



Regional Planning Partnership

February 24, 2016, 2 p.m.

Teleconference only

Teleconference Information:

Dial-in #: 888-431-3598

Access Code: 2533542201

1. Introductions and Information Sharing
 - a. STIP Update (Ms. DeVere-Oki)
2. Action Summary of January 27, 2016 Meeting ◀ (Ms. Cacciatore)
3. 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 ◀ (Ms. Abraham)
4. Call to Update Projects – 2017-20 Metropolitan Transportation Improvement Program (Mr. Cáceres)
5. Other Matters
6. Adjournment

The next meeting is scheduled for March 30, 2016, 2 p.m.

◀ Indicates Action

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Joint Regional Planning Partnership/Planners Committee

**Action Summary
January 27, 2016**

Binu Abraham, SACOG
Jerry Barton, EDCTC
Bob Baca, Caltrans
Victoria Cacciatore, SACOG
José Luis Cáceres, SACOG
Rick Carter, City of Elk Grove
Greg Chew, SACOG
Amber Conboy, Placer County
Jeff Damon, Sacramento Regional Transit
Renée DeVere-Oki, SACOG

Clint Holtzen, SACOG
Heather King, Air Resources Board
Luke McNeel-Caird, PCTPA
Kevin Nguyen, Caltrans
Karina O'Connor, EPA, District 9
Refugio Razo, Sacramento County
Cynthia Smith, Caltrans
Rodney Tavitias, Caltrans
Laura Webster, City of Rocklin
Molly Wright, SMAQMD

1. Introductions and Announcements

Bob Baca from Caltrans gave an overview of a new flexibility within the Bridge Investment Program, the Bridge Investments Credits. Using Bridge Investments Credits, jurisdictions can work with Caltrans to minimize the number of bridge projects federalized by consolidating local funding across projects. For more information, contact Darlene Wolf at Caltrans Local Assistance.

A member of the Partnership asked for information regarding CTC's recent actions around "at risk" projects and reduction of the State Transportation Improvement Program funding estimate. Ms. Devere-Oki informed the Partnership that staff is still developing a recommendation in response to CTC's actions, to be further discussed at the February Transportation Committee.

Strategic Growth Council will be holding workshops throughout the state for the next round of Affordable Housing Sustainable Communities funding; a Sacramento workshop will be held at SACOG on February 3rd.

2. Approve November 10, 2015 Action Summary

Motion by Luke McNeel-Caird, seconded by Rick Carter. No discussion.
Motion approved unanimously.

3. Draft Metropolitan Transportation Improvement Program Amendment #20 and the Draft Air Quality Conformity Analysis ◀ (Mr. Cáceres)

Mr. Cáceres provided an overview of the MTIP amendment and draft Air Quality Conformity Analysis. Motion to approve by Luke McNeel-Caird, second by Rick Carter. Motion approved unanimously.

4. 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy Update: Responses to Comments, Draft Final Plan and Final Environmental Impact Report (Mr. Holtzen)

Clint Holtzen gave an update on the comment letters received and how they were addressed in the draft MTP/SCS. He discussed the final steps in the approval process. No action was needed on this item.

5. Other Matters.
None.

6. Adjournment.
The meeting adjourned at 2:35 p.m.



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

Key Staff: Sharon Sprowls, Senior Program Specialist, (916) 340-6235
Renée DeVere-Oki, Regional Air Quality Team Manager, (916) 340-6219
Binu Abraham, Regional Air Quality Team Project Coordinator, (916) 340-6242

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 (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, 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_{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 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.



Item #4

Regional Planning Partnership

February 18, 2016

Call to Update Projects – 2017-20 Metropolitan Transportation Improvement Program

Issue: What questions does the Partnership have regarding the upcoming call to update projects for inclusion in the 2017-20 MTIP?

Recommendation: None. This is for information only.

Discussion: SACOG staff will be contacting project sponsors requesting that all projects in the current MTIP be updated to either be carried forward into the 2017-20 MTIP or be marked completed, deleted, or delayed. Instructions and projects lists will be provided to help guide project sponsors in this process.

Submittals for the 2017-20 MTIP are due 5 p.m., April 1, 2016.

The MTIP adoption is also the next opportunity to revise project completion dates and model them for air quality conformity. Changes submitted now will be modeled for air quality conformity and can expect approval by mid-December 2016. Once SACOG has begun modeling projects, the opportunity will have passed to make certain changes to the project list.

Each project must be updated. If a sponsor does not update its projects, they will not be automatically carried over. A lack of response may result in an agency's project(s) not being included in the MTIP. Additionally, SACOG staff will be reviewing projects for financial constraint and consistency with delivery strategies identified in the December 2015 Flexible Funding Round Recommendation.

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