



## Regional Planning Partnership

February 18, 2016

### **Draft Air Quality Conformity Assumptions for Amendment #1 to the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy and Adoption of the 2017-20 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 Amendment #1 to the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (MTP/SCS) and adoption of the 2017-20 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 #1 to the 2016 MTP/SCS and concurrent adoption of the 2017-20 MTIP.

**Discussion:** SACOG is preparing to amend the 2016 MTP/SCS and adopt the 2017/20 MTIP in August 2016. 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 #1 to the 2016 MTP/SCS and 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 2016 MTP/SCS and its associated environmental impact report. The Assumptions also account for modeling technique, testing mechanisms, and data sharing.

#### Attachment

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### Air Quality Conformity Assumptions

**Assumption 1:** The SACOG Board adopted population, households, housing, and employment projections for the years 2020 and 2036 at its February 2016 meeting concurrent with the adoption of the 2016 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). These land use projections will be used for this conformity determination. Land use projections for all other milestone years will be interpolated using the 2020 and 2036 numbers and an interim year, plus the base year (2012) datasets. These projections meet the current definition of “latest planning assumptions.”

**Assumption 2:** Emissions Factor (EMFAC) 2011 will be used to develop emission estimates for the conformity determinations associated with the 2016 MTP/SCS Amendment #1 and the concurrent 2017 Metropolitan Transportation Improvement Program (MTIP). The emission budgets used in the conformity determinations are the 8-Hour Ozone emission budgets which were found adequate by EPA on August 8, 2014, and became effective August 25, 2014, or adjusted budgets based upon plan approval. Carbon Monoxide (CO) will use emission budgets based on the CO maintenance SIP update approved by EPA effective January 30, 2006. Particulate Matter (PM<sub>10</sub>) will use budgets which were found adequate by EPA on November 23, 2011, and became effective December 8, 2011. Fine Particulate Matter (PM<sub>2.5</sub>) will use the Yuba City-Marysville Area budgets found adequate August 25, 2014, 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 determinations. The EMFAC 2011 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 the part of Solano County within the Sacramento federal ozone nonattainment area and federal PM<sub>2.5</sub> 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 2011 baseline will be documented.

**Assumption 8:** SACOG will use the assumptions on transit fares, auto operating costs, and parking costs consistent with the 2016 MTP/SCS analysis in the conformity analysis. The transit fares projections are derived from the financing portion of the 2016 MTP/SCS development. The auto operating costs projections were developed in coordination with other California MPOs for the second round of Sustainable Community Strategies. The parking costs are market-based projections using employment development patterns and densities as the main explanatory variables.