



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

JUL 25 2014

Richard W. Corey, Executive Officer  
California Air Resources Board  
1001 I Street, P.O. Box 2815  
Sacramento, California 95812

Re: Adequacy Finding for Sacramento Ozone Motor Vehicle Emissions Budgets

Dear Mr. Corey:

We have found adequate for transportation conformity purposes the motor vehicle emissions budgets (MVEBs) in the *Sacramento Regional 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan, 2013 SIP Revisions* ("2013 Sacramento Ozone Plan") for the 1997 8-hour ozone national ambient air quality standard (NAAQS). Our finding will be effective fifteen days after publication in the *Federal Register*. After the effective date, the Sacramento Area Council of Governments (SACOG) and the U.S. Department of Transportation must use these budgets in future conformity analyses.

The 2013 Sacramento Ozone Plan was adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) on September 26, 2013. The California Air Resources Board (CARB) formally adopted the 2013 Sacramento Ozone Plan on November 21, 2013, and submitted it to the U.S. Environmental Protection Agency on December 31, 2013.

The 2013 Sacramento Ozone Plan identifies MVEBs for the Sacramento Metro ozone nonattainment area for oxides of nitrogen (NO<sub>x</sub>) and volatile organic compounds (VOCs) for 2014, 2017, and 2018. We announced receipt of the 2013 Sacramento Ozone Plan on EPA's website on May 20, 2014, and requested public comment by June 19, 2014. We did not receive any comments on the budgets and 2013 Sacramento Ozone Plan during the comment period. We will be acting on the 2013 Sacramento Ozone Plan in a subsequent *Federal Register* notice.

This letter transmits our decision that the MVEBs in the 2013 Sacramento Ozone Plan for the Sacramento ozone nonattainment area are adequate for transportation conformity decisions. The adequate budgets are listed in the following table.

Motor Vehicle Emissions Budgets in the 2013 Sacramento Ozone Plan (tons per day, average summer weekday)						
	NO <sub>x</sub>			VOC		
Budget Year	2014	2017	2018	2014	2017	2018
tons per day	49	39	37	23	18	17

In reaching this decision, we have reviewed the 2013 Sacramento Ozone Plan, including responses to public comments on the plan, and have determined that the related MVEBs, when considered with all other emissions sources in the Sacramento Metro ozone nonattainment area, are consistent with applicable requirements for the area to attain the 1997 8-hour ozone NAAQS by its June 15, 2019 attainment date. The budgets also meet the other adequacy criteria found in 40 CFR 93.118(e)(4).

We have enclosed a table that summarizes our adequacy determination. We will soon post this information on the Internet at: <http://www.epa.gov/otaq/stateresources/transconf/adequacy.htm>. We will also announce this adequacy determination in the Federal Register. This determination will become effective fifteen days after the Federal Register announcement pursuant to 40 CFR 93.118(f). If you have any questions regarding this decision, please contact Kerry Drake at (415) 947-4157 or John Ungvarsky at (415) 972-3963.

Sincerely,



Deborah Jordan  
Director, Air Division

Enclosure

cc: Lynn Terry, Deputy Executive Officer, CARB  
Larry Greene, Air Pollution Control Officer, SMAQMD  
Dave Johnston, Air Pollution Control Officer, EDCAQMD  
Christopher D. Brown, Air Pollution Control Officer, FRAQMD  
Tom Christofk, Air Pollution Control Officer, PCAPCD  
Mat Ehrhardt, Air Pollution Control Officer, YSAQMD  
Mike McKeever, Chief Executive Officer, SACOG  
Jermaine Hannon, Director of Program Development, FHWA-California  
Ted Matley, Federal Transit Administration  
Rodney Tavitias, California Department of Transportation

