

CHAPTER 10—AIR QUALITY ANALYSIS AND CONFORMITY DETERMINATION

Introduction

The Clean Air Act Amendments (CAAA) of 1990 require that each state environmental agency develop a State Implementation Plan (SIP). The SIP shows how the state will implement measures designed to improve air quality to meet National Ambient Air Quality Standards (NAAQS) for each criteria air pollutant, according to the schedules included in the CAAA. The SIP is a formal submission of the region's air quality strategy to the federal government and addresses the three major categories of air pollutant emissions: 1) stationary sources, 2) area sources and 3) mobile sources.

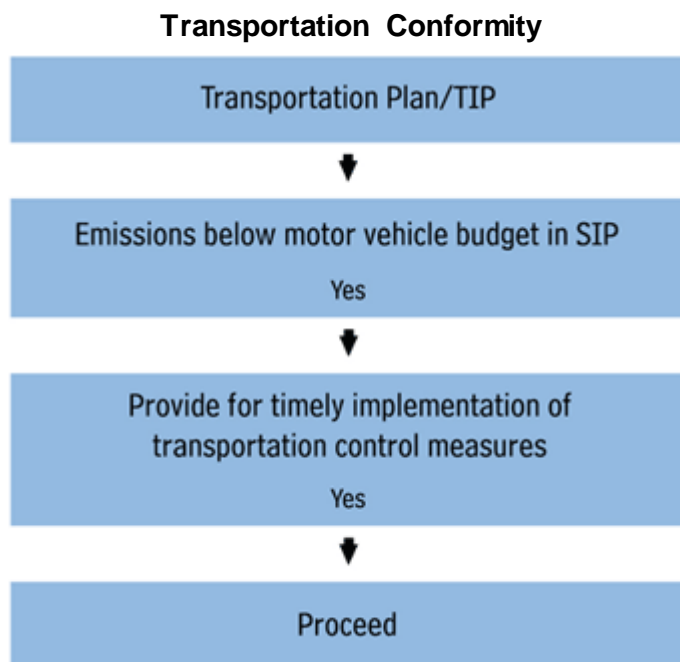
- **Stationary sources** include relatively large, fixed facilities such as power plants, chemical process industries and petroleum refineries.
- **Area sources** are small, stationary, non-transportation sources that collectively contribute to air pollution such as dry cleaners, gas stations, landfills, wastewater treatment plants and others.
- **Mobile sources** include on-road vehicles such as cars, trucks and buses; and off-road sources such as trains, ships, airplanes, boats, lawnmowers and construction equipment.

Since emissions from motor vehicles make a significant contribution to air pollution, the CAAA also requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals. Among these goals are providing for greater integration of the transportation and air quality process; ensuring that transportation plans, programs and projects conform with the SIP and contribute to attainment of the established air quality standards; and reduction in the growth in vehicles miles traveled and congestion in areas that have not attained the Environmental Protection Agency's (EPA) air quality standards.

The conformity provisions of the CAAA establish important requirements that transportation plans, programs and projects conform to the "purpose" of the State Implementation Plan (SIP). The Safe, Accountable, Efficient, and Flexible Transportation Equity Act—A Legacy for Users (SAFETEA-LU) and the CAAA require each Metropolitan Planning Organization (MPO) to conduct air quality conformity analysis on all its programs and projects to make sure no new projects and programs negatively affect air quality. The transportation conformity process is a way to ensure that transportation plans and programs meet air quality goals and is an eligibility requirement for federal funding and approval. Whenever a metropolitan transportation plan or TIP is amended or updated, the MPO must reanalyze, if necessary, and affirm continued conformity with air quality requirements.

Conformity for regional transportation plans and TIPs are demonstrated when projected regional emissions generated by the plan and TIP do not exceed the region's motor vehicle emissions budgets as established by the SIP. A conformity determination is a finding by the

MPO policy board, and subsequently by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), that the transportation plan and TIP meet the conformity requirements. While the MPO is ultimately responsible for making sure a conformity determination is made, the conformity process depends on federal, state and local transportation and air quality agencies working together to meet the transportation conformity requirements.



