

Indianapolis Metropolitan Planning Area
2035 Long-Range Transportation Plan – Volume II

Draft for Public Comment

Air Quality
Conformity Determination Report
(CDR)

Ozone Attainment Maintenance Area

Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby Counties

Particulate Matter 2.5 Nonattainment Area

Hamilton, Hendricks, Johnson, Marion, and Morgan Counties

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Air Quality Conformity Determination Report

1 INTRODUCTION

Under the standards set forth in the Clean Air Act Amendments in 1990, the 9-county region of Hancock, Hamilton, Hendricks, Johnson, Morgan, Madison, Marion, Boone, and Shelby Counties is currently a Maintenance area under the annual National Ambient Air Quality Standard (NAAQS) for the current eight-hour ozone standard 0.08 parts per million (ppm). The counties of Hamilton, Hendricks, Johnson, Marion, and Morgan counties are currently a Non-Attainment area for Particulate Matter of 2.5 microns or less in size (PM_{2.5})

2 FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

The most recent major update to the Indianapolis MPA long-range transportation plan was the 2030 LRTP, completed in 2005. The 2030 LRTP was subsequently amended in 2006 and 2007, with an update occurring in 2009. The 2030 LRTP (2009 Update) was completed to address the minimum four-year transportation plan update requirement, as well as address the provisions of new SAFETEA-LU planning regulations that were phased in during that time. The 2030 LRTP (2009 Update) was adopted on November 4, 2009, and received Federal approval on November 23, 2009.

The 2035 LRTP document contained herein satisfies the required four-year update from the 2030 LRTP (2009 Update),¹ while also ensuring a minimum 20-year planning horizon.²

3 CONFORMITY ANALYSIS RESULTS

Outputs from the Indianapolis and Anderson Metropolitan Planning Organizations' travel demand models and subsequent air quality modeling has shown that the 9-county area meets transportation conformity requirements for the pollutants Ozone and Particulate Matter 2.5.

¹ 23 CFR 450.322 (c).

² 23 CFR 450.322 (a).

The following tables show the emissions budgets and forecasts for the model years 2010, 2015, 2025, and 2035 for ozone and particulate matter. Ozone emissions for year 2020 are also shown and compared to the 2020 ozone budget³. The forecast for 2020 was interpolated using the forecasts for the 4 modeled years. The interpolation procedure used was nonlinear regression, using the year as the independent variable and the emissions as the dependent variable.

Ozone										
Pollutant	2010		2015		2020		2025		2035	
	Budget	Estimated	Budget	Forecast	Budget	Forecast	Budget	Forecast	Budget	Forecast
VOC (tons/day)	54.32 (2006 budget)	41.72	54.32 (2006 budget)	29.81	29.52 (2020 budget)	24.87	29.52 (2020 budget)	24.39	29.52 (2020 budget)	26.94
NOx (tons/day)	106.19 (2006 budget)	81.30	106.19 (2006 budget)	48.54	35.69 (2020 budget)	32.99	35.69 (2020 budget)	28.40	35.69 (2020 budget)	26.93

PM 2.5									
Pollutant	2010		2015		2025		2035		
	Budget	Estimated	Budget	Forecast	Budget	Forecast	Budget	Forecast	
PM 2.5 (tons/year)	518.43 (2009 standard)	390.71	518.43 (2009 standard)	289.67	518.43 (2009 standard)	260.54	518.43 (2009 standard)	279.92	
NOx (tons/year)	28537.23 (2009 standard)	20,255.10	28537.23 (2009 standard)	12,249.66	28537.23 (2009 standard)	7,245.74	28537.23 (2009 standard)	6,950.22	

4 CONCLUSION

The modeling and analysis with respect to both Ozone and Particulate Matter 2.5 demonstrates that implementation of the 2035 Long Range Transportation Plan and 2012-2015 Indianapolis Regional Transportation Improvement Program will attain emissions levels of regulated pollutants (VOC and NOx) and their precursors in future years within the prescribed budgets and therefore conforms to federal air quality requirements.

Additional air quality conformity documentation will be provided on the MPO's website at: <http://www.indympo.org/Plans/Regional/Pages/home.aspx>

³ 40 CFR 93.118(b)

5 INTERAGENCY CONSULTATION GROUP

Air Quality Conformity Process for the area has taken place since October 2008. The following agencies and individuals have been instrumental in reviewing the processes and procedures used to demonstrate Air Quality Conformity.

Federal Highway Administration

Larry Heil

Federal Transit Administration Region 5

Reggie Arkell

Indiana Dept. of Environmental Management- Office of Air Quality

Shawn Seals, Brian Callahan

U.S. Environmental Protection Agency Region 5

Patricia Morris

Indianapolis Public Transportation Corporation / IndyGo

Mike Terry

Staff members representing the jurisdictions within or partially within the 5-County nonattainment area are:

Indiana Department of Transportation

Roy Nunnally, Steve Smith, Randy Walter, Jay Mitchell, Frank Baukert, Laurence Brown

Indianapolis MPO

Philip Roth, Steve Cunningham, Andy Swenson, Stephanie Belch, Tom Beck, Erika Hinshaw, Catherine Kostyn.

Madison County Council of Governments (Anderson MPO)

Jerold Bridges, Bruce Burnett, Peter Mitchell

Indianapolis Office of Sustainability

Karen Haley

City of Indianapolis

Monica Dick

6 APPROVAL TIMELINE

In order to be eligible for conformity finding by the U.S. Department of Transportation, approval of the 2035 LRTP and Air Quality Conformity Analysis

will first be required from the both Metropolitan Planning Organizations within or overlapping the Ozone attainment maintenance area and PM 2.5 nonattainment areas. The approvals will be included for review on the Indianapolis MPO website, <http://www.indympo.org/Pages/home.aspx>

Indianapolis MPO - MPO staff will seek approval for the 2035 Long-Range Transportation Plan and the associated air quality conformity determination by the Policy Committee of the Indianapolis Regional Transportation Council (IRTC) on February 16, 2011.

Anderson MPO - The Policy Board of the Madison County Council of Governments (the Anderson MPO) will seek approval for the Plan amendment and Air Quality Conