

APPENDIX 14

**Interagency Conformity Consultation
Process**

HGB Area Consultative Partners Conference call August 21, 2018

Attendees

H-GAC: Graciela Lubertino, Chris Van Slyke, Adam Beckom, Patrick Mandakapa, Nathan Shay
EPA: Jeff Riley
FHWA-TX: Jose Campos, Barbara Maley
TCEQ: Jamie Zech, Mary McGarry-Barber, Aaron Slevin
TTI: Dennis Perkinson
TxDOT: Charles Airiohuodion, Raymond Sanchez, Peggy Thurin, Janie Temple, Laura Norton, Megan Campbell, Qing
METRO: Vincent Sanders

Meeting Background

The MPO is developing a new transportation plan, the 2045 RTP and 2019-2022 TIP. Also, August 3, 2018 the HGB region was designated nonattainment for the 2015 8-hour Ozone NAAQS. Therefore, August 3, 2019 is the deadline to approve the new transportation plan with its conformity, otherwise the HGB region will enter a lapse. To give the reviewing agencies enough time, the new transportation plan needs to be adopted by TPC by the end of April 2019.

Meeting Purpose

The topic of the conference call was to discuss the years that will be modeled, the emissions budgets and the number of counties that will be used for the calculations.

Meeting Consensus

The selected conformity years are the following:
2020 (attainment year for the 2015 Ozone NAAQS)
2030 (interim)
2040 (interim)
2045 (horizon year for the plan)

This conformity will be using the 2008 Ozone NAAQS budgets for the year 2017. The validation year for the travel demand model will be 2016, the previous validation year was 2012.

New networks will need to be built for the years 2030 and 2045. TxDOT Houston will assist H-GAC to identify appropriate projects and project timeframes for networks.

Need to demonstrate conformity to both, 2008 and 2015 NAAQS.
Applicable counties for the 2008 NAAQS: Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller.

Applicable counties for the 2015 NAAQS: Brazoria, Chambers, Fort Bend, Galveston, Harris, Montgomery.

EPA sent the following link on how to conform if the nonattainment area covers a smaller geographic area from another NAAQS of the same pollutant: https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=&SID=af20ed2ce9060edb99ad830696e25a8a&mc=true&n=sp40.22.93.a&r=SUBPART&ty=HTML%20-%20se40.22.93_1109#se40.22.93_1109

Text from link highlighted in yellow:

(ii) If the nonattainment area covers a smaller geographic area within an area for another NAAQS of the same pollutant, the budget test as required by §93.118 for either:

(A) The nonattainment area, using corresponding portion(s) of the approved or adequate motor vehicle emissions budgets for that other NAAQS, where such portion(s) can reasonably be identified through the interagency consultation process required by §93.105; or

(B) The area designated nonattainment for that other NAAQS, using the approved or adequate motor vehicle emissions budgets for that other NAAQS. If additional emissions reductions are necessary to meet the budget test for the nonattainment area for a NAAQS in such cases, these emissions reductions must come from within such nonattainment area;

Miscellaneous Discussion Items

None

HGB Area Consultative Partners Conference call November 14, 2018

Attendees

H-GAC: Graciela Lubertino, Chris Van Slyke, Frank Pagliei, Vishu Lingala, Nathan Shay

EPA: Jeff Riley

FHWA-TX: Jose Campos, Barbara Maley

TCEQ: Jamie Zech, Mary McGarry-Barber, Aaron Slevin, Michael Regan

TTI: Madhu Venugopal

TxDOT: Charles Airiohuodion, Raymond Sanchez, Janie Temple, Laura Norton, Megan Campbell, Jackie Ploch

METRO: Vincent Sanders, Edmund Petry

Meeting Background

The MPO is developing a new transportation plan, the 2045 RTP and 2019-2022 TIP. Also, August 3, 2018 the HGB region was designated nonattainment for the 2015 8-hour Ozone NAAQS. Therefore, August 3, 2019 is the deadline to approve the new transportation plan with its conformity otherwise the HGB region will enter a lapse.

To give the reviewing agencies enough time, the new transportation plan needs to be adopted by TPC by the end of April 2019.

Meeting Purpose

The topic of the conference call was to discuss the timeline for the conformity determination and the Pre-Analysis Consensus Document (Appendix 17).

Meeting Consensus

Corrections were done to the timeline and Pre-Analysis Consensus Document. The corrected documents were re-sent to the committee right after the conference call. During the call there was a discussion over which version of TXDMV data should be used, because the TTI generated TxLED and VMT adjustment factors were generated using 2014 vehicle registration data, yet raw 2018 TXDMV data existed. Soon after the call, consensus was reached via email that the timeline was insufficient to properly check 2018 data as well as generate new consistent factors, so the 2014 data was deemed the most recent complete dataset. The deadline for the approval of the Pre-Analysis Consensus Document was set at November 29, 2018.

Miscellaneous Discussion Items

None