



Regional Planning Partnership

Item #5
Action

March 18, 2014

Draft Air Quality Conformity Assumptions for Amendment #4 to the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 and Adoption of the 2015/18 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 #4 to the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (MTP/SCS) and adoption of the 2015/18 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 #4 to the MTP/SCS and concurrent adoption of the 2015/18 MTIP.

Discussion: SACOG is preparing to amend the MTP/SCS and adopt the 2015/18 MTIP in August 2014. 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 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 MTP/SCS and its associated environmental impact report. The Assumptions also account for modeling technique, testing mechanisms, and data sharing.

RDO:gg
Attachment

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Table 8

Air Quality Conformity Assumptions

Assumption 1: The SACOG Board adopted population, households, housing, and employment projections for the years 2020 and 2035 at its April 2012 meeting concurrent with the adoption of the Metropolitan Transportation / Sustainable Communities Strategy Plan for 2035 (MTP/SCS). 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: Emissions Factor (EMFAC) 2011 will be used to develop emission estimates for the conformity determinations associated with the MTP/SCS amendment and the 2015/18 Metropolitan transportation Improvement Program (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. Carbon Monoxide (CO) will use emission budgets based on the CO maintenance SIP update approved by EPA effective January 30, 2006. Particulate Matter-10 (PM₁₀) will use budgets which were found adequate by EPA on November 23, 2011, and became effective December 8, 2011. Particulate Matter-2.5 (PM_{2.5}) will follow interim test criteria **for the Sacramento Area** because there **are is** currently no approved SIPs or adequate emission budgets for these pollutants. **An interim test and budget test will be conducted for the Yuba City-Marysville Area; EPA action will determine which test is acted upon by the SACOG Board.**

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_{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 2011 baseline will be documented.

Assumption 8: SACOG will use the assumptions on transit fares, auto operating costs, and parking costs consistent with the MTP/SCS analysis in the conformity analysis. The transit fares projections are derived from the financing portion of the MTP/SCS development. The auto operating costs projections were developing 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.