

**Staff Report**  
**Supplemental Transportation Conformity Emissions Budgets**  
**For the**  
**Portola Fine Particulate Matter (PM<sub>2.5</sub>) Attainment Plan**

**Release Date: September 22, 2017**

**Scheduled for Consideration: October 26, 2017**



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## I. BACKGROUND

Section 176(c) of the Federal Clean Air Act (CAA) establishes transportation conformity requirements that are intended to ensure that transportation activities do not interfere with air quality progress. The CAA requires that transportation plans, programs, and projects that obtain federal funds or approvals *conform to* applicable state implementation plans (SIP) before being approved by a Metropolitan Planning Organization (MPO). Conformity to a SIP means that proposed activities must not:

- (1) Cause or contribute to any new violation of any standard,
- (2) Increase the frequency or severity of any existing violation of any standard in any area, or
- (3) Delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

A SIP analyzes the region's total emissions inventory from all sources for purposes of demonstrating Reasonable Further Progress (RFP), attainment, or maintenance. The portion of the total emissions inventory from on-road highway and transit vehicles in these analyses becomes the "motor vehicle emissions budget."<sup>1</sup> Motor vehicle emissions budgets are the mechanism for ensuring that transportation planning activities conform to the SIP. Budgets are set for each criteria pollutant or its precursors, and it is set for each RFP milestone year and the attainment year. Subsequent transportation plans and programs produced by transportation planning agencies are required to conform to the SIP by demonstrating that the emissions from the proposed plan, program, or project do not exceed the budget levels established in the applicable SIP.

## II. SUPPLEMENTAL CONFORMITY BUDGETS FOR THE ANNUAL PM2.5 STANDARD IN THE PORTOLA AREA

On January 23, 2017 the the Governing Board of the Northern Sierra Air Quality Management District (District) approved the *Portola Fine Particulate Matter (PM2.5) Attainment Plan* (Portola Plan), which demonstrates attainment of, the 15 ug/m<sup>3</sup> annual PM2.5 standard in 2021. The Portola Plan contains transportation conformity budgets for the annual PM2.5 standard in the attainment year of 2021. On February 16, 2017 the California Air Resources Board (CARB or Board), held a public meeting and approved the Portola Plan, which was submitted to United States Environmental Protection Agency (U.S. EPA) for approval. At the request of U.S. EPA, CARB staff is proposing additional transportation conformity motor vehicle emissions budgets for the rate of progress year of 2019 and the post-attainment milestone year of 2022.

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<sup>1</sup> Federal transportation conformity regulations are found in 40 CFR Part 51, subpart T – Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. of the Federal Transit Laws. Part 93, subpart A of this chapter was revised by the EPA in the August 15, 1997 Federal Register.

CARB staff developed these supplemental budgets in consultation with the District, Caltrans and U.S. EPA. Annual average daily emissions are used in the Plan consistent with the way the standard is measured. Consequently, conformity budgets have been set with annual average daily emissions for 2019 and 2022.

The transportation conformity budgets developed in this supplement are calculated with the California motor vehicle emissions model, EMFAC2014. U.S. EPA approved EMFAC2014 for use in transportation conformity and SIPs in December 2015. The budget was calculated by taking the default EMFAC output for Plumas County for 2019 and 2022 and applying a factor to estimate the portion of emissions from the Portola NAA. This factor is based on the ratio of inventory grid cells in the Portola NAA to the total number of inventory grid cells in the Portola NAA, and is equal to 0.14. The result is rounded upwards to the nearest 0.001 ton to obtain the budgets. These budgets do not reflect any additional control measures or strategies and are consistent with the adopted Plan’s emissions inventory.

Table 1 below contains the supplemental transportation conformity budgets. As shown in Table 1, the budgets are rounded up to the nearest 0.001 ton by adding 0.0003 tons per day to the output of EMFAC to set the budget at 0.003 tons per day. The budgets, with the additional emissions from rounding, are consistent with the demonstrations of progress, attainment and the post-attainment milestone.

Table 1. Portola Nonattainment Area Transportation Conformity Budgets\* (Annual average tons per day)

Portola Nonattainment Area	2019	2022
	PM2.5	PM2.5
Direct exhaust, tire and brake wear from on road vehicles *	0.0027	0.0027
Total	0.0027	0.0027
<b>Conformity Budget **</b>	<b>0.003</b>	<b>0.003</b>

\* Calculated from default EMFAC2014 v.1.07 output for Plumas county adjusted to reflect only the emissions from the Portola NAA. See text.

\*\* Budgets are rounded up to the nearest 0.001 ton.

### III. STAFF RECOMMENDATION

CARB staff has reviewed the transportation conformity budgets in this supplement to the Portola Plan and has concluded that they meet the applicable Act requirements. The transportation conformity budgets are consistent with the Portola Plan’s emission inventories, the 2019 rate of progress demonstration, the 2021 attainment demonstration and the 2022 post-attainment milestone for the 15 µg/m<sup>3</sup> annual PM2.5 standard. Therefore, staff recommends that the Board approve this supplement to the *Portola Fine Particulate Matter (PM2.5) Attainment Plan* as a revision to the California SIP.