

**ALASKA DEPARTMENT OF
ENVIRONMENTAL CONSERVATION**



Amendments to:
State Air Quality Control Plan
Vol. II: III.D.7.14
Air Quality Conformity and Motor Vehicle Emission Budget
Public Notice Draft

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Michael J. Dunleavy, Governor

Jason W. Brune, Commissioner

7.14. Air Quality Conformity and Motor Vehicle Emission Budgets

7.14.1. Regulatory Overview

Transportation conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federally supported highway and transit project activities are consistent with the purpose of the state air quality implementation plan (SIP). The requirements for transportation conformity are found in State regulation at 18 AAC 50 Article 7, Conformity, and in Volume II Section III.I in the State Air Quality Control Plan.

Conformity for the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS or “standards”) or any required interim emissions reductions or other milestones. The U.S. Environmental Protection Agency’s (EPA) transportation conformity rule (40 CFR 51.390 and Part 93) establishes the criteria and procedures for determining whether transportation activities conform to the SIP. Conformity helps protect public health through early consideration of the air quality impacts of transportation decisions in places where air quality does not currently meet federal standards.

In March, 2010, the EPA finalized changes to the transportation conformity rule that primarily affected PM_{2.5} and PM₁₀ non-attainment and maintenance areas. The final rule provides clear guidance on how to implement transportation conformity under the 2006 PM_{2.5} National Ambient Air Quality Standards (NAAQS) to ensure transportation planning and air quality planning are coordinated and air quality is protected.

On October 7, 2014, EPA approved the release of the MOVES2014 emissions model for SIPs and transportation conformity analyses in states other than California.¹ This approval also started a two-year transportation conformity grace period that ended on October 7, 2016, after which MOVES2014 was required to be used for new transportation conformity analyses outside of California.

Specific guidance on PM_{2.5} conformity requirements is also contained in the Final PM_{2.5} Implementation Rule for the 2006 PM_{2.5} NAAQS, promulgated by EPA in August 2016² to meet Clean Air Act Subpart 4 requirements.

Emission inventories and motor vehicle emission budgets in this Serious Area SIP were developed using MOVES2014b (the latest version of MOVES2014), consistent with the above requirements.

¹ Federal Register, Vol. 79, No. 194, Tuesday, October 7, 2014.

² Federal Register, Vol. 81, No. 164, Wednesday, August 24, 2016.

7.14.2 Regional Conformity and Motor Vehicle Emission Budgets

EPA requires that all non-attainment areas develop a motor vehicle emissions budget for use in determining regional transportation conformity. The process used to calculate the motor vehicle emission budget is described in Section III.D.7.6.5. Relevant portions of that description are presented below to ensure consistency in the information presented and to avoid the need for readers to shift between sections of this document.

Need for MVEBs – Generally, motor vehicle emission budgets (MVEBs) must be established within a SIP for use in subsequent regional transportation conformity analysis that is tied to the SIP's attainment demonstration and the on-road vehicle emissions share of the overall attainment inventory. The central finding of this Serious Area SIP is that attainment of the PM_{2.5} NAAQS by the statutorily required 2019 deadline will not be possible in Fairbanks due to the magnitude of required reductions and the difficulty and the cost of implementing measures that achieve these reductions in the near term. The most expeditious attainment date is currently projected to be 2029 as discussed earlier in Section III.D.7.9.

A control strategy implementation plan revision and MVEB is defined under 40 CFR §93.101 as follows:

Control strategy implementation revision is the implementation plan which contains specific strategies for controlling the emissions of and reducing ambient levels of pollutants in order to satisfy CAA requirements for demonstrations of reasonable further progress and attainment (including implementation plan revisions submitted to satisfy CAA sections 172(c), 182(b)(1), 182(c)(2)(A), 182(c)(2)(B), 187(a)(7), 187(g), 189(a)(1)(B), 189(b)(1)(A), and 189(d); sections 192(a) and 192(b), for nitrogen dioxide; and any other applicable CAA provision requiring a demonstration of reasonable further progress or attainment).

