



SOUTHERN CALIFORNIA
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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

REMOTE PARTICIPATION ONLY

Tuesday, July 27, 2021

10:00 a.m. – 12:00 p.m.

To Participate on Your Computer:

<https://scag.zoom.us/j/153963916>

To Participate by Phone:

Call-in Number: (646) 558-8656 or (669) 900-6833

Meeting ID: 153 963 916

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Karen Calderon at (213) 236-1983 or via email at calderon@scag.ca.gov. Agendas & Minutes for the Transportation Conformity Working Group are also available at: <https://scag.ca.gov/transportation-conformity-working-group>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



TRANSPORTATION CONFORMITY WORKING GROUP

AGENDA

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Paul Phan, TCWG Chair

2. PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the TCWG, must use the “raise hand” function on your computer or dial *9 by phone and wait for the Chair to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the Chair. The Chair may limit the total time for comments to twenty (20) minutes.

3. CONSENT CALENDAR

3.1. May 25, 2021 TCWG Meeting Minutes

Attachment 3.1

3.2. June 22, 2021 TCWG Meeting Minutes – Deferred to August 24, 2021 TCWG Meeting

4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms (10 minutes)

Attachment 4.1 LALS06

4.2. Review of Conformity Exemption Request (10 minutes)

Attachment 4.2 ORA001103 Exemption

4.3. RTP Update (15 minutes)

John Asuncion, SCAG

4.3.1. Connect SoCal 2020 RTP/SCS, Amendment #1 Update

Agustin Barajas, SCAG

4.3.2. Concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 Update

Pablo Gutierrez and Mana Sangkapichai, SCAG

Attachment 4.3.2 Memo –2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 to Address Transportation Conformity Lockdown

4.4. FTIP Update (10 minutes)

John Asuncion, SCAG

4.5. EPA Update (10 minutes)

Karina O’Connor, EPA

4.6. ARB Update (10 minutes)

Nesamani Kalandiyur, ARB

4.7. Air Districts Update (10 minutes)

District Representatives

5. INFORMATION SHARING

6. ADJOURNMENT

The next meeting of the TCWG will be held on Tuesday, August 24, 2021 via teleconference and Zoom meeting only.



TRANSPORTATION CONFORMITY WORKING GROUP

Meeting Minutes

May 25, 2021

10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom teleconference. A digital recording of the meeting is available for listening in SCAG's office.

Attendee List

SCAG Staff:

Asuncion, John
Barajas, Agustin
Calderon, Karen
Ekman, Annaleigh

Via Teleconference:

Acebo, Mervin
Acosta, Brooke
Aljabiry, Muhaned
Anderson, Kelsie
Arellano, Lexie
Bagde, Abhijit
Bade, Rabindra
Brock, Caleb
Cacatian, Ben
Gaschot, Bertrand
Huddleston, Lori
Kalandiyur, Nesamani
Lau, Charles
Lay, Keith
Marroquin, Nancy
Masters, Martha
Miranda, Jude
Moran, Nohemi
O'Connor, Karina
Odufalu, Femi
Phan, Paul
Sanchez, Lucas
Sun, Lijin
Whiteaker, Warren
Yoon, Andrew

FTA Region 9
IBI Group
Caltrans Headquarters
TCA
Caltrans Headquarters
Caltrans Headquarters
Caltrans District 12
Caltrans District 7
Ventura County APCD
Mojave Desert AQMD
LA Metro
CARB
Caltrans District 7
ICF
LA Metro
RCTC
Caltrans District 12
SBCTA
US EPA Region 9
Caltrans District 8
Caltrans District 8
Caltrans Headquarters
South Coast AQMD
OCTA
Caltrans District 7



TRANSPORTATION CONFORMITY WORKING GROUP

MEETING SUMMARY

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Paul Phan, TCWG Chair, called the meeting to order at 10:05 am.

2. PUBLIC COMMENT PERIOD

None.

3. CONSENT CALENDAR

- 3.1. April 27, 2021 TCWG Meeting Minutes
The meeting minutes were deferred to next TCWG Meeting.

4. INFORMATION ITEMS

4.1. RTP Update

4.1.1. Connect SoCal-2020 RTP/SCS, Amendment #1 Update

Agustin Barajas, SCAG, reported the following:

- 2020 Connect SoCal Amendment No. 1 was being prepared in response to project changes requested by County Transportation Commissions.
- For all six counties in SCAG region, there was a total of 296 modified projects. Revisions included new projects, scope changes, schedule revisions, project cost changes, and cancelled projects.
- SCAG staff had completed required transportation modeling and prepared draft Amendment document.
- The draft Amendment document would be presented to SCAG's Regional Council on July 1, 2021, and then released for a 30-day comment period.
- It was expected that the Amendment would be adopted by SCAG's Regional Council in October 2021 and Federal Conformity Determination in December 2021 or January 2022.

4.2. FTIP Update

John Asuncion, SCAG, reported the following:

- 2021 FTIP and 2021 FTIP Amendments #21-01 and #21-02 were approved by FHWA and FTA in April 2021.
- SCAG staff had started working on 2023 FTIP Guidelines.
- 2021 FTIP Amendment #21-03 was under review by Caltrans, FHWA, and FTA.
- 2021 FTIP Amendment #21-04 was in development with scheduled release by end of May 2021
- To address pending conformity lockdown due to EMFAC2017, SCAG staff asked CTCs to submit modeled projects for a modeled 2021 FTIP Amendment and 2023 FTIP by early July 2021.
- SCAG staff sent a memo to and met with staff of CTCs regarding implications of EMFAC2017 implementation.

4.3. US EPA Update

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

- US EPA signed a proposed approval of West Mojave Desert 2008 8-hour Ozone plan on May 4, 2021 (published on May 10, 2021, <https://www.govinfo.gov/content/pkg/FR-2021-05-10/pdf/2021-09842.pdf>).
- Comment period for the proposed approval ends on June 9, 2021.

4.4. CARB Update

Nesamani Kalandiyur, CARB, reported the following:

- CARB has completed technical documentation of EMFAC2021.
- The technical documentation is posted on CARB's website: <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools-emfac-software-and>.
- CARB would be submitting EMFAC2021 to US EPA for their approval within next two months.



TRANSPORTATION CONFORMITY WORKING GROUP

4.4.1. Draft South Coast PM 10 Transportation Conformity Budgets

Nesamani Kalandiyur, CARB, presented draft transportation conformity budgets for South Coast AQMD PM₁₀ Second Maintenance Plan (2023-2035).

- South Coast attained national ambient air quality standards for PM₁₀ in July 2013.
- Proposed transportation conformity budgets were established for ROG, NO_x, PM₁₀ for 2023, 2031, and 2035; developed using EMFAC2017 with travel activity data from SCAG's 2020 Connect SoCal; reflected adjustments for SAFE Vehicles Rule, Heavy-Duty Engine and Vehicle Omnibus Regulation, and Advanced Clean Truck Regulation; and included vehicular exhaust emission, paved road dust, unpaved road dust, and road construction dust.
- Draft Final 2021 PM₁₀ Maintenance Plan for South Coast Air Basin including the proposed transportation conformity budgets had been posted on SCAQMD's website ([http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/other-state-implementation-plan-\(sip\)-revisions](http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/other-state-implementation-plan-(sip)-revisions)) and on CARB's website (<https://ww2.arb.ca.gov/resources/documents/2021-south-coast-pm10-maintenance-plan>).
- The South Coast PM₁₀ Maintenance Plan was scheduled for review by CARB's Governing Board in June 2021.

In response to a question, Karina O'Connor, US EPA Region 9, stated that it would more likely take one year for EPA to complete its review of EMFAC2021.

In response to a question, Nesamani Kalandiyur, CARB, confirmed that VCAPCD should expect to use EMFAC2017 to develop its 2015 8-hour Ozone plan because EMFAC2021 would likely not be approved in time.

4.5. Air District Updates

Lijin Sun, SCAQMD, reported that 2022 AQMP Mobile Source Working Group Meetings had been scheduled for Heavy-Duty Trucks, Construction and Industrial Equipment, Ocean-Going Vessels, and Aircraft in early June.

Ben Cacatian, VCAPCD, reported that Alan Ballard, Supervising Air Quality Specialist for Emission Inventory and Forecasting, had retired and VCAPCD was in process of hiring to fill that position.

5. INFORMATION SHARING

- 5.1. Request for Questions re. Anticipated Conformity Lockdown post EMFAC2014 Grace Period
Karen Calderon, SCAG, reported that no questions had been received for Anticipated Conformity Lockdown post EMFAC2014 Grace Period discussed at April 27, 2021 TCWG Meeting, and reminded that questions were due to her via email by May 31, 2021.

Lucas Sanchez, Caltrans Headquarters, added that Caltrans had been receiving questions and announced another Interagency Coordination Meeting between Caltrans, SCAG, and San Joaquin Council of Governments staff on June 16, 2021.

6. ADJOURNMENT

The meeting was adjourned at 10:29 a.m. The next TCWG meeting will be held on Tuesday, June 22, 2021 via teleconference and Zoom meeting only.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i> LALS06				
TCWG Consideration Date July 20, 2021				
Project Description <i>(clearly describe project)</i>				
<p>Caltrans District 7 proposes to install a new traffic signal and lighting systems at the intersection of State Route 107 (Hawthorne Blvd) and 238th Street in the City of Torrance at Post Mile 0.3 in Los Angeles County. The intersection is currently unsignalized.</p> <p>The project proposes signalization at the intersection and also includes the following improvements:</p> <ul style="list-style-type: none"> ▪ Install left turn phasing for both directions of Hawthorne Blvd.; ▪ Upgrade existing crosswalks on the east and west leg of Hawthorne Blvd. to ladder type; ▪ Install yield line pavement markings and R1-5, W11-2, and W16-7P signs in the northbound and southbound Hawthorne Blvd.; ▪ Install R4-7 and OM1-3 signs at both medians; ▪ Refresh yellow paint on nose of both medians; ▪ Install bicycle loops at limit line; and ▪ Construct sidewalk to connect the northeast corner curb ramp and bus stop. 				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Intersection Signalization				
County LA	Narrative Location/Route & Postmiles SR-107 (Hawthorne Blvd), Postmile 0.3			
	Caltrans Projects – EA/EFIS# 4V270/EFIS 0721000088			
Lead Agency: Caltrans				
Contact Person Andrew Yoon	Phone# 213-266-6892	Fax# 213-897-0683	Email andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>
		<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>
			<input type="checkbox"/>	PS&E or Construction
				<input type="checkbox"/>
				Other
Scheduled Date of Federal Action: July 30, 2021				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/>	Exempt	<input checked="" type="checkbox"/>	Section 326 – Categorical Exemption	<input type="checkbox"/>
				Section 327 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	4/2021	2/2021	8/2021	4/2023
End	10/2022	12/2022	10/2022	12/2023

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

On October 2, 2019, traffic volume and turning movements data were collected at the SR-107 (Hawthorne Blvd) and 238th intersection. Per 2014 MUTCD Chapter 4C, Traffic Signal Warrant Signal analysis was performed and determined that traffic signal at Hawthorne Blvd and 238th Street intersection was warranted per Warrant 1 (Eight Hour Vehicular Volume) and Warrant 2 (Four Hour Vehicular Volume).

The proposed project improvements are anticipated to improve safety and operation at the Hawthorne Blvd and 238th Street intersection.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land uses along the project corridor include a mix of residential, parks, and commercial uses with preschool and residential within buffer zone of 500 feet.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

SR-107 (Hawthorne Blvd) Opening Year 2023	AADT	Truck Percentage	AM Peak Hour Volume	PM Peak Hour Volume	SR-107/238th St Intersection			
					AM LOS	PM LOS	AM Delay (sec)	PM Delay (sec)
No-Build	60900	2%	3569	3365	C	C	>300	>300
Build	60900	2%	3569	3365	A	A	7.4	9.0

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

SR-107 (Hawthorne Blvd) Horizon Year 2045	AADT	Truck Percentage	AM Peak Hour Volume	PM Peak Hour Volume	SR-107/238th St Intersection			
					AM LOS	PM LOS	AM Delay (sec)	PM Delay (sec)
No-Build	72500	2.40%	4249	4006	E	D	>300	>300
Build	72500	2.40%	4249	4006	B	B	10.1	12.5

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT				
238th Street Opening Year 2023	ADT	Truck Percentage	AM Peak Hour	PM Peak Hour
No-Build	1491	0.6%	144	253
Build	1491	0.6%	144	253

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT				
238th Street Horizon Year 2045	ADT	Truck Percentage	AM Peak Hour	PM Peak Hour
No-Build	1775	0.7%	171	301
Build	1775	0.7%	171	301

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

This project consists of installing a new traffic signal with left-turn phasing for both directions along Hawthorne Blvd; upgrading existing crosswalks; installing bicycle loops; constructing sidewalks; and improving lighting system. The proposed project is not anticipated to result in traffic redistribution, but rather is anticipated to improve safety and operation within the project area.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This project is proposed to be included in the “Minor A” Mobility Category of the Operational Improvements Program, State Highway Operation and Protection Program (SHOPP) category 201.310.

This Categorical Exclusion (CE)/Categorical Exemption (CE) signalization project is proposed to improve safety and operation at the SR-107 (Hawthorne Blvd) and 238th Street intersection. The projected traffic data at the intersection of SR-107 and 238th Street in 2023 and 2045 indicate that the proposed project is not anticipated to have a significant number of or an increase in the number of diesel vehicles. According to the traffic data for the opening and horizon years, the proposed project is anticipated to improve the Levels of Service at the intersection while the volumes are anticipated to remain unchanged when compared to the No-Build. The proposed project does not meet the criteria in 40 CFR 93.123(b)(1); and it is therefore recommended that the proposed project be concurred as not of air quality concern for particulate matters.

LA-107 (Hawthorne Blvd) and 238th Street (PM 0.265)



DISTRICT 07 LA-107 (Hawthorne Blvd) and 238th Street
PM: 0.265 INTERSECTION
LOG # G193-02570
BY: Minh-Thu Ho



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
 For projects that correct, improve, or eliminate a hazardous location or feature

Project Information

DIST-CO-RTE-PM: 12-ORA-91-0.0/4.8

EA/EFIS ID (Caltrans Projects): 1220000021

Fed. Aid. No. (Local Projects):

FTIP ID No. (required): ORA 001103

TCWG Consideration Date: 07/27/2021

Pollutant of Concern: PM2.5 and PM10

Contact Information

Lead Agency: Caltrans

Contact Person: Rabindra Bade

Phone: 657 328 6573

Fax:

Email: rabindra.bade@dot.ca.gov

Environmental Approval Information

Anticipated Federal Environmental Approval (check appropriate box):

23 USC 326 CE 23 USC 327 CE EA EIS

Anticipated Date of Federal Environmental Approval: 2021

Current Programming Dates (as appropriate):

	PA&ED	PS&E	ROW	CON
Start	2021	2022	2023	2027
End	2021	2023	2024	2028



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

Project Details

Project Description

This SR-91 project was initiated by the Caltrans District 12 Team as a multi-asset management project. The proposal aims to address both Roadway Improvement and TMS improvement along a portion of SR-91. Roadway Improvement provides various upgrades and improvement to the existing facilities and TMS Improvement transitions our existing facilities into a modernized system with a multimodal technological infrastructure. Roadway improvement includes pavement improvement as the anchor asset; and drainage, lightings and conduits, operation improvement/widening, overhead sign panels and overhead sign structures, Weight-In-Motion system, and landscape as satellite assets. TMS improvement is a satellite asset which consists of various TMS elements, including CMS, HD CCTV, video detection cameras, smart street lightings, non-PTZ cameras, switches at controller cabinets, cabinet locking systems, loops, and pull boxes.

The project limits of Segment 1 encompass the segment of SR-91 from approximately 0.1 mile west of the Los Angeles County line in Los Angeles County to the Acacia Street Undercrossing in Orange County, including the Cities of Cerritos, La Palma, Buena Park, Fullerton, and Anaheim, from 07-LA-91 PM R20.6/R20.7 to 12-ORA-91 PM R0.0/4.8.

Layout plan of the widening at the Orangethorpe Avenue off ramp is attached.

Project Purpose and Need (Summary) (attach additional sheets as necessary):

Purpose

This project addresses inadequate roadway conditions and transportation management system elements. Work activities include pavement rehabilitation, drainage improvements, work on/at several bridges, loop detector replacement, new lighting, lighting replacement ,conduit replacement, installation of a weigh in motion system (WIMS), landscape improvements, overhead sign panel and one bridge mounted sign structure, retaining walls, upgrade existing closed circuit television (CCTV) cameras to high definition cameras (HD CCTV), upgrade existing switches in electrical cabinets, upgrade fiber optic communication systems, install video detection cameras, install Smart Street Lighting, install non-pan-tilt-zoom (PTZ) cameras, install central locking cabinet systems, upgrade pull boxes with locking systems.

Additionally, and operational improvement which includes widening at the Orangethorpe Avenue off ramp is also proposed. The off ramp needs to be widened due to occasional ramp-queue overflows on EB SR-91 mainline at this location. The operational improvement is limited to increasing storage capacity of the ramp by widening the terminus section from two to three lanes.

Potholing to identify underground utilities is anticipated. Work activities occur in both directions (EB and WB) on SR-91.

0R311K specifically entails:

Roadway slabs, Bridge Approach/Departure slabs, Cold Plane & Overlay, Grind & Groove, Drainage Improvements, Replace Loop Detectors, Lighting/Conduit Improvement: Add lights, replace lights, replace conduit, Landscape Improvement, Weigh in Motion Scale System, Upgrade Overhead Signs, Operational



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

Widening, Retaining Walls, Upgrade HD CCTVs, Switch Cabinet Locking, Upgrade Fiber Optics, Install Video Detection, Upgrade CMS, Install CMS, Install Smart Lighting, Install Non-PTZ Cameras, Install Central Locking, Upgrade Pull Boxes.

Need

SR-91 has experienced inadequate roadway conditions and been operating with incomplete and disconnected technological infrastructure systems.

A. Inadequate roadway conditions, including:

- Deteriorated pavement, cracked and settled approach and departure slabs
- Inadequate drainage systems
- Inadequate lightings and conduits
- Outdated irrigation systems
- Unsafe maintenance accesses for highway workers
- The need to effectively monitor truck volume along the corridor
- Deterioration of visibility of existing overhead sign panels
- Travelers experiencing lengthy and extended commute times during peak hours at some freeway segments

B. Incomplete and disconnected technological infrastructure systems, including:

- Lack of real-time management of the corridor to detect traffic congestion, vehicle collision and incident
- Lack of Internet Protocol (IP) base Ethernet communications with field elements to allow for remote monitoring and management of ITS elements
- The need to upgrade the existing CMS to improve visibility and meet standard requirements
- The need to save energy and improve visibilities to enhance road safety with remote management to lower maintenance cost and reduce operating expenses
- Lack of real-time management at the ramps/merging areas to detect traffic congestion, vehicle collision and incident
- Lack of Intelligent Traffic System (ITS) to protect our critical infrastructure systems

Please provide collision data or justification on the need for the correction, improvement, or elimination of a hazardous location or feature:

- i. It reduces the occasional ramp-queue on EB SR-91 location i.e. it increases the storage capacity of the ramp by widening the terminus section from two to three lanes.

Comments/Explanation/Details (attach additional sheets as necessary):

- i. It reduces the occasional ramp-queue overflows on EB SR-91 mainline location.
- ii. The operational improvement is limited to increasing storage capacity of the ramp by widening the terminus section from two to three lanes.
- iii. The operational improvement will be at only one location not at multiple locations.



CONFORMITY EXEMPTION FORM
PROJECT SUMMARY FOR INTERAGENCY CONSULTATION
For projects that correct, improve, or eliminate a hazardous location or feature

Thus, this project can be exempted from conformity requirement according to 40 CFR 93.126 Table 2 under the "Project that correct, improve, or eliminate a hazardous location or feature."

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
07 12	LA Orca	91	R20.6/R20.7 R0.0/4.8	4	92

