



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

Richard Corey, Executive Officer
California Air Resources Board
1001 I Street, P.O. Box 2815
Sacramento, CA 95812

Re: Adequacy Status of South Coast 2006 PM_{2.5} Serious Area Plan Reasonable Further Progress
Milestone Motor Vehicle Emissions Budgets for 2020

Executive Officer Corey:

We have found adequate for transportation conformity purposes certain motor vehicle emissions budgets (MVEBs or “budgets”) for the 2006 fine particulate matter (PM_{2.5}) National Ambient Air Quality Standards (NAAQS) in the *Final 2016 Air Quality Management Plan (March 2017)*, (“South Coast 2006 PM_{2.5} Serious Area Plan”). As a result of our finding, the Southern California Association of Governments (SCAG) and the U.S. Department of Transportation must use the adequate budgets in future transportation conformity analyses once the finding becomes effective.

On April 27, 2017, the California Air Resources Board (CARB) submitted the South Coast 2006 PM_{2.5} Serious Area Plan to the EPA as a revision to the California State Implementation Plan. Among other things, the South Coast 2006 PM_{2.5} Serious Area Plan includes demonstrations of reasonable further progress (RFP) and attainment for the Los Angeles-South Coast Air Basin “Serious” nonattainment area for the 2006 PM_{2.5} NAAQS. The plan identifies budgets for directly-emitted PM_{2.5}, nitrogen oxides (NO_x), and volatile organic compounds (VOCs) for the 2017 and 2020 RFP milestone years and for the 2019 attainment year.

In February 2019, we approved the budgets in the South Coast 2006 PM_{2.5} Serious Area Plan for the 2017 milestone year and the 2019 attainment year, and we approved an inter-pollutant trading mechanism for use in transportation conformity analyses for the 2006 PM_{2.5} NAAQS.¹ Consistent with the requirements set out in the Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements Rule,² we did not act on the RFP budget for the post-attainment year of 2020 when we approved the South Coast 2006 PM_{2.5} Serious Area Plan. As we noted in our proposed approval, it is not necessary to demonstrate conformity for 2020 or to use the 2020 budgets until such time as the area fails to attain the 2006 24-hour PM_{2.5} NAAQS.³

In September 2020, we made a finding that the Los Angeles-South Coast Air Basin had failed to attain the 2006 PM_{2.5} NAAQS by the December 31, 2019 attainment date.⁴ In conjunction with that finding,

¹ 84 FR 3305 (February 12, 2019).

² 81 FR 58010 (August 24, 2016).

³ 83 FR 49872, 49893 (October 3, 2018).

⁴ 85 FR 57733 (September 16, 2020).

we have now evaluated the 2020 post-attainment year MVEBs. This letter transmits our decision that the 2020 budgets contained in the South Coast 2006 PM_{2.5} Serious Area Plan are adequate for transportation conformity decisions. These budgets are consistent with the plan’s RFP demonstration for milestone year 2020 and are based on control measures that have already been adopted and implemented. The budgets also meet the other adequacy criteria; therefore, these budgets meet the transportation conformity adequacy criteria found in 40 CFR 93.118(e)(4). The adequate budgets are as follows:

Adequate Motor Vehicle Emissions Budgets (Annual average tons per day)			
Budget Year	Directly emitted fine particulate matter (PM _{2.5})	Nitrogen Oxides (NO _x)	Volatile Organic Compounds (VOC)
2020	20	152	77

We have detailed our adequacy findings in the enclosure. A copy of this letter and its enclosure will soon be posted on the Internet at: <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9>. We will also announce the adequacy findings in the *Federal Register*. The findings will become effective 15 days after the *Federal Register* announcement pursuant to 40 CFR 93.118(f).

Pursuant to 40 CFR 93.104(e), within 2 years of the effective date of the adequacy finding, the SCAG and the U.S. Department of Transportation will need to demonstrate conformity. For demonstrating conformity to the budgets in the South Coast 2006 PM_{2.5} Serious Area Plan, the motor vehicle emissions from implementation of the transportation plan should be projected consistent with the budgets in the South Coast 2006 PM_{2.5} Serious Area Plan, that is, by taking each pollutant’s emissions results from CARB’s EMFAC model and then rounding emissions up to the nearest whole number. The previously-approved trading mechanism can be used in connection with the new budgets.

If you have any questions regarding these adequacy findings, please contact Anita Lee at (415) 972-3958 or Ginger Vagenas at (415) 972-3964.