Motor vehicle emissions budget is that portion of the total allowable emissions defined in the submitted or approved control strategy implementation plan revision or maintenance plan for a certain date for the purpose of meeting reasonable further progress milestones or demonstrating attainment or maintenance of the NAAQS, for any criteria pollutant or its precursors, allocated to highway and transit vehicle use and emissions.

EPA's Office of Transportation and Air Quality (OTAQ) and Office of Air Quality Planning and Standards (OAQPS) through EPA Region 10 were consulted to confirm the need for MVEBs within this SIP given that attainment would not occur by 2019. EPA confirmed that the provisions of the PM Implementation Rule include requirements for development of MVEBs in Serious Area SIPs even if a finding that attainment by the required 2019 deadline is not possible. Instead, MVEBs must be set based on the projected expeditious alternative attainment date (estimated to be 2029) and tied to RFP inventories for milestone years until that date, plus one milestone year after.

MVEB Calendar Year and Pollutants – As noted earlier in Sections III.7.6 and III.7.6.10, the milestone years for RFP are 2017, 2020, 2023, 2026, 2029 and 2032. Thus, RFP inventories and

MVEBs were established for each of these years. Separate budgets of on-road motor vehicle emissions occurring within the non-attainment area were set for both directly-emitted PM_{2.5} and NO_x, the latter based on EPA's interpretation of applicable precursor requirements under 40 CFR §93.102(b)(1) and §93.102(b)(2)(iv), which applies to precursors of PM_{2.5}.

Summary of MVEB Methodology – The MVEBs were calculated using a consistent approach to that applied in estimating motor vehicle emissions within the SIP emission inventories. The MVEB modeling is summarized below.

- *Emissions Model* – Emissions were calculated using the MOVES2014b vehicle emissions model, executed in county-wide “Inventory” mode. For the modeling inventories used to evaluate attainment in the SIP, the “Emission Rates” calculation mode was used to support development of spatially-gridded motor vehicle emissions as input to downstream SMOKE/MOVES and SMOKE inventory processing models. The choice to establish MVEBs based on Inventory mode MOVES runs was made to simplify future conformity analysis requirements where gridded outputs are not needed and is consistent with EPA's technical guidance.³ The model was run over the three months encompassing the historical modeling episodes used in the SIP to evaluate attainment (November, January and February) to generate emissions over this period. The Time Aggregation Level option was set to “Hour” as required for SIPs and regional emissions analysis.³
- *Vehicle Activity Inputs* – On-road motor vehicle activity inputs (VMT by vehicle type, speed distributions, road type VMT distributions) were developed from “Interim 2045 MTP” travel demand model outputs obtained from FMATS. These were the same travel model outputs used for the SIP modeling inventories, with activity tabulated just for the nonattainment area.⁴ Model outputs for MVEB years 2017, 2020 and 2023 were available. Those for 2026, 2029 and 2032 were interpolated from travel model runs for calendar years 2025, 2030 and 2035.
- *Temporal Profiles* – The same locally developed seasonal, weekly, and diurnal travel activity profiles used in the SIP inventories were also used to generate the MVEBs. Default MOVES activity was assumed for heavy-duty trucks (with no explicitly input extended idling).
- *Fleet Characteristics Inputs* – MVEB analysis year specific vehicle populations were extrapolated from actual 2014 DMV registrations using the same growth rate assumptions used to generate Projected Baseline modeled inventories. Vehicle age distribution and Alternative Vehicle and Fuel Technology (AVFT) inputs were based on the calendar year 2014 registration data, with an exception for light-duty vehicle age

³ “MOVES2014, MOVES2014a, and MOVES2014b Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity,” U.S. Environmental Protection Agency, EPA-420-B-18-039, August 2018.