XX-XX-XX
REGISTERED CIVIL ENGINEER DATE

XX-XX-XX
PLANS APPROVAL DATE

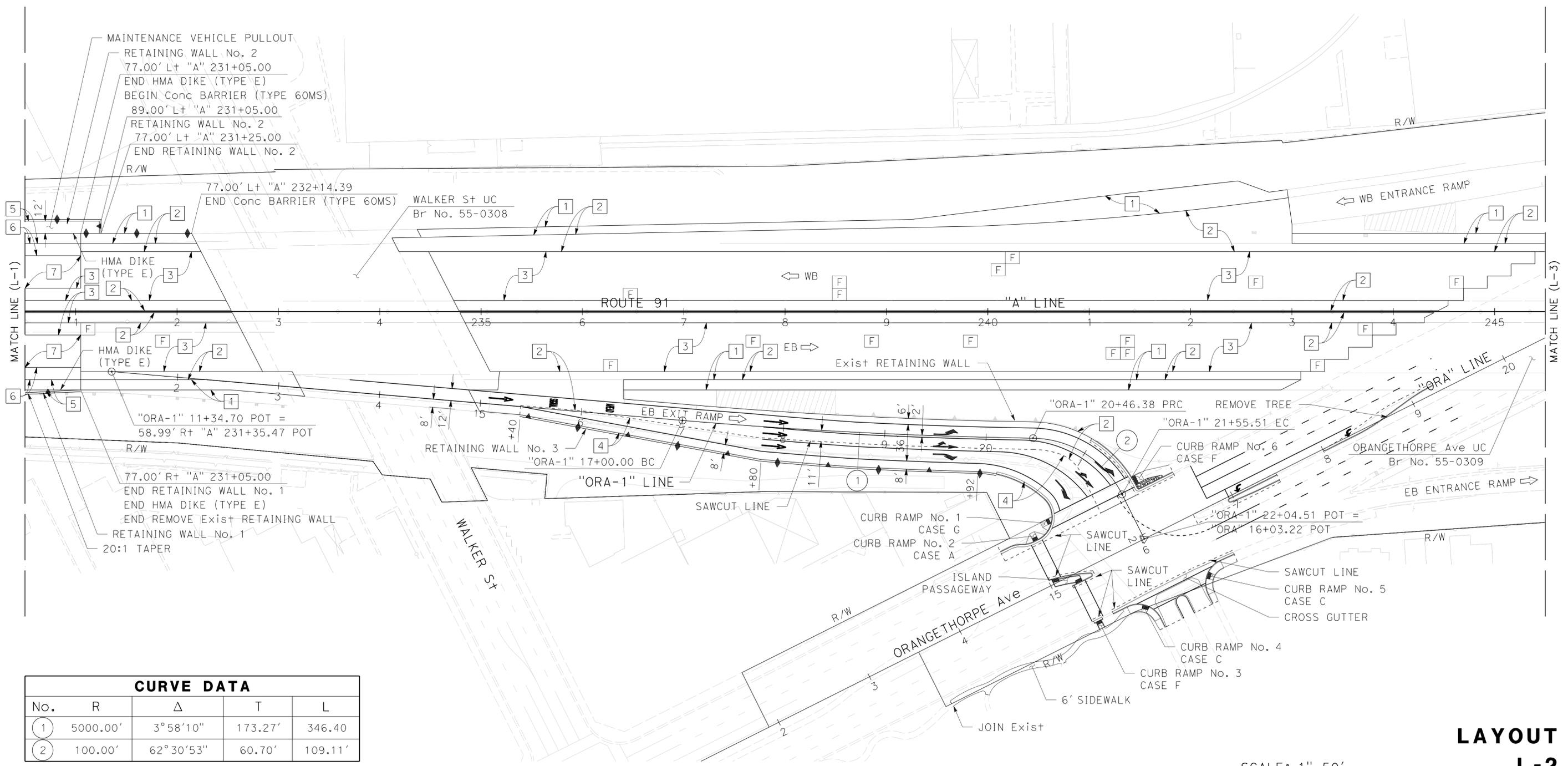
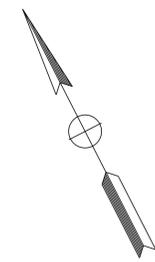
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AECOM
999 TOWN & COUNTRY ROAD
ORANGE, CA 92868

CALTRANS DISTRICT 12
1750 EAST 4TH STREET
SUITE 100
SANTA ANA, CA 92705

NOTES:
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



CURVE DATA				
No.	R	Δ	T	L
1	5000.00'	3° 58' 10"	173.27'	346.40
2	100.00'	62° 30' 53"	60.70'	109.11'

SCALE: 1"=50'

**LAYOUT
L-2**

REVISIONS: 00-00-00 TIME PLOTTED => \$TIME
 LAST REVISION: DATE PLOTTED => \$DATE
 STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
 CONSULTANT: FUNCTIONAL SUPERVISOR GREGORY HEFTER
 CALCULATED/DESIGNED BY
 CHECKED BY
 REVISED BY
 DATE REVISED
 6028935 8/20/00 8:15 AM USER: \$USER \$FILES



CONFORMITY STREAMLINING EXEMPTION FORM AND GUIDANCE FOR “PROJECTS THAT CORRECT, IMPROVE, OR ELIMINATE A HAZARDOUS LOCATION OR FEATURE” EXEMPTION

Guidance

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project could be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2, pursuant to federal conformity regulations. This form is only for projects located in nonattainment and maintenance areas for ozone, CO, PM_{2.5}, PM₁₀ and NO₂.