Sincerely,

Elizabeth J. Adams
 Director, Air and Radiation Division

Enclosure

cc: Wayne Nastri, Executive Officer, South Coast Air Quality Management District
 Kome Ajise, Executive Director, Southern California Association of Governments
 Michael Morris, Federal Highway Administration
 Ted Matley, Federal Transit Administration

Enclosure 1: Transportation Conformity Adequacy Review

Control Strategy State Implementation Plan (SIP) Under Review: 2006 PM _{2.5} Serious Area Plan in the 2016 AQMP (“South Coast 2006 PM _{2.5} Serious Area Plan”)		Date of SIP Revision Receipt by EPA: April 27, 2017	
Reviewers: Ginger Vagenas, Karina O’Connor		Date: 3/12/2021	
Adequacy Review Criteria (40 CFR part 93)		Is Criterion Satisfied?	Reference in SIP Document/Comments
Sec. 93.118(e)(4)(i)	The plan was endorsed by the Governor (or designee) and was subject to a public hearing.	Y	The April 27, 2017 transmittal letter submitting the 2016 Air Quality Management Plan (AQMP) was sent by CARB’s Executive Officer, Richard Corey, the Governor’s designee. The transmittal letter indicates that the CARB formally adopted the plan on March 23, 2017 through a Board Resolution (17-7 and 17-8). The local air district (South Coast AQMD) released its draft plan on December 2, 2016 and held public workshops November 15 and 17, 2016 requesting that public comments be received prior to or at their Board adoption hearing. The District Board hearings were held on February 3 and March 3, 2017. CARB issued the public notice on March 6, 2017 and requested public comments at or before the public hearing held on March 23, 2017. A link to the CARB notice can be found here: https://www.arb.ca.gov/planning/sip/planarea/scabsip/pubnot_mar2017.pdf .
Sec. 93.118(e)(4)(ii)	The plan was developed through consultation with federal, state and local agencies; full implementation plan documentation was provided and EPA’s stated concerns, if any, were addressed.	Y	Consultation with federal, state and local agencies was undertaken. Page ES-12 of the 2016 AMQP describes the participation among the various agencies in development of the plan. Consultation on the Draft 2016 AQMP, including the conformity budgets, occurred throughout late 2016 via meetings between the EPA, CARB, and SCAQMD staff in consultation with SCAG staff. The EPA received a copy of the draft 2016 AQMP and the EPA’s comments were addressed.
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budget(s) is clearly identified and precisely quantified.	Y	The motor vehicle emissions budgets for the year 2020 are clearly identified and precisely quantified in Appendix VI-D of the 2006 PM _{2.5} Serious Area Plan. These budgets reflect control measures that are already adopted and approved into the SIP.
Sec. 93.118(e)(4)(iv)	The motor vehicle emissions budget(s), when considered together with all other emission sources, is consistent with applicable	Y	The EPA has concluded that the budgets for the year 2020, when considered together with all other emission sources, are consistent with the requirement to demonstrate reasonable further progress for the 2006 PM _{2.5} standard. This finding is based on review of the plan’s RFP demonstration (Appendix VI-C of the plan,

	requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given plan).		specifically Tables VI-C-3, VI-C-3A, and VI-C-4). RFP is demonstrated without reliance on new measures (<i>i.e.</i> , RFP is demonstrated based on emissions reductions from existing measures).
Sec. 93.118(e)(4)(v)	The plan shows a clear relationship among the emissions budget(s), control measures and the total emissions inventory.	Y	The plan shows a clear relationship among the budgets for 2020, the control measures and the total emissions inventories in the 2020 RFP milestone year. The planning emissions inventories for all stationary, area, on-road mobile, and nonroad mobile sources are shown in Table 3-4A of the plan and in more detail in Appendix III, Attachment A. The MVEBs shown on page VI-D-5, and documented in Appendix VI-D, are consistent with the on-road emissions estimates in Table 3-4A and the emissions estimates in Appendix III.
Sec. 93.118(e)(4)(vi)	Revisions to previously submitted control strategy or maintenance plans explain and document any changes to any previous submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see §93.101 for definition), and reasons for the changes (including the basis for any changes to emission factors or estimates of vehicle miles traveled).	Y	The most recent conformity budgets found adequate by the EPA for the 2006 24-hour PM _{2.5} standard were deemed adequate and approved on February 12, 2019 (84 FR 3305). The approved budgets, for 2017 and 2019, were established as part of the Serious area attainment plan for the 2006 24-hour PM _{2.5} standards. Today's action is the first time the EPA is finding budgets adequate for the 2006 PM _{2.5} NAAQS 2020 post-attainment year RFP milestone.
Sec. 93.118(e)(5)	EPA has reviewed the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan.	Y	Public comments are included and are addressed by the District. The District provided these comments and responses as an attachment to the SIP (two volumes of Comments and Responses to Comments) which they adopted in March of 2017. We have reviewed the compilation of comments and responses and find the responses to be acceptable. No issues that might have affected our adequacy finding remain unanswered.