⁴ The travel model outputs were GIS-based. A spatial shapefile for the nonattainment area was merged with the travel model outputs (which extend beyond the nonattainment area) to identify and tabulate link-based activity only within the nonattainment area.

distributions explained as follows. Age distribution inputs for light-duty vehicles were based on wintertime parking lot survey data collected by DEC, rather than registration data. Multiple parking lot surveys have consistently found that older vehicles are operated less during winter due to drivability concerns. In developing winter non-attainment season inputs, motorcycles were assumed to not operate during harsh winter conditions. Thus their populations were zeroed out. The source population, age distribution and AVFT inputs were supplied to MOVES using the County Data Manager importers in accordance with the modeling guidance³.

- *Meteorology Inputs* – Based on interagency consultation with EPA and FHWA, single hourly ambient temperature and relative humidity profiles were developed from hourly temperatures (and humidity data) averaged across the 35 modeling episode days and used as the meteorology inputs to the MVEB modeling. The resulting hourly temperature profile exhibited a diurnal range from -14.1°F (Hour 8) to -6.4°F (Hour 15), with an average daily temperature of -11.8°F. This was consistent with episodic modeling inventory development in the SIP although the average meteorology profile across the 35 episode days was used for the MVEB while individual day meteorology (for each of the 35 days) was used to establish the MVEB and was agreed upon in consultation with EPA and FHWA.
- *Plug-In Adjustments to PM_{2.5} Emissions* – Finally, starting exhaust PM_{2.5} emissions for light-duty gasoline vehicles were adjusted to account for the effects of wintertime vehicle plug-in block heater use in Fairbanks. These adjustments were applied using an EPA-accepted approach that consisted of modifying the MOVES soak time distribution inputs for light-duty vehicles contained in *OpModeDistribution* table in the model's default database. Appendix III.D.7.6 provides further details on these plug-in adjustments. Note that EPA's approval of the methodology for modeling the adjustments only extends to analyses conducted using MOVES2014.

Based on these methods, MVEB emissions nominally approximate, but do not exactly match on-road mobile source sector emissions within the SIP modeling inventories for the same year. These methods collectively maximize consistency with the modeling inventories (which tie to attainment analyses), but establish a simpler workflow (largely based on the Inventory calculation mode) for subsequent regional conformity determinations by FAST Planning, the affected Metropolitan Planning Organization.

Motor Vehicle Emission Budgets – Using the modeling methodology outlined above, MOVES2014b was executed with locally developed inputs representative of wintertime calendar year 2017 conditions. Table 7.14-1 summarizes the resulting regional average winter day on-road vehicle PM_{2.5} and NO_x emissions, which represent the applicable MVEBs under the SIP.

The PM_{2.5} MVEBs shown in Table 7.14-1 include the plug-in adjustment effects. As noted earlier, the plug-in adjustments are applied only to starting exhaust emissions for light-duty gasoline vehicles. Plug-ins reduced vehicle fleet-wide PM_{2.5} emissions by 5.4%. The PM_{2.5} MVEBs assumed zero contribution from fugitive road dust. This is consistent with the SIP inventory assumption that road dust emissions do not occur during winter in Fairbanks when

road surfaces are snow- and ice-covered. The emissions budget also does not include construction dust for the same reason. These assumptions are also consistent with the EPA-approved Fairbanks PM_{2.5} Moderate Area SIP.

**Table 7.14-1
Fairbanks Non-Attainment Area Motor Vehicle Emission Budgets**

Calendar Year	Motor Vehicle Emission Budgets (tons/day)	
	PM _{2.5}	NO _x
2017	TBD	TBD
2020	TBD	TBD
2023	TBD	TBD
2026	TBD	TBD
2029	TBD	TBD
2032	TBD	TBD

MVEB Context within RFP Inventories – To provide a clear understanding for the contribution of emissions from on-road motor vehicles (i.e., the MVEBs) relative to all other emission sources within the non-attainment area, Table 7.14-2 presents a summary of 2017 PM_{2.5} and NO_x emissions by major source sector. Emissions are shown on both an absolute (tons/day) and relative (% of total emissions) basis for both pollutants. On-road vehicle emissions (based on the MVEBs) are highlighted.