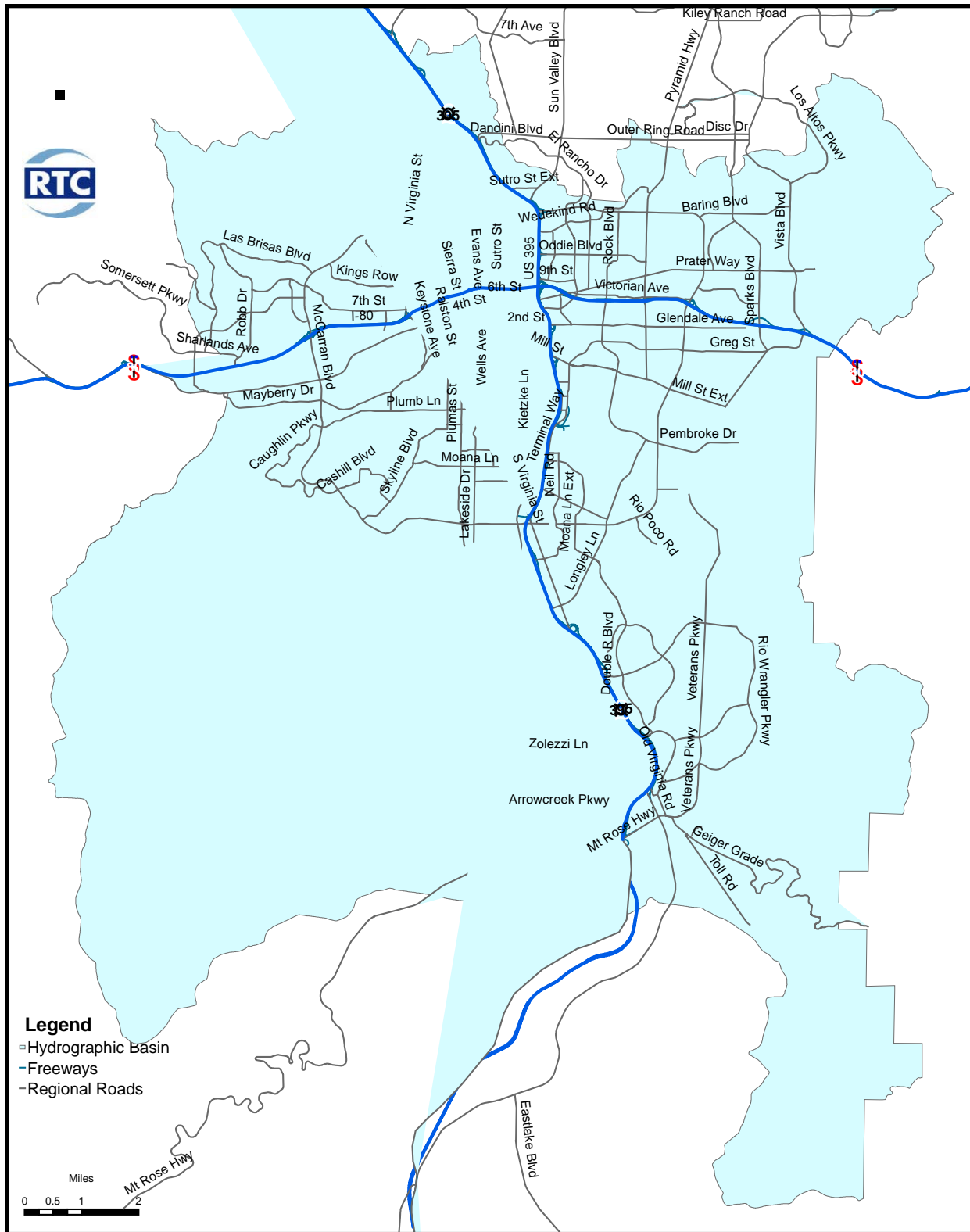
Status of Air Quality Pollutants

Criteria pollutants are considered on a county-wide basis if actual pollutants levels are exceeded outside of the core area of the Truckee Meadows. The core area of the Truckee Meadows is designated as the Hydrographic Area #87 (**Figure 10-1**). A key requirement of SAFETEA-LU and the CAAA is the need to show that the plans and programs of the RTC conform to the CAAA tests for improving air quality for criteria pollutants that exceed the national standards within these areas. The current status of the various pollutants in Washoe County is listed below:

- CO (8-hr): Attainment/ Maintenance for Hydrographic Area (HA) 87
 Attainment/Unclassifiable for the rest of Washoe County
- PM10 (24-hr): Serious non-attainment for HA 87
 Attainment/Unclassifiable for the rest of Washoe County

Regional emissions analyses were performed for each pollutant to document conformity with the CAAA as part of the RTP. The Regional Transportation Commission, in collaboration with the local agencies, has also been implementing programs that reduce hazardous motor vehicle emissions in the region.

**Figure 10-1
Reno/Sparks Hydrographic Area #87**



Travel Forecasting Model (TFM) and Mobile 6.2.2 Emission Model

The Regional Transportation Commission uses the Travel Forecasting Model (TFM) EMME3. Originally developed by the University of Montreal, EMME3 has evolved into a commercial product that is now the most widely used travel demand forecasting software in the world. The RTC's EMME3 model was calibrated to 2006 population and employment and 2005 traffic count data and has been validated as meeting or exceeding industry standards.

The EPA Office of Air and Radiation, Office of Mobile Sources, Emission Control Technology Division, Test and Evaluation Branch, developed the MOBILE 6.2.2 Emission Model. On-road motor vehicle emission factors for each analysis year were generated from the MOBILE 6.2.2 model. Emissions were calculated using the latest planning assumptions including population, land-use and vehicle miles traveled (VMT). The Washoe County District Health Department, Air Quality Management Division (WCDHD-AQMD) staff assisted RTC in calculating the amount of pollutants generated by various scenarios. Staff maintains documentation regarding the parameters utilized in the MOBILE 6.2.2 analysis. It should be noted that CO and PM₁₀ emissions were analyzed for a typical winter day, which is considered to be worst case conditions.

Air Quality Analysis Plan Requirements

Federal regulations are specific in defining the level of air quality analysis necessary for incorporation into the RTP. Section 93, Title 40 of Code of Federal Regulations (CFR) dated August 15, 1997 (effective September 15, 1997), pertains to the criteria and procedures necessary to analyze the air quality impacts of the RTP for carbon monoxide non-attainment areas such as Washoe County. For the purposes of an air quality determination, the analysis years are 2015, 2018, 2028 and 2030. No air quality analysis is required for the illustrative facilities plan (2031-2040). A summary of the other requirements are listed below:

- A. The RTP must contribute to emission reductions in CO non-attainment/maintenance areas.
- B. Air quality analysis years must be no more than 10 years apart.
- C. In PM₁₀ and CO non-attainment/maintenance areas, analysis must be performed for both pollutants.
- D. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made (2011).
- E. The last year of the RTP (2030) shall also be an analysis year. No air quality analysis is required for the illustrative facilities plan (2031-2040).

- F. For both CO and PM₁₀, the analysis of emissions for the required years cannot exceed the motor vehicle emission budget (MVEB) established for the Hydrographic Area 87.

Air Quality Analysis Crediting Provisions

Federal regulations also allow for crediting procedures over the life of the RTP for the implementation of Transportation Control Measures (TCMs) in which emissions reductions can be quantified. These TCMs are critical to areas such as Washoe County that have and are expected to continue growth in population and VMT. Several specific TCM measures are in progress or planned in Washoe County that will have quantifiable emissions reductions. These include:

- A. Traffic signal optimization program.
- B. Conversion of public transit and paratransit fleets to CNG or cleaner burning diesel fuels.
- C. Implementation of trip reduction programs.

These TCMs have been the focus of studies to quantify the air quality benefit of each. Where applicable, credits for these TCM measures and the research done to quantify the benefits of each have been incorporated into the conformity determination section of the RTP.

Traffic Signal Optimization/Timing Upgrade Program

Traffic signal coordination and improvements seek to achieve two primary objectives: 1) improved traffic flow resulting in improved level of service and 2) mobile source emission reductions through decreased delay, fewer accelerations/decelerations and a decreased number of stops. The RTC has reviewed several studies and federally accepted models to quantify the reduction of mobile emissions from signal coordination programs. These include signal coordination studies conducted by several cities in southern California and the California Department of Transportation (CALTRANS). A comparison of before and after field studies was conducted and the improvements in all three peak periods were noted. Examples included a statewide average reduction of 14 seconds in stop delay and a 12% reduction in the number of stops per mile in the afternoon peak period. Several methodologies were used to take the results of studies to quantify the emission reductions from signal coordination programs.

The pollution reduction results (tons/per day or percentage reduction) from each model vary as some models focus on corridor specific reductions while the others are more of an area-wide reduction projection. Pollutant reductions ranged from 11% along specific corridors to 3% to 4% on a regional level.

The RTC has initiated a region-wide traffic signal optimization and improvements program to enhance the capacity of the existing system and reduce traffic congestion in the region. This is an ongoing program that will allow nearly 400 intersections in the Truckee Meadows to be coordinated.

