1	3.9

^a Budget set to one decimal place by 2003 Coachella SIP.

Salton Sea Air Basin – Imperial County Portion

Table 12. 2008 Ozone (Summer Planning Emissions [tons/day])

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	3	3	3	3
	Budget – Plan	4	4	4	4
NO _x	Budget	17	17	17	17
	Plan	9	7	7	7
	Budget – Plan	8	10	10	10

Table 13. 2006 PM2.5 (24-Hour Emissions [tons/day])

Pollutant		2014	2020	2030	2035
NO _x	No Build	4.7	3.2	3.0	3.2
	Build	4.6	3.1	2.9	3.1
	No Build – Build	0.1	0.1	0.1	0.1
PM _{2.5}	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.3	0.3
	No Build – Build	0.0	0.0	0.0	0.0

Table 14. PM10 (24-HOUR Emissions [tons/day])

Pollutant		2014	2020	2030	2035
PM ₁₀	No Build	1.6	1.7	2.0	2.2
	Build	1.1	1.4	1.7	1.8
	No Build – Build	0.5	0.3	0.3	0.4