**Table 7.14-2
Motor Vehicle and Total Emissions and Motor Vehicle Contributions to
Total Nonattainment Area Emissions by RFP Year**

Calendar Year	NA Area Emissions (tons/day)				Relative Motor Vehicle Contributions (%)	
	PM _{2.5}		NO _x		PM _{2.5}	NO _x
	On-Road Vehicles	Total (All Sectors)	On-Road Vehicles	Total (All Sectors)		
2017	TBD	TBD	TBD	TBD	TBD	TBD
2020	TBD	TBD	TBD	TBD	TBD	TBD
2023	TBD	TBD	TBD	TBD	TBD	TBD
2026	TBD	TBD	TBD	TBD	TBD	TBD
2029	TBD	TBD	TBD	TBD	TBD	TBD
2032	TBD	TBD	TBD	TBD	TBD	TBD

<< Insert text here after emissions/relative shares completed for Table 7.14-2 briefly discussing results.>> Although on-road vehicles are by no means the predominant source of these pollutants, the vehicle emission budgets established under the federal conformity regulations require that emissions associated with future federally-funded regional

transportation plans do not exceed budgeted limits, thereby ensuring these plans conform to the overall attainment progress reflected in the SIP.

Budget Adequacy Requirements - For an emissions budget to be found adequate by EPA, the revisions to the air quality control plan that establishes the budget must fulfill a series of requirements per 40 CFR 93.118(e)(4). Each of these requirements are listed in *italics* below, along with specific actions that satisfy each requirement.

- *Be endorsed by the Governor (or a designee)* - Prior to final submittal to EPA, this plan will be filed by the Lieutenant Governor as per state regulation.
- *Be subject to a public hearing* - Prior to submittal to EPA, these plan revisions were the subject of public hearings held in XXXX on XXXX, 201X. The affidavits of oral hearing are included in Appendix III.D.7.14.
- *Be developed through consultation among federal, State and local agencies* - Federal, state, and local agencies were consulted on the motor vehicle emissions budget. Specifically, the state has held monthly status calls related to the regulatory requirements and the appropriate technical methodologies for development of the motor vehicle emissions budget. These calls have involved appropriate DEC, FMATS/FAST Planning, Borough, EPA, FHWA and FTA personnel. <<< Add text before finalized SIP submittal documenting interagency consultation activities related to the MVEBs. >>>
- *Be supported by documentation that has been provided to EPA* - This plan contains documentation supporting the motor vehicle emission budget. Section III.D.7.6 and Appendix III.D.7.06 describe development of motor vehicle emissions in further detail.
- *Address any EPA concerns received during the comment period* - Comments received from EPA both before and during the public comment period were addressed through revisions contained in this final SIP. << Confirm this before final submittal to EPA>>
- *Clearly identify and precisely quantify the revised budgets* - This section clearly identifies the motor vehicle emissions budgets for the Fairbanks North Star Borough PM_{2.5} non-attainment area.
- *Demonstrate that the budgets, when considered together with all other emissions sources in the inventory and control measures in the plan revision, are consistent with applicable requirements for reasonable further progress, attainment or maintenance (depending on which is relevant to the specific plan submission)* - The motor vehicle emissions budget was established based on the Fairbanks PM_{2.5} emission inventory and control measures included in the plan and satisfies reasonable further progress requirements. In particular, see Sections III.D.7.6 and III.D.7.10.
- *Explain and document revisions to the previous budget and control measures, and include any impacts on point or area sources* - The budgets presented in this Serious Area plan are consistent with those established in the EPA-approved Moderate Area SIP in

that they rely on locally collected data from the same sources (Alaska DMV, FMATS travel model, etc.) as employed in that SIP. However, they are based on a newer version of EPA's vehicle emissions model, MOVES2014, and incorporate the latest planning assumptions activity projected from these local data sources.

- *Address all public comment on the plan's revisions and include a compilation of these comments* - The response to comments received is included in Appendix III.D.7.14. <<Add this following public comment>>

Once a motor vehicle emissions budget is found to be adequate by EPA, the Fairbanks non-attainment area Transportation Plans and Transportation Improvement Programs (TIP) must be less than or equal to the motor vehicle emissions budget. For projects not from a conforming plan and TIP, the additional emissions from the project together with the transportation plan emissions must be less than or equal to the budget.