Although, the emission model reduction estimates taken from the southern California and other studies could reasonably support a regional emission reduction credit of 3-4%, the RTC has chosen at this time to take only a 1% credit for signal coordination programs in Washoe County through the year 2030. Additional credit may be taken in the future, if conditions warrant.

Conversion of RTC ACCESS and RTC RIDE Fleets to Alternative or Cleaner Burning Fuels

Over 7 million annual miles are driven by the RTC RIDE public transit and RTC ACCESS paratransit service. While this is a small percentage of total daily travel, it is important in terms of air quality. Present and future conversions of these fleets to compressed natural gas (CNG) or cleaner burning fuels can reduce mobile emission totals. Estimates by the Southern California Air Resources Board between standard urban diesel and cleaner burning diesel or CNG determined that NO_x emissions from vehicles with CNG or cleaner burning diesels were reduced approximately 60%. This relationship was augmented from a study entitled *Public Transportation Alternative Fuels* done in June of 1992 by Booz-Allen and Hamilton.

All RTC ACCESS vehicles have been converted to CNG or cleaner burning diesels. For the RTP, the RTC is not taking any credit for reduced emissions due to the use of cleaner burning fuels but may choose to take credit in the future, if conditions warrant.

Trip Reduction Programs

The effectiveness information on these programs comes from national studies conducted after 1979 by both the U.S. Department of Transportation and the National Association of Regional Councils (NARC). Estimates of VMT reductions have ranged as high as 3%. For the RTP, a 0.60% reduction in total VMT in all build scenarios was taken for the implementation of the RTC's trip reduction programs. Additional credit may be considered in the future, if conditions warrant.

The RTC's trip reduction programs are discussed at length in Chapter 4 and include a variety of programs such as the bus pass subsidy program, RTC VANPOOL program, RTC RIDESHARE (free carpool matching program), guaranteed ride home program and the park-and-ride-program. These are ongoing programs intended to promote trip reduction strategies on a region-wide basis within Washoe County.

- The bus pass subsidy program encourages transit ridership working with local business partners. The number of participants (both employers and employees) has continued to grow since the inception of the program, aiding in the reduction of congestion and improvement of air quality standards in the region.
- The RTC VANPOOL program has been a very successful and popular program since it began in 2007.
- The RTC RIDESHARE program is a web-based rideshare matching service that uses modern mapping technology.
- The guaranteed ride home provides an additional incentive to ridesharing. It is currently a demonstration program and will be monitored to determine its success.
- Park-and-ride locations are available to the public throughout the region. These facilities support the RTC RIDE service as well as the vanpool and rideshare programs.

These programs have succeeded in developing community awareness and building partnerships between the public and the private sectors. The programs' goals are to dramatically increase the number of employers and employees involved in trip reduction and to make measurable inroads into improving air quality and reducing VMT.

Air Quality Analysis Conformity Determination

RTC Traffic Model Modifications

The last air quality conformity determination was made in November 2004, with a conformity finding issued by the U.S. Department of Transportation in April 2005. To meet the requirements of 40 CFR Section 93 of the air quality conformity regulations, 2013, 2018, 2028 and 2030 networks were established for this RTP air quality analysis. The 2013 network consists of the current roadway network, the current transit network (including BRT service in the South Virginia corridor) and the projects contained in the current RTIP. Each of the remaining networks is comprised of the previous horizon networks and the capacity projects (see Table 3-6) necessary to meet policy level of service (LOS) by the identified timeframe.

Air Quality Analysis

An emission test on both CO and PM₁₀ must be successfully completed to make a finding of conformity. The area of analysis for these pollutants is the Hydrographic Area #87 (HA #87). As stated previously, the CO and PM₁₀ emissions for the required analysis years cannot exceed the motor vehicle emission budget established for HA #87. Analysis is performed for 2015, 2018, 2028 and 2030 for both pollutants.

To initiate the air quality conformity determination, the emission levels for the pollutants in each analysis year are generated. The VMT for each facility type is derived from the RTC's traffic model. The assumption of VMT for local streets is a percentage of the total VMT for collector and major and minor arterials on the Regional Road System (RRS) taken from the traffic model. The VMT for all facilities is then multiplied by an emission rate (from the MOBILE 6.2.2 emissions model) for the average speed of vehicles traveling that facility type. Totals of emissions for each facility type are then added to get a daily emission total for the roadway system in the analysis area. Emission totals are shown in pounds per day (lb/day).

