

CONFORMITY ANALYSIS

Introduction

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is the federally required multimodal list of capital improvement projects to be implemented over a six year period. The biennial FTIP update, produced on a two year cycle, implements the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2017 FTIP implements the transportation projects and programs of the 2016-2040 RTP/SCS in the fiscal years (2016/17 – 2021/22).

Federal Conformity Requirements

Federal and state regulations provide that the Southern California Association of Governments (SCAG), as the designated Metropolitan Planning Organization, may rely on a previous regional emissions analysis when processing amendments, in the event that certain conditions are met. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and SCAG have identified the following type of 2017 FTIP amendments for which SCAG may rely on the existing regional emissions analysis:

“Category 3. Formal Amendment – Relying on the Existing Conformity Determination. This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.”¹

Amendment #17-02 relies on the regional emissions analysis for the 2016-2040 RTP/SCS and 2017 FTIP as previously amended [Section 93.122(g) is the relevant part of the *Transportation Conformity Regulations* for this amendment].

FTIP Amendment #17-02 Project Description

FTIP Amendment #17-02 includes twelve projects for which conformity needs to be reaffirmed (see the Conformity Determination Project Listing). These projects are located in the South Coast Air Basin (SCAB) and the Salton Sea Air Basin (SSAB).

Conformity Status of Current RTP and FTIP

The conformity determination for the 2016-2040 RTP/SCS received federal approval on June 1, 2016.

The FHWA and FTA approved the conformity determinations for 2017 FTIP and the 2017 FTIP Amendment #17-01 concurrently on December 16, 2016.

¹ SCAG, *Final 2017 Federal Transportation Improvement Program Guidelines*, October 2015, page 152.

Summary of Conformity Analysis and Findings

SCAG reaffirms the latest applicable conformity findings for both the 2016-2040 RTP/SCS (<http://scagrtpscs.net/Pages/default.aspx>) and the 2017 FTIP as previously amended (<http://ftip.scag.ca.gov/Pages/2017/adopted.aspx>).

This reaffirmation covers the findings for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs), applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the 2017 FTIP and the 2016-2040 RTP/SCS, and reaffirming the process for interagency consultation and public participation.

SCAG has completed its analysis of the proposed changes to the 2017 FTIP as previously amended. SCAG's findings for the approval of this amendment are as follows:

Consistency with Current RTP/SCS and FTIP

The twelve projects needing conformity reaffirmation in Amendment #17-02 are from the adopted 2016-2040 RTP/SCS, which is a conforming Plan. Amendment #17-02 does not include any new regionally significant project beyond those currently included in the 2016-2040 RTP/SCS, nor does it move a project across any modeling years currently assumed in the 2016-2040 RTP/SCS and the 2017 FTIP as previously amended. Furthermore, the design, concept and scope of the twelve projects do not differ significantly from what were described in the 2016-2040 RTP/SCS and the 2017 FTIP.

Finding: The 2017 FTIP Amendment #17-02 is consistent with the 2016-2040 RTP/SCS and the 2017 FTIP as previously amended.

Regional Emissions Analysis

This conformity analysis relies on the regional emissions analysis from the 2017 FTIP as previously amended which updated the 2016-2040 RTP/SCS. The emissions analysis was performed with the SCAG Regional Travel Demand Model and utilizes the planning, socioeconomic and model assumptions for the 2017 FTIP. FTIP Amendment #17-02 does not result in any modeling changes.

The regional emissions analysis methodology for this amendment to the 2017 FTIP uses currently applicable budgets to determine conformity for all criteria pollutants. Specifically, this conformity reaffirmation is being made for all criteria pollutants and precursors in the MDAB, the SCCAB, the SCAB, and the SSAB.

Finding: The 2017 FTIP Amendment #17-02 regional emissions for Ozone precursors (NO_x, ROG/VOC) are consistent with all applicable emission budgets for all milestone, attainment, and planning horizon years in 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 2017 FTIP Amendment #17-02 regional emissions for CO are consistent with all applicable emissions budgets for all milestone, maintenance, and planning horizon years in the SCAB.

Finding: The 2017 FTIP Amendment #17-02 regional emissions for NO₂ are consistent with all applicable emissions budgets for all milestone, maintenance, and planning horizon years in the SCAB.

Finding: The 2017 FTIP Amendment #17-02 regional emissions for direct PM_{2.5} (2006 and 2012 NAAQS) and its precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2017 FTIP Amendment #17-02 regional emissions for PM₁₀ and its precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2017 FTIP Amendment #17-02 regional emissions analysis for PM_{2.5} (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years in the SSAB (Imperial County portion).

Finding: The 2017 FTIP Amendment #17-02 regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years in the MDAB (two nonattainment areas: San Bernardino County portion excluding Searles Valley portion and Searles Valley portion of San Bernardino County) and the SSAB (Imperial County portion).

Timely Implementation of TCMs

Finding: There are five committed TCM projects in the 2017 FTIP Amendment #17-02. However, the project scope and final completion date of these TCM projects remain the same. The 2017 FTIP Amendment #17-02 does not change timely implementation of the SCCAB and SCAB TCM projects.

Fiscal Constraint Analysis

Finding: FTIP Amendment #17-02 includes the most recent financial plan for the 2017 FTIP. All projects listed in the 2017 FTIP (including the proposed amendment) are financially constrained for all fiscal years.

Interagency Consultation and Public Involvement Analysis

The regional conformity analysis leading to the FHWA and FTA's approval of the 2017 FTIP complies with all federal and state requirements for interagency consultation and public involvement as documented in Section V of Technical Appendix, Volume II of the 2017 FTIP. For 2017 FTIP Amendment #17-02, SCAG will undergo additional public involvement including solicitation via email for comments from the Transportation Conformity Working Group. In addition, Amendment #17-02 will be posted on SCAG's website (www.scag.ca.gov) for a 10-day public comment period.

Finding: The 2017 FTIP Amendment #17-02 complies with all federal and state requirements for interagency consultation and public involvement.

Overall

Finding: SCAG has determined that the 2017 FTIP Amendment #17-02 is consistent with all federal conformity requirements and regulations.