Interagency Consultation - Under 40 CFR 93.105, Fairbanks Area Surface Transportation Planning (FAST Planning), the MPO in the Fairbanks North Star Borough PM_{2.5} non-attainment area, must coordinate interagency consultation procedures for regional transportation conformity determinations to ensure transportation plan emissions are properly calculated in a manner consistent with the applicable SIP.

7.14.3 Project-Level Conformity

Interagency Consultation - Under 40 CFR 93.105, FAST Planning must similarly coordinate interagency consultation procedures for project-level conformity determinations (as is the case for regional conformity). Because the boundary of the non-attainment area is larger than the MPO boundary, in 2010, the transportation and environmental agencies within the area (Alaska DOT&PF, DEC, FMATS (now FAST Planning), and FNSB) established a *Memorandum of Agreement for the Development of Transportation Conformity Determinations within the Fairbanks PM_{2.5} Non-attainment Area*.⁵ The agreement was established for the purpose of conducting cooperative planning and analysis of, and determining transportation conformity, for all transportation projects within the Fairbanks PM_{2.5} non-attainment area and outlines the roles and responsibilities for the agencies. It includes discussion of the extent of FMATS/FAST Planning's involvement in any specific project-level determination. Interagency consultation is used in all project-level conformity determinations and FMATS/FAST Planning data may be valuable in hot-spot analyses, especially regarding regional transportation and traffic conditions and emissions.

The interagency consultation process will be the key means of ensuring emissions are properly calculated. The interagency consultation process will also be important in ensuring that appropriate analyses of project emission impacts are conducted. As always, conformity determinations will be subject to the applicable public review requirements required under regulation. This provides the public an opportunity to comment on the approach that is taken for the conformity determination for each plan, program and project.

⁵ <http://fmats.us/wp-content/uploads/2012/08/MOU-for-FBX-Transportation-Conformity-PM-2-5-Final.pdf>

The project sponsor is the agency responsible for implementing the project. Typically, the project sponsor is a local government, transit operator, or state department of transportation. The project sponsor is responsible for providing the PM_{2.5} and/or PM₁₀ hot-spot analysis described in 40 CFR 93.123 or the approved conformity SIP. The interagency consultation process is critical to completing project-level conformity determinations and PM_{2.5} and PM₁₀ hot-spot analyses. The project sponsor, in cooperation with federal agencies, is also responsible for conducting the environmental analysis and review to comply with NEPA as required by the Council on Environmental Quality regulations (40 CFR 1500-1508) and the FHWA/FTA Environmental Impact and Related Procedures (23 CFR Part 771).

Analysis Guidance - EPA released guidance for the preparation of Quantitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Non-attainment and Maintenance Areas in November 2013.⁶ It provides guidance on estimating project level PM emissions using MOVES. It also provides guidance in selecting appropriate air quality models, determining background concentrations from nearby and other emission sources, calculating PM design values and preparing conformity determinations. These requirements should be addressed in the interagency consultation process, so that FAST Planning and the State can determine the support needed to:

- prepare MOVES-based emission estimates which reflect appropriate fleet characterization, activity and meteorological inputs and plug-in adjustments;
- access monitoring data available to characterize background concentrations; and
- specify meteorological conditions used in air quality modeling to assess conformity.

7.14.4 General Conformity

For projects requiring general conformity determinations, it is also important to consider the impacts of off-road motor vehicle emissions (e.g., idle emissions) in developing conformity determinations. Interagency consultation shall be used to determine whether off-network mobile source emissions are significant and what analysis of these emissions is appropriate for determining general conformity. An example of this type of project is an airport expansion. Federal actions not funded or approved under Title 23 or the Federal Transit Act should assess project emissions relative to de minimus thresholds established for PM_{2.5} and precursor emissions and applicability requirements established in § 93.153 to determine whether general conformity requirements apply.

⁶ <http://www.epa.gov/otaq/stateresources/transconf/policy/420b13053-sec.pdf>