Enclosure

Transportation Conformity Adequacy Review

Control Strategy State Implementation Plan (SIP) Under Review: <i>Sacramento Regional 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan (2013 SIP Revisions)</i>		Date of SIP Revision Receipt by EPA: 12/31/13	
Reviewers: John Lingvarsky		Date: 6/18/14	
Transportation Review Criteria		Is Criterion Satisfied? Y/N	Reference in SIP Document/Comments
Sec. 93.118(e)(4)(i)	The plan was endorsed by the Governor (or designee) and was subject to a public hearing.	Y	<p>The December 31, 2013 transmittal letter submitting the <i>Sacramento Regional 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan (2013 SIP Revisions)</i> ("2013 Sacramento Ozone Plan" or "plan") was sent by the CARB's Executive Officer, Richard W. Corey, the Governor's designee.</p> <p>On April 22, 2013, the SMAQMD posted on its website an announcement that a public hearing would be held on May 23, 2013 to receive comments and adopt the 2013 Sacramento Ozone Plan. The hearing was conducted on behalf of the air districts in the ozone nonattainment area, including El Dorado County (EDCAQMD), Feather River (FRAQMD), Placer County Air Pollution Control District (PCAPCD), and Yolo-Solano (YSAQMD). Each of these districts also posted the hearing announcement on their websites and/or a newspaper of general circulation in their area. Copies of the plan were made available for viewing at the districts' offices and on their websites.<sup>1</sup> At the May 23, 2013 hearing and again at a subsequent July 25, 2013 hearing, SMAQMD staff requested the hearings be continued. The SMAQMD Board of Directors adopted the plan at a public hearing held on September 26, 2013.</p> <p>Following adoption, SMAQMD forwarded the plan to CARB, the Governor of California's designee for SIP matters. At a November 21, 2013 public meeting, CARB's Board approved the 2013 Sacramento Ozone Plan. No witnesses testified regarding the plan. On December 31, 2013, CARB submitted to EPA the plan for approval as a revision to the California SIP.</p>

<sup>1</sup> The 2013 Sacramento Ozone Plan, titled *Sacramento Regional 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan (2013 SIP Revisions)*, may be found at the following SMAQMD Web address: <http://www.airquality.org/plans/federal/ozone/8hr1997/index.shtml>.

Sec. 93.118(e)(4)(ii)	The plan was developed through consultation with federal, state and local agencies; full implementation plan documentation was provided and EPA's stated concerns, if any, were addressed.	Y	<p>The plan uses information provided by the SACOG, SMAQMD, EDCAQMD, FRAQMD, PCAQMD, YSAQMD, and CARB. SACOG is an association of local governments in the six-county Sacramento Region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba as well as 22 cities. Staff consulted with SACOG during plan preparations because SACOG provides vehicle activity data needed for the MVEBs in the plan development, and the plan sets MVEBs that SACOG will have to meet when approving future transportation plans.</p> <p>The MVEBs were reviewed by the Regional Planning Partnership (RPP), a SACOG advisory committee. The RPP has close to 100 representatives from local, regional, state, federal agencies, and tribal governments, as well as representatives of business, environmental, and minority organizations and associations. The RPP serves as the primary forum for interagency and public consultation requirements of federal transportation pursuant to CFR, Title 40, Part 93) and air quality regulations. The RPP includes staff representatives from SACOG, SMAQMD, Caltrans, CARB, U.S. Department of Transportation, and USEPA. On December 11, 2012, a meeting of SACOG's Regional Planning Partnership (RPP) was held to review and recommend for adoption of the MVEBs (i.e., Regional Planning Partnership December 11, 2012 Meeting Agenda Item 6: Proposed Update to Sacramento Ozone Pre-Cursor Emissions Budgets). By a consensus vote, members of RPP approved that the proposed MVEBs be included in the 2013 Sacramento Ozone Plan. On February 7, 2013, the proposed MVEBs were also presented to the Land Use and Natural Resources Committee of the SACOG Board.</p>
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budget(s) is clearly identified and precisely quantified.	Y	<p>Section 11 of the 2013 Sacramento Ozone Plan, clearly identifies the MVEBs and the information used, including references, to develop and quantify the MVEBs.</p>
Sec. 93.118(e)(4)(iv)	The motor vehicle emissions budget(s), when considered together with all other emission sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given plan).	Y	<p>EPA has determined that the MVEBs, when considered together with all other emission sources, are consistent with attainment of the 1997 8-hour ozone standard. The MVEBs are consistent with inventory estimates used to demonstrate attainment. The MVEBs also include safety margins that are consistent with attainment for the area.</p>

