



Draft Air Quality Conformity Assumptions for Amendment #2 to the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy and Adoption of the 2023 Metropolitan Transportation Improvement Program

INFORMATION

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Attachments: Yes

Issue:

Should the Air Quality Conformity Assumptions (Assumptions) be adopted for use in the air quality conformity analysis and determination on Amendment #2 to the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and adoption of the 2023 Metropolitan Transportation Improvement Program (MTIP)?

Recommendation:

That the Partnership approve the attached list of assumptions for use in the air quality conformity analysis and determination on Amendment #2 to the 2020 MTP/SCS and concurrent adoption of the 2023MTIP.

Discussion/Analysis:

SACOG is preparing to amend the 2020 MTP/SCS and adopt the 2023 MTIP in September 2022. A new conformity determination is required as part of this action. To initiate preparation for a future conformity determination, a set of Assumptions needs to be approved by the Partnership.

The purpose of the set of Assumptions (Attachment A) is to outline and document the variables and factors that will be used in preparation of the air quality analysis on Amendment #2 to the 2020 MTP/SCS and 2023 MTIP. With the adoption of the MTIP, SACOG must make a determination that the proposed plan and program do not impede the ability of the region to meet and attain air quality standards. The draft Assumptions align with socio-economic data that was used for both the development of the 2020 MTP/SCS and its associated environmental impact report. The Assumptions also account for modeling technique, testing mechanisms, and data sharing.

Table 8**Air Quality Conformity Assumptions**

Assumption 1: The SACOG Board adopted population, household, housing, and employment projections for the years 2035 and 2040 at its November 2019 meeting concurrent with the adoption of the 2020 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). These land use projections will be used for this conformity analysis and determination. Vehicle activities for all other milestone years will be interpolated using the available full model runs for 2016, 2027, 2035, and 2040. These projections meet the current definition of “latest planning assumptions.”

Assumption 2: Emissions Factor (EMFAC) 2017 and approved off-model adjustments will be used to develop emission estimates for the conformity analysis and determination associated with Amendment #2 to the 2020 MTP/SCS and the adoption of the 2023 Metropolitan Transportation Improvement Program (MTIP). The emission budgets used in the conformity determination are the 8-Hour Ozone emission budgets. These budgets were found adequate by EPA on October 22, 2021 and became effective November 22, 2021. Particulate Matter (PM₁₀) will use budgets which were found adequate by EPA on November 23, 2011 and became effective December 8, 2011. Fine Particulate Matter (PM_{2.5}) will use the Yuba City-Marysville Area budgets found adequate August 25, 2014 and became effective September 9, 2014; the Sacramento Area will follow interim test criteria because there is currently no approved SIP or adequate emission budget for this pollutant.

Assumption 3: SACOG will use the most recent emission control factors supplied by the California Air Resources Board (CARB) for use in any future conformity determination. The EMFAC 2017 model is used to determine emission control factors; it uses vehicle fleet assumptions that meet the current definition of “latest planning assumptions.”

Assumption 4: SACOG will continue to incorporate emission estimates for the part of Solano County within the Sacramento Federal Ozone Nonattainment Area and federal PM_{2.5} nonattainment area in all future conformity determinations as agreed to under SACOG’s existing Memorandum of Understanding (MOU) with the Metropolitan Transportation Commission (MTC).

Assumption 5: On-road control measures from the Ozone SIP that are not reflected in the EMFAC 2017 baseline will be documented.

Assumption 6: SACOG will use the assumptions on transit fares, auto operating costs, and parking costs consistent with the 2020 MTP/SCS analysis in the conformity analysis and determination. The transit fares projections are derived from the financing portion of the 2020 MTP/SCS development. The auto operating costs projections were developed in coordination with other California MPOs for the third round of Sustainable Community Strategies. The parking costs are market-based projections using employment development patterns and densities as the main explanatory variables.