



Item #3 Action

Regional Planning Partnership

April 18, 2012

Draft Air Quality Conformity Assumptions for the 2013/16 Metropolitan Transportation Improvement Program

Issue: Should the Air Quality Conformity Assumptions (Assumptions) be adopted for use in the air quality conformity analysis and determination on the 2013/116 MTIP and concurrent MTP/SCS Amendment #1?

Recommendation: That the Partnership approve the attached list of assumptions for use in the air quality conformity analysis and determination on the 2013/16 MTIP and concurrent MTP/SCS Amendment #1.

Discussion: SACOG is preparing to adopt the 2013/16 MTIP and concurrent MTP/SCS Amendment #1 in August 2012. 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 is to outline and document the variables and factors that will be used in preparation of the air quality analysis on the MTIP and MTP/SCS. With the adoption of a new 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 MTP/SCS and its associated environmental impact report. The Assumptions also account for modeling technique, testing mechanisms, and data sharing.

RDO:gg

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Gordon Garry, Director of Research & Analysis, (916) 340-6230
Theresa Arnold, Manager of Capital Projects, (916) 340-6220
Renée DeVere-Oki, Senior Planner, (916) 340-6219

Air Quality Conformity Assumptions

Assumption 1: At its April 2012 meeting the SACOG Board adopted the Metropolitan Transportation/Sustainable Communities Strategy Plan for 2035 (MTP/SCS) which includes the population, households, housing, and employment projections for the years 2020 and 2035. These projections will be used for future conformity determinations. Projections for all other milestone years will be interpolated using the 2020 and 2035 numbers, plus the base year (2008) datasets. These projections meet the current definition of “latest planning assumptions.”

Assumption 2: EMFAC 2007 will be used to develop emission estimates for the conformity determinations associated with the MTP/SCS 2035 amendment and the 2013/16 MTIP adoption. The emission budgets used in the conformity determinations are the 8-Hour Ozone emission budgets which were found adequate by EPA on July 28, 2009, and became effective August 12, 2009. CO will use emission budgets based on the CO maintenance SIP update approved by EPA effective January 30, 2006. PM₁₀ will use emission budgets which were found adequate by EPA on November 23, 2011, and became effective December 8, 2011. PM_{2.5} will follow interim test criteria because there are currently no approved SIPs or adequate emission budgets for these pollutants.

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 determinations. The EMFAC 2007 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 claim emission reduction credits from the implementation of Congestion Mitigation and Air Quality (CMAQ) projects upon proper documentation.

Assumption 5: SACOG will continue to incorporate emission estimates for that 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 6: SACOG will claim emission reduction credits from the implementation of the Sacramento Emergency Clean Air and Transportation (SECAT) program upon proper documentation.

Assumption 7: On-road control measures from the Ozone SIP that are not reflected in the EMFAC 2007 baseline will be documented.

Assumption 8: SACOG will use the assumptions on transit fares, auto operating costs, and parking costs consistent with the MTP analysis in the conformity analysis. The transit fares projections are derived from the financing portion of the MTP development. The auto operating costs projections were developed in coordination with other California MPOs during the SB375 GHG target setting process. The parking costs are market based projections using employment development patterns and densities are the main explanatory variables.