Sec. 93.118(e)(4)(v)	The plan shows a clear relationship among the emissions budget(s), control measures and the total emissions inventory.	Y	Emissions inventory estimates are documented in Section 5 – <i>Emissions Inventory</i> , with a thorough breakdown of the on-road motor vehicle inventory provided in Appendix A1 – <i>On-Road Vehicle Emissions Inventory</i> . The control measures are documented in Section 7 – <i>Proposed Control Measures</i> . The documentation in these portions of the plan clearly shows the relationship among the inventories, control measures, and MVEBs. The MVEBs are consistent with the control measures, inventory estimates, and downward trend in emissions used to demonstrate attainment.
Sec. 93.118(e)(4)(vi)	Revisions to previously submitted control strategy or maintenance plans explain and document any changes to any previous submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see §93.101 for definition), and reasons for the changes (including the basis for any changes to emission factors or estimates of VMT).	Y	<p>The <i>Sacramento Regional 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan (March 27, 2009)</i> (“2009 Sacramento Ozone Plan”) included MVEBs for 2011, 2014, 2017, and 2018. EPA found the 2011, 2014, and 2017 MVEBs in the 2009 Sacramento Ozone Plan adequate for the purposes of transportation conformity, but found the 2018 MVEBs inadequate. See 74 FR 37210 (July 28, 2009). The revised and significantly lower MVEBs for 2013 Sacramento ozone attainment plan are the result of emission reductions from federal, State, and local measures and updating of EMFAC (Emission Factor). EMFAC is California’s model for estimating emissions from on-road motor vehicles operating in California. EMFAC has undergone many revisions over the years, and the current on-road motor vehicles emission model is EMFAC2011.<sup>1</sup></p> <p>Appendix A1 of the 2013 Plan Update contains the latest on-road motor vehicle summer planning VOC and NO<sub>x</sub> inventories, vehicle population, Vehicle Miles Traveled (VMT) and trips for each EMFAC vehicle class category for the Sacramento federal nonattainment area. The on-road motor vehicles inventory category consists of trucks, automobiles, buses, and motorcycles. The motor vehicle emissions in the 2013 Sacramento Ozone Plan are based on CARB’s EMFAC2011 emission factor model and the latest planning assumptions from SACOG’s 2013/2016 Metropolitan Transportation Improvement Program (MTIP).<sup>2</sup></p> <p>A comparison of the submitted 2009 and 2013 plans allows for identification of the key changes (i.e., in the budgets, control measures, impacts on emissions, safety margins) and reasons for the changes.</p>

<sup>1</sup> See 78 FR 14533 (March 6, 2013) regarding EPA approval of the 2011 version of the California EMFAC model. The software and detailed information on the EMFAC vehicle emission model can be found at <http://www.arb.ca.gov/mse/mse.htm>.

<sup>2</sup> Final 2013-16 Metropolitan Transportation Improvement Program, Amendment #1 to the MTP/SCS 2035, and Air Quality Conformity Analysis, August 16, 2012 (Federal Highway Administration approval December 14, 2012).

Sec. 93.118(e)(5)	EPA has reviewed the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan.	Y	We have reviewed the comments and responses on the 2013 Sacramento Ozone Plan. The comments and responses are included in the submittal, but none of the comments relate to the MVEBs in the 2013 Sacramento Ozone Plan. SMAQMD did not receive any additional comments or opposition at their September 26, 2013 public hearing. No comments were received or opposition expressed at CARB's November 21, 2013 public hearing.
-------------------	--	---	---