CO Analysis

The Motor Vehicle Emissions Budget (MVEB) for carbon monoxide (CO), effective March 30, 2006, is shown in **Table 10-1**, which also includes the CO emissions for all analysis years of the RTP. All RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of this chapter.

**Table 10-1
CO Emissions Analysis
(lbs/day)**

Analysis Year	MVEB	RTP Analysis
2015	330,678	216,519
2018	321,319	243,388
2028	321,319	252,897
2030	321,319	278,418

PM₁₀ Analysis

The MVEB for PM₁₀, effective June 2, 2010, is shown in **Table 10-2**, which also includes the PM₁₀ emissions for all analysis years of the RTP. All RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of this chapter.

**Table 10-2
PM₁₀ Total Emissions
(lbs/day)**

Analysis Year	MVEB	RTP Analysis
2015	20,871	13,201
2018	20,836	13,826
2028	20,816	17,605
2030	20,816	18,902

Summary

The past and projected growth in population and VMT in Washoe County is well documented throughout the RTP. A strong commitment to fund and implement feasible TCM measures must be made if acceptable air quality standards are to be sustained. The local jurisdictions and NDOT, through the RTP process, have made the commitment to fund TCMs such as ridesharing, traffic flow improvements, signal coordination and conversion of public transit and paratransit fleets to cleaner burning fuels. Based on existing and planned commitments, the air quality analysis conducted in this chapter demonstrates that the required air quality conformity determination can be made and the RTP shown to be in conformance with federal air quality regulations.

Table 10-3

2015—Emissions by Facility												
Facility	VMT	Adjusted VMT	Emission Factor (lbs/mi)			Emissions (lbs/day)						
			CO	On-Road Vehicles PM ₁₀	Paved Road Fugitives PM ₁₀	CO	On-Road Vehicles PM ₁₀	Paved Road Fugitive PM ₁₀	Road Construction PM ₁₀	Unpaved Road Fugitives PM ₁₀	Diesel Idling PM ₁₀	Total PM ₁₀ Emissions
Local (Collector)	778,299	765,846	0.02884	0.00002	0.00268	23,275	19	2,163				
(Minor)	427,360	420,522			0.00268			1,174				
(Major)	1,286,848	1,266,258			0.00117			1,559				
M6 Arterial	2,177,286	2,142,449			0.00117			2,650				
Freeway	3,891,494	3,829,230	0.02622	0.00002		105,822	94					
Ramps	2,669,584	2,626,871	0.02834	0.00002	0.00117	77,516	64	3,201				
TOTALS	305,786	300,893	0.03180	0.00002	0.00268	9,906	7	835				
	7,645,163	7,522,840				216,519	184	11,582	526	893	16	13,201

Totals may vary slightly due to rounding

NOTES:

- * Collector, Minor Arterial and Major Arterial VMT used for Paved Road Fugitives PM₁₀ calculations only.
- ** M6 Arterial (Collectors, Minor Arterials and Major Arterials added together) used for CO and On-Road Vehicles PM₁₀ calculations only.
- *** The PM₁₀ emissions categories given as totals only are from the Truckee Meadows PM₁₀ Maintenance Plan Motor Vehicle Budgets (MVEB).

1.00% credit for Traffic Signal Optimization/Timing Upgrade Program
 0.60% credit for Trip Reduction Programs

Table 10-4

2018—Emissions by Facility												
Facility	VMT	Adjusted VMT	Emission Factor (lbs/mi)			Emissions (lbs/day)						
			CO	On-Road Vehicles PM ₁₀	Paved Road Fugitives PM ₁₀	CO	On-Road Vehicles PM ₁₀	Paved Road Fugitive PM ₁₀	Road Construction PM ₁₀	Unpaved Road Fugitives PM ₁₀	Diesel Idling PM ₁₀	Total PM ₁₀ Emissions
Local (Collector)	929,310	914,441	0.02687	0.00002	0.00268	24,567	16	2,451				
(Minor)	479,307	471,638			0.00268			1,264				
(Major)	1,442,411	1,452,418			0.00117			1,661				
M6 Arterial	2,724,833	2,681,236			0.00117			3,137				
Freeway	4,646,551	4,572,206	0.02447	0.00002		111,886	79					
Ramps	3,593,836	3,536,335	0.02712	0.00002	0.00117	95,916	61	4,137				
TOTALS	9,545,299	9,400,105	0.02922	0.00002	0.00268	243,388	162	13,661	522	1,034	17	15,396

Totals may vary slightly due to rounding

NOTES:

- * Collector, Minor Arterial and Major Arterial VMT used for Paved Road Fugitives PM₁₀ calculations only.
- ** M6 Arterial (Collectors, Minor Arterials and Major Arterials added together) used for CO and On-Road Vehicles PM₁₀ calculations only.
- *** The PM₁₀ emissions categories given as totals only are from the Truckee Meadows PM₁₀ Maintenance Plan Motor Vehicle Budgets (MVEB).

1.00% credit for Traffic Signal Optimization/Timing Upgrade Program

0.60% credit for Trip Reduction Programs

Table 10-5

2028—Emissions by Facility												
Facility	VMT	Adjusted VMT	Emission Factor (lbs/mi)			Emissions (lbs/day)						
			CO	On-Road Vehicles PM ₁₀	Paved Road Fugitives PM ₁₀	CO	On-Road Vehicles PM ₁₀	Paved Road Fugitive PM ₁₀	Road Construction PM ₁₀	Unpaved Road Fugitives PM ₁₀	Diesel Idling PM ₁₀	Total PM ₁₀ Emissions
Local (Collector)	1,077,643	1,060,401	0.02465	0.00001	0.00268	26,134	13	2,842				
(Minor)	538,300	529,687			0.00268			1,420				
(Major)	1,639,077	1,612,852			0.00117			1,887				
M6 Arterial	3,210,839	3,159,466			0.00117			3,696				
Freeway	5,388,216	5,302,005	0.02208	0.00001		117,074	67					
Ramps	4,175,303	4,108,498	0.02401	0.00001	0.00117	98,510	52	4,807				
TOTALS	429,336	422,467	0.02646	0.00001	0.00268	11,176	5	1,132				
	11,070,498	10,893,371				252,897	137	15,784	518	1,147	19	17,605

Totals may vary slightly due to rounding

NOTES:

- * Collector, Minor Arterial and Major Arterial VMT used for Paved Road Fugitives PM₁₀ calculations only.
- ** M6 Arterial (Collectors, Minor Arterials and Major Arterials added together) used for CO and On-Road Vehicles PM₁₀ calculations only.
- *** The PM₁₀ emissions categories given as totals only are from the Truckee Meadows PM₁₀ Maintenance Plan Motor Vehicle Budgets (MVEB).

1.00% credit for Traffic Signal Optimization/Timing Upgrade Program

0.60% credit for Trip Reduction Programs

Table 10-6

2030—Emissions by Facility												
Facility	VMT	Adjusted VMT	Emission Factor (lbs/mi)			Emissions (lbs/day)						
			CO	On-Road Vehicles PM ₁₀	Paved Road Fugitives PM ₁₀	CO	On-Road Vehicles PM ₁₀	Paved Road Fugitive PM ₁₀	Road Construction PM ₁₀	Unpaved Road Fugitives PM ₁₀	Diesel Idling PM ₁₀	Total PM ₁₀ Emissions
Local (Collector)	1,150,493	1,132,085	0.02458	0.00001	0.00268	27,823	14	3,034				
(Minor)	539,228	530,600			0.00268			1,422				
(Major)	1,711,637	1,684,251			0.00117			1,971				
M6 Arterial	3,501,745	3,445,717			0.00117			4,031				
Freeway	5,752,610	5,660,568	0.02234	0.00001		126,439	69					
Ramps	4,624,995	4,550,995	0.02449	0.00001	0.00117	111,437	55	5,325				
TOTALS	489,679	481,844	0.02640	0.00001	0.00268	12,719	6	1,291	518	1,147	19	18,902
TOTALS	12,017,777	11,825,492				278,418	144	17,074				

Totals may vary slightly due to rounding

NOTES:

- * Collector, Minor Arterial and Major Arterial VMT used for Paved Road Fugitives PM₁₀ calculations only.
- ** M6 Arterial (Collectors, Minor Arterials and Major Arterials added together) used for CO and On-Road Vehicles PM₁₀ calculations only.
- *** The PM₁₀ emissions categories given as totals only are from the Truckee Meadows PM₁₀ Maintenance Plan Motor Vehicle Budgets (MVEB).

1.00% credit for Traffic Signal Optimization/Timing Upgrade Program

0.60% credit for Trip Reduction Programs

Air Quality Conformity Analysis: Index

1. Plan and Tip Status

- Indicate the date that the MPO has officially adopted, accepted or approved the transportation plan and/or program and has made a conformity determination.

