

Transportation/Air Quality Conformity

Transportation Committee



Clean Air Act

- Instructs EPA to establish standards for “criteria” pollutants
 - Carbon Monoxide
 - Lead
 - Nitrogen Dioxide
 - Ozone
 - Particulate Matter
 - Sulfur Dioxide
- Requires states to demonstrate how they do/will meet those standards through State Implementation Plan (SIP)

Transportation Conformity

- Clean Air Act requires that federal funds go to transportation activities consistent with air quality goals
- Required in areas that do not (non-attainment) or previously haven't met (maintenance) air quality standards
- Applies to TPP, TIP, and federal projects

Regional Attainment Status

- Carbon monoxide
 - Last violation in 1991, maintenance since 1999, attainment expected in 2019
 - Currently 8% of 8-hour standard, 10% of 1-hour standard
- Fine particulate matter and ozone:
 - At risk of non-attainment if standard changes or air quality worsens
 - PM_{2.5} currently 81% of annual standard, 80% of daily standard
 - O₃ currently 89% of 8-hour standard
- Nitrogen dioxide:
 - Currently 21% of annual standard, 46% of 1-hour standard
 - Effect of new roadside standards unknown

Elements of Conformity

- Interagency Consultation
- Public Involvement
- Latest planning assumptions and models
- Regional Emissions Analysis
- Implementation of Transportation Control Measures
- Fiscal Constraint

Interagency Consultation

- EPA, FHWA, FTA, MnDOT, MPCA, and Council
- Transportation Conformity SIP
 - establishes roles and responsibilities and consultation procedures for conformity findings on TPP, TIP, and projects
 - Is ready for local approval, will come to Council for approval this spring

Elements of Regional Emissions Analysis

- Identification of projects (exempt from analysis, non-exempt but unmodelable, modelable)
- Identification and documentation of assumptions
- Regional transportation forecast model
- Regional emissions model

Regional Emissions Analysis

- Interim test (between non-attainment designation and SIP approval)
 - Build vs No Build
- Attainment and maintenance test
 - Emissions budget
- Limited maintenance area
 - Demonstrate CO concentrations are below 85% of standard for eight quarters
 - Unreasonable to expect a violation of standard
 - Modeling not required (all other elements of conformity still required)

Regulatory Timelines for Nonattainment Designation

Initiate Process	MPCA monitoring shows violations of standard
1 year	MPCA submits recommendation to EPA to redesignate as non-attainment
1 year	EPA designates non-attainment area through rulemaking
1 year	Transportation Conformity applies
6 months	State Implementation Plan (SIP) due: State plan to come back into attainment



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