



Regional Planning Partnership

September 20, 2018

Subject: Approve Ozone Motor Vehicle Emissions Budgets in the 8-Hour Ozone State Implementation Plan

Recommendation: The Regional Planning Partnership recommend that the Transportation Committee recommend that the SACOG Board of Directors approve the proposed California Air Resources Board (CARB) transportation conformity budgets for inclusion in the regional 8-Hour Ozone State Implementation Plan (SIP).

Issue: The Environmental Protection Agency (EPA) has requested that the CARB update transportation conformity budgets for the SIP for the 2008 National Ambient Air Quality Standard (NAAQS) for 8-Hour Ozone utilizing a new base year. This update will adjust transportation conformity budgets approved by the SACOG Board in May 2017 and CARB in November of 2017.

Background/Analysis: In 2017 CARB, in conjunction with the air districts in the Sacramento Region, developed and approved a new SIP for the 2008 Ozone NAAQS. SACOG was a participant in the SIP development process through both the transportation conformity budget setting process and in the development and recommendation of a transportation control measure -Spare The Air. The SACOG Board acted on the budgets in May of 2017 and transportation control measure in December of 2016.

The Ozone SIP, which is awaiting action by the EPA, demonstrates that our region will attain the 2008 Ozone NAAQS standard by 2024; in advance of the statutory deadline of 2027. Before EPA can take action on this SIP; technical adjustments need to be made to update the document to align with federal guidance changes that became effective after the CARB submittal. The changes are specific to a February 2018 court decision; South Coast vs. U.S. EPA referred to as the South Coast Decision. In California, this decision has resulted in the need to adjust the base year from which the SIP was developed from 2012 to 2011.

Discussion/Analysis: The South Coast decision has resulted in CARB developing new transportation conformity budgets for inclusion in the 2008 Ozone SIP utilizing the new base year. The proposed budgets, included in the attachment, are similar to the budgets approved by SACOG in 2017 with the variance of new milestone years. The budgets continue to highlight constraint over time as the health standards for ozone become more health protective. These budgets and milestone years will be used for conformity of the MTP and MTIP. For project sponsors the update of the transportation budgets continues to be a driver for coordination of proposed transportation projects, their timing, and phasing as well as supportive land use.

Attachment(s):

What are National Ambient Air Quality Standards (NAAQS)?

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What are National Ambient Air Quality Standards (NAAQS)?

NAAQS defines levels at which pollutants are considered harmful to public health. Ozone is subject to primary and secondary standards. Primary standards provide public health protection, including protecting the health of "sensitive" populations such as children, the elderly, and those with asthma. Secondary standards provide public welfare protection, including protection against damage to animal habitats, crops, vegetation, and buildings, and decreased visibility due to air pollution. Included in the SIP are transportation conformity budgets which are supportive of the new standard.

The NAAQS 8-hour ozone standard for the new SIP has been reduced from the 1997 standard of 0.8 parts per million (ppm), to the 2008 standard of 0.75 ppm.

Proposed Transportation Conformity Budgets for the 8-Hour Ozone SIP for the 2008 NAAQS:

DRAFT Sacramento Federal Nonattainment Area Motor Vehicle Emissions Budgets*						
SFNA	2020		2023		2024	
	ROG	NOx	ROG	NOx	ROG	NOx
Baseline Emissions	16.82	29.19	14.39	20.31	13.81	19.26
Safety Margin	NA	0.41	NA	0.92	0.50	1.17
Total	16.82	29.60	14.39	21.23	14.31	20.43
Conformity Budget**	17	30	15	22	15	21
* Rounded up to nearest whole integer						
** SACOG activity is from the 2012 MTP/SCS and 2016 MTP/SCS Amendment 1. MTC activity is from the MTC Plan Bay Area (2013) and amended Plan Bay Area (2013).						