The RTC Board adopted the Regional Transportation Plan (RTP) with a conformity determination on November 21, 2008.

The 2009-2013 TIP was adopted by the RTC Board on November 21, 2008.

- Indicate that the transportation plan and/or program are financially constrained consistent with 23 CFR 450.

Attested to in the RTC's resolution of adoption and documented in the Financial Plan (Chapter 8) of this RTP.

- Indicate that the transportation program complies with all applicable conformity requirements of implementation plans.

Attested to in the RTC's resolution of adoption and documented in the Air Quality Analysis and Conformity Determination (Chapter 10) and the RTP Regulatory Conformity Determination.

- Indicate that the transportation plan and/or program include all federal and non-federal, regionally significant projects expected in the non-attainment area.

The RTP includes all regionally significant projects regardless of funding source(s) plus all other non-federal projects funded through the RTC.

- Indicate that the content of the transportation plan meets the content requirements of 93.106(c), to the extent it has been the previous practice of the MPO.

The RTP meets the content requirements of the US EPA's Conformity Regulation, to the extent that it has been the past practice of the RTC, including:

- ▶ **Planning horizon years are no more than 10 years apart.**
- ▶ **The first horizon year is no more than 5 years from the base year.**
- ▶ **All mandated attainment years serve as horizon years.**
- ▶ **The last horizon year (2030) is the last year of the Plan's fully funded forecast period. No air quality analysis is required for the illustrative facilities plan (2031-2040).**

2. Non-Attainment/ Maintenance Area Designation

- Discuss the applicable pollutants and precursors for which the area is classified as non-attainment.

Currently, Washoe County is designated as follows for the various pollutants:

**CO (8-hr): Attainment/Maintenance for Hydrographic Area (HA) #87.
Attainment/Unclassifiable for the Rest of the County.**

**PM₁₀ (24-hr): Serious non-attainment for HA #87.
Attainment/Unclassifiable for the Rest of the County.**

3. SIP Status

- Provide a status of any control strategy SIP and any findings related to submittal, completeness, approval or disapproval by the EPA.

A PM₁₀ SIP was submitted in August 2002. The EPA has not fully approved the PM₁₀ SIP but has approved control measures affecting street sanding, street sweeping, regional wood combustion, dust control, and emergency air pollution episodes. A CO redesignation request and maintenance plan was submitted in September 2005. The EPA has fully approved this submittal effective March 2006.

- Document, if applicable, where EPA, in an incompleteness or disapproval finding, notes that the control strategy SIP is considered complete or approved for conformity purposes.

Not Applicable.

- List all TCMs and their implementation status in a control strategy implementation plan submitted but not yet approved by EPA.

Chapter 7 contains Transportation System Management/Transportation Demand Management discussions on TCMs and their current implementation status.

- Document, if applicable, whether an EPA promulgated Federal Implementation Plan (FIP) includes a mobile source emissions budget for each applicable precursor or pollutant.

Not Applicable.

4. Conformity Criteria and Procedures-General Requirements

- Document the latest planning assumptions and sources.

Table 1-1 in Appendix A contains the population and employment assumptions developed by representatives of the three entities in 2006.

- Document the use of the latest emissions model, the date that the conformity analysis was started and the type of other air quality models and transportation models.

The EPA's MOBILE 6.2 emissions model was used along with the RTC's regional travel demand (EMME3) model. The conformity analysis was completed during summer/fall 2008, revised in spring 2009 and in fall 2010.

- Document the fulfillment of the consultation procedures specified in 40 CFR Section 93.10 and public involvement procedures consistent with 23 CFR 450.

Interagency consultation is a collaborative process between organizations on key elements of transportation and air quality planning. It is required by 40CFR 93.10 in all non-attainment and maintenance areas and conducted for development or modifications of transportation plans, TIPs, SIPs and conformity determinations. Interagency consultation ensures that transportation and air quality issues are addressed by the different organizations.

In Washoe County, interagency consultation is implemented through the Northern Nevada Transportation Air Quality Working Group. This group consists of representatives from the RTC of Washoe County, Washoe County District Health Department—Air Quality Management Division, Federal Highway Administration, Nevada Department of Transportation, Nevada Division of Environmental Protection and EPA Region IX. The working group has reviewed the air quality elements of this transportation plan.