The form is not needed under the following circumstances (since transportation conformity already does not apply):

- a. Clearly fits within one of the other exempt categories pursuant to 40 CFR 93.126; or
- b. Is part of the Highway Safety Improvement Program (HSIP) (i.e., exempt under “Highway Safety Improvement Program implementation” in 40 CFR 93.126); or
- c. Is a traffic signal synchronization project under 40 CFR 93.128; or
- d. Uses no federal funds AND requires no federal approval (i.e., a project-level conformity determination does not apply); or
- e. Road diets: A road diet is a project where one or more vehicle travel lanes are removed to accommodate a variety of transportation modes. Road diets are done for safety purposes. If a road diet is part of a state’s Highway Safety Improvement Program, the road diet is exempt under the Table 2 item, “Highway Safety Improvement Program implementation.” If not, a road diet can still be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about road diets, including the “Road Diet Informational Guide,” please refer to FHWA’s webpage at https://safety.fhwa.dot.gov/road_diets/

Note: A typical road diet involves converting an existing four-lane undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. The reclaimed space can be allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, sidewalks, etc.

- f. Auxiliary lanes less than 1 mile in length: An auxiliary lane is defined as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through traffic movement. If an auxiliary lane is less than 1 mile in length, it can be considered exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about auxiliary lanes, please refer to FHWA’s webpage at

https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/chapter5.htm

- g. Ramp metering: Ramp metering projects involve installing traffic signals on highway on-ramps to control the frequency at which vehicles enter the flow of traffic, and they are also exempt under the Table 2 item, “Projects that correct, improve, or eliminate a hazardous location or feature.” For more information about ramp metering projects, please refer to FHWA’s webpage at <https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>
- h. Is a road diet project, a ramp metering project, or an auxiliary lane project that is less than one mile in length (these projects have already been determined to be exempt as “projects that correct, improve, or eliminate a hazardous location or feature.”)

A project sponsor that would like to exempt a project under the exemption titled “Projects that correct, improve, or eliminate a hazardous location or feature” from 40 CFR 93.126 Table 2 will need to present data to the TCWG to demonstrate that the project would resolve a safety issue before this exemption can be used.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project can be exempt under the “Projects that correct, improve, or eliminate a hazardous location or feature.” For example, if a transportation agency has collision data to show both a need for the project as well as how the project will correct, improve, or eliminate the hazardous location or feature, that data can be presented to the TCWG, and if the TCWG concurs, the project could move forward as exempt. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions

- 1) Fill out form, beginning on page 1, in its entirety.**
- 2) Be sure to include FTIP ID#.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the Metropolitan Planning Organization (MPO). Caltrans projects can be submitted by Caltrans District representatives.**

Reference

Exempt Projects 40 CFR 93.126

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with transportation control measure (TCM) implementation. Table 2 follows:

Links to More Information:

https://www.fhwa.dot.gov/environment/air_quality/conformity/index.cfm

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 2-Exempt Projects

Safety

- Railroad/highway crossing.
- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Note: This is an excerpt from Table 2, not the complete list of exempt projects from the table.

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

To: Transportation Conformity Working Group (TCWG)

From: Naresh Amatya, Manager Transportation Planning and Programming
Pablo Gutierrez, Program Manager, FTIP Program

Subject: 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency
Amendment to address Conformity Changes due to the expiration of
EMFAC14 on August 16, 2021

Date: July 27, 2021

Issues:

Grace period (24 months) for the use of EMFAC 2014 (Emission Factor Model developed by ARB and approved by US EPA) by the MPOs to demonstrate transportation conformity for Plans (RTP) and Programs (FTIP) will end on August 15, 2021. Starting on August 16, 2021, MPOs must use the most currently approved EMFAC model, which is EMFAC 2017 to demonstrate transportation conformity. Key issues:

- Without timely and substantial emissions reduction adjustments from ARB based on their recently adopted major regulations, 2023 FTIP will not be able to demonstrate transportation conformity due to the required use of ARB's EMFAC2017 model.
- It will be a challenge for ARB to provide the needed adjustments in the near term due to their magnitude. The challenge is likely to be further complicated by the discussion between legal teams of US EPA and ARB regarding the Federal Clean Air Act waiver of preemption requirements as related to major ARB regulations adopted since December 2017.
- Should 2023 FTIP fail to demonstrate conformity, new or amendment of the following capacity expansion projects would not receive federal funding or approval:
 - ✓ Non-exempt projects (mainly mixed-flow highway projects)
 - ✓ TCM projects (HOT/HOV, transit, active transportation, and ITS projects) not in federally approved SIP unless previously authorized

Proposed SCAG approach to mitigating the situation

In order to mitigate the potential impacts of conformity lock down past August 16, 2021, SCAG proposes initiating the following:

- Undertake a modeling 2021 FTIP Amendment/2023 FTIP/Connect SoCal Consistency Amendment to account for critical near term capacity projects that would otherwise be

included in 2023 FTIP. And, initiate emissions modeling work before August 16, 2021 using EMFAC2014 and complete all transportation model runs by that date.

- In order to minimize impacts to the 2023 FTIP adoption, SCAG will initiate the modeling of the 2021 FTIP Amendment/2023 FTIP/Connect SoCal Consistency Amendment with the following tentative timeline:
 - ✓ July 1, 2021 – Receive modeling changes from the County Transportation Commissions (CTCs) for the 2021 FTIP Amendment/2023 FTIP/Connect SoCal Consistency Amendment modeling projects
 - ✓ January 6, 2022 – all 2023 FTIP project submittal due to SCAG, including Exempt projects. If it can be determined at this point that there is no need for a separate and early adoption of the model amendment to the 2021 FTIP based on the CTC needs, staff will consolidate the 2021 FTIP amendment into the Draft 2023 FTIP
 - ✓ July 2022 – Present the Draft 2023 FTIP and Consistency Amendment to the Connect SoCal, if needed, to SCAG Polity Committees and Regional Council to release for a 30-day public review.
 - ✓ September 1, 2022 – SCAG adoption of the 2023 FTIP and Consistency Amendment to the Connect SoCal, if needed, and submit to Caltrans.
 - ✓ December 16, 2022 –Federal Approval of the final 2023 FTIP
- If the EMFAC issue is resolved prior to the final project submittal in January 2022, SCAG will perform a full regular 2023 FTIP update, including conformity analysis.
- Two Tentative Schedules under Two Scenarios:

Scenario 1. No EMFAC2017 adjustments available by June 2022

- 1) Submittal of modeling projects to SCAG for the 2021 FTIP Modeling Amendment: July 1, 2021.
(The purpose of the 2021 FTIP Modeling Amendment is to mitigate potential impact of the conformity lockdown after August 15, 2021)
- 2) Complete all 14 regional transportation model runs/interpolations and start EMFAC2014 model runs: by August 15, 2021.
- 3) Complete all EMFAC2014 model runs by September 30, 2021.
- 4) Submittal of additional NON-MODELING projects such as exempt projects to SCAG: January 6, 2022. NO additional transportation model runs NOR additional EMFAC2014 model runs.
- 5) Public release of Draft 2021 FTIP Modeling Amendment: February/March 2022.
- 6) SCAG Regional Council adoption of 2021 FTIP Modeling Amendment: June/July 2022.
- 7) FHWA/FTA final approval: September/October 2022.

Scenario 2. Adequate EMFAC2017 adjustments available by June 2022

(Draft EMFAC2017 adjustments will need to be provided to SCAG in early May 2022 in order to meet the July public release deadline under this scenario)

- 1) Submittal of modeled projects to SCAG for the 2023 FTIP and 2020 RTP Consistency Amendment #2: July 1, 2021.
(Note that the projects are the same as those under Scenario 1 above)
- 2) Submittal of additional modeled and non-modeled projects to SCAG: January 6, 2022.
- 3) Complete all regional transportation model runs: April 2022.
- 4) Complete all EMFAC2017 model runs with EMFAC2017 adjustments: April/May 2022.
- 5) Public release of Draft 2023 FTIP and 2020 RTP Consistency Amendment #2: July 2022.
- 6) SCAG Regional Council adoption of 2023 FTIP and 2020 RTP Consistency Amendment #2: September/October 2022.
- 7) FHWA/FTA final approval: December 2022.

If you have any questions, please feel free to contact me at gutierrez@scag.ca.gov , 213-236-1929 or Naresh Amatya at amatya@scag.ca.gov , (213) 236-1885.