

## **ITEM 7 - Action**

March 20, 2013

Approval of Amendment to the Additional Air Quality Conformity Analysis Conducted to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)

### **Staff**

**Recommendation:** Adopt Resolution R11-2013 to approve an amendment to the recent 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP which was conducted to satisfy the redesignation requirements of the EPA 2008 Ozone NAAQS.

**Issues:** None

**Background:** At the February 20th meeting, notice was provided on an amendment to the recent 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP which was conducted to satisfy the redesignation requirements of the EPA 2008 Ozone National Ambient Air Quality Standards (NAAQS). After the TPB approved this new air quality conformity analysis on December 19, 2012, the EPA found adequate new mobile budgets on February 7, 2013, requiring their immediate use in air quality conformity analyses. Because this adequacy

finding occurred prior to USDOT's approval of the recent conformity analysis, this analysis must be amended to show that mobile emissions in the 2012 CLRP and FY2013-2018 TIP are below the new EPA approved mobile budgets.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION FINDING THAT THE 2012 CONSTRAINED LONG RANGE PLAN AND  
FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM SHOW ADHERENCE  
TO MOBILE BUDGETS, INCLUDING FOR THE 2015 ATTAINMENT YEAR, FOUND  
ADEQUATE BY THE ENVIRONMENTAL PROTECTION AGENCY IN FEBRUARY  
2013, AND THEREFORE CONFORM WITH THE REQUIREMENTS OF  
THE CLEAN AIR ACT AMENDMENTS OF 1990**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans (SIPs) for air quality attainment within the Metropolitan Washington non-attainment area; and

**WHEREAS**, on December 19, 2012 the TPB approved a conformity analysis update for the 2012 Constrained Long Range Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP), which was performed to satisfy requirements associated with the EPA's 2008 National Ambient Air Quality Standards (NAAQS); and

**WHEREAS**, prior to the Federal Highway Administration's (FHWA) approval of the December 19, 2012 conformity analysis, the EPA found adequate new motor vehicle emissions budgets (MVEBs), requiring an amendment of the conformity analysis to show adherence to the newly approved mobile budgets; and

**WHEREAS**, on February 14, 2013, the information pertinent to the amendment of the conformity analysis was released for a 30-day public comment period and inter-agency review; and

**WHEREAS**, the analysis reported in *Air Quality Conformity Update Amendment of the 2012 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region*, dated March 20, 2013, demonstrates adherence to all mobile source emissions budgets for volatile organic compounds, nitrogen oxides, and carbon monoxide, and demonstrates that PM2.5 emissions meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan with the requirements of the CAAA; and

**NOW, THEREFORE, BE IT RESOLVED THAT** THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2012 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

# National Capital Region Transportation Planning Board

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March 20, 2013

## MEMORANDUM

TO: Transportation Planning Board

FROM: Jane A. Posey  
Senior Transportation Engineer

SUBJECT: Amendment to the December 19, 2012 Air Quality Conformity Update of the 2012 CLRP & FY2013-2018 TIP

On December 19, 2012 the Transportation Planning Board (TPB) approved an updated air quality conformity analysis of the 2012 Constrained Long Range Plan and FY2013-2018 Transportation Improvement Program (TIP). This update was performed to satisfy requirements associated with the Environmental Protection Agency's (EPA's) 2008 National Ambient Air Quality Standards (NAAQS). After the TPB approves any conformity analysis, the documents are forwarded to the United States Department of Transportation (USDOT) for final approval.

In 2007 the Metropolitan Washington Air Quality Committee (MWAQC) submitted mobile budgets to EPA for approval. These budgets were submitted for a State Implementation Plan (SIP) to address the 1997 8-hour ozone standard. This SIP included 2008 Reasonable Further Progress (RFP) budgets, 2009 Attainment budgets, and a 2010 Contingency budget. In 2009 EPA found adequate the 2008 RFP budgets for use in conformity analyses, but did not act on the other mobile budgets included in the SIP.

On February 7, 2013 EPA found adequate the 2009 Attainment and 2010 Contingency budgets, requiring their immediate use in air quality conformity analyses. This approval occurred prior to USDOT's approval of the December 19, 2012 air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP. Consequently the analysis must be amended to include the newly approved mobile budgets.

In order to amend the conformity analysis, staff modified the relevant exhibits from the conformity report to show that mobile emissions in the 2012 CLRP and FY2013-2018 TIP are below the newly approved budgets. The budgets are 66.5 tons/day of Volatile Organic Compounds (VOC) and 146.1 tons/day of Nitrogen Oxides (NOx) for the 2009 Attainment Plan and 144.3 tons/day of NOx for the 2010 Contingency Plan. Exhibit 16 shows that mobile source VOC and NOx emissions for each forecast year are below the mobile budgets. Exhibits 20 and 21 present the same information in a graphical format. The updated exhibits are attached.

This information was released for a required 30-day public comment period on February 14, 2013. The comment period ended on March 16, 2013. The TPB will be asked to approve the amended conformity analysis of the 2012 CLRP and FY2013-2018 TIP at its March 20<sup>th</sup> meeting.

EXHIBIT 16

**AIR QUALITY CONFORMITY UPDATE AMENDMENT**

**Summary Table - 8-Hour Ozone Nonattainment Area**

**Mobile Source Emissions Inventories  
for 2012 CLRP and the FY 2013-2018 TIP  
(Tons/Day)**

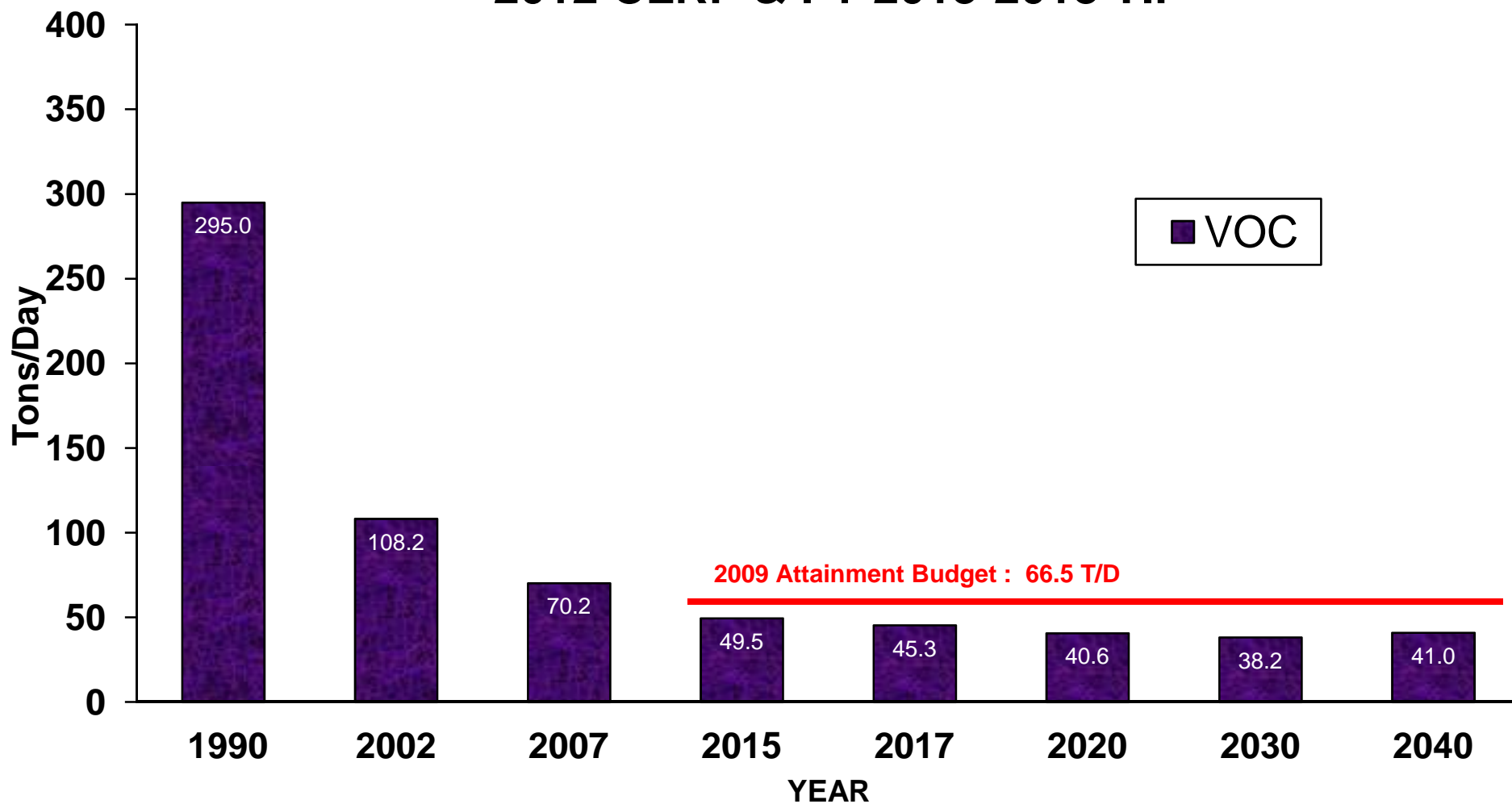
	2002		2007		2015		2017		2020		2030		2040	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
<b>I Network</b>														
Start	18.66	9.46	10.47	5.66	6.76	3.98	6.13	3.20	5.49	2.46	5.10	1.89	5.28	1.94
Running	54.72	219.02	33.01	142.85	23.37	73.34	21.88	57.24	20.47	41.88	21.19	29.33	22.90	29.71
Soak	8.53	-----	7.80	-----	6.16	-----	5.53	-----	4.71	-----	3.86	-----	4.07	-----
<b>II Off-Network</b>														
Diurnal	2.36	-----	2.05	-----	1.37	-----	1.21	-----	1.07	-----	0.71	-----	0.80	-----
Resting Loss	11.93	-----	9.43	-----	6.75	-----	5.91	-----	4.52	-----	3.02	-----	3.41	-----
Local Roads	9.91	11.39	5.96	7.89	4.06	4.47	3.78	3.64	3.52	2.87	3.59	2.40	3.79	2.50
School Buses	0.42	5.97	0.43	5.64	0.27	3.10	0.25	2.61	0.22	1.92	0.17	0.63	0.16	0.27
Transit Buses	0.38	6.51	0.25	5.36	0.17	2.46	0.14	1.85	0.13	1.28	0.13	0.44	0.13	0.28
Auto Access	1.29	1.59	0.77	0.94	0.45	0.58	0.52	0.49	0.47	0.41	0.43	0.35	0.45	0.37
<b>Total</b>	108.20	253.93	70.17	168.35	49.45	87.93	45.34	69.02	40.60	50.82	38.20	35.04	40.99	35.05

Mobile Emissions Budgets:	66.50	144.30	66.50	144.30	66.50	144.30	66.50	144.30	66.50	144.30	66.50	144.30	66.50	144.30
Budget Adherence Margin:	17.05	56.37	21.16	75.28	25.90	93.48	28.30	109.26	25.51	109.25				

# EXHIBIT 20

## AIR QUALITY CONFORMITY UPDATE **AMENDMENT**

### Mobile Source VOC Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY 2013-2018 TIP



# EXHIBIT 21

## AIR QUALITY CONFORMITY UPDATE AMENDMENT

### Mobile Source NOx Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY2013-2018 TIP