In developing the RTP, the RTC undertook a comprehensive public involvement process. Two open house forums were held on the RTP. Surveys were made available at these open houses to provide public input. A direct link on the agency website was provided to a project specific webpage. The entire RTP update process was led by a steering committee made up of people from all parts of the region. The committee met regularly from August 2007 to July 2008 to guide the development of the RTP. Many members of the public attended the meetings and provided public comment. In addition, several public television and radio shows were aired on the planning process.

- List all TCMs in an EPA-approved SIP or promulgated FIP and indicate their schedules. Discuss their status in terms of implementation consistent with the schedules in the applicable implementation plan and indicate that nothing interferes with implementation.

Not Applicable. No TCMs are listed in any currently EPA-approved SIP.

- List any delayed TCMs in the applicable implementation plans and describe the measures being taken (commitments, approvals, resources, staffing, etc.) to overcome obstacles to implementation.

No TCMs have been delayed.

- List all projects, programs or activities which require a regulation in order to be implemented and the date that the regulation was adopted or the date of an opt-in to a federally-enforced program approved by EPA.

Not Applicable.

- Identify the date of the last conforming transportation plan and program by the FHWA and FTA.

The RTC Board adopted the 2030 Regional Transportation Plan (RTP) on November 18, 2004, with a conformity finding from FHWA and FTA on April 8, 2005.

The 2007-2011 RTIP was adopted by the RTC Board on October 20, 2006, and FHWA approved the TIP on February 6, 2007.

- If the interim period applies, document whether the EPA Regional Administrator or the Director of the State air agency has made a finding that transportation-related precursor emissions within the non-attainment area are a significant contributor to the PM₁₀ non-attainment problem.

No interim period applies.

- If a control strategy SIP was not required, provide in a table the conformity analysis according to 93.136.

Not Applicable.

- Document that the regional transportation-related emissions analysis was done according to 93.130(a) and 93.130(c).

Analytic approach documented in the Air Quality Analysis and Conformity Determination (Chapter 10).

5. Specific Consultation

- Discuss the consultation with the EPA Regional Office and document responses to any concerns from EPA.

RTC staff has consulted with EPA staff on issues relevant to air quality conformity as needed through the Northern Nevada Transportation Air Quality Working Group.

- Discuss the consultation with the state and local air quality agencies and the date that the documentation was sent to these agencies and document responses to any concerns from the state and/or local air quality agencies.

The RTC, in consultation with the AQMD and NDOT staff, performed the conformity analysis during summer/fall of 2008 with revisions during spring 2009. Appropriate responses to comments received from AQMD were incorporated into the conformity determination.

- Document all agreements with public and private entities related to consultation on the transportation plan and program.

The Washoe County Health District, cooperatively with the RTC, the Washoe County Department of Community Development, the Nevada Department of Transportation, the Truckee Meadows Regional Planning Agency and the Nevada Division of Environmental Protection, adopted an Interlocal Cooperative Agreement (ICA) in February 1995 governing the conduct of air quality conformity analyses. All conformity analysis for the plan was reviewed during consultation with the Northern Nevada Air Quality Working Group.

- State that the public involvement procedures developed by the MPO and required under 23 CFR 450 were fully carried out and document any responses to concerns from the public.

In developing the RTP, the RTC undertook a comprehensive public involvement process. Two open house forums were held on the RTP. Surveys were made available at these open houses to provide public input. A direct link on the agency web site was provided to a project specific website. The entire RTP update process was led by a steering committee made up of people from all parts of the region. The committee met regularly from August 2007 to July 2008 to guide the development of the RTP. Many members of the public attended the meetings and provided public comment. In addition, several public television and radio shows were aired on the planning process.

6. Projects in the Transportation Plan and Program

- List all projects in the transportation plan or program that require mitigation to determine conformity of the transportation plan or program.

None.

- List all projects in the transportation plan or program that are exempt from regional analysis.

Projects funded under the STP Enhancement Program, as well as various locally-funded intersection and maintenance projects, have been considered as exempt from the regional air quality conformity analysis that accompanies this RTP.

- List all projects that have not completed a major step as defined in 93.102(c) and state that these projects have been included in the action scenario for one transportation plan and program conformity determination.

None.

- List all projects not from a conforming transportation plan or program.

None.

- List any projects where there are PM₁₀ construction impacts and the PM₁₀ implementation plan identifies construction-related fugitive dust PM₁₀ as a contributor to the non-attainment problem.

All new roadway construction projects within the Truckee Meadows, due to soil and environmental conditions, have the potential to contribute to localized, short duration releases of particulate matter. The RTP and the FY 2009-2013 RTIP contain lists of all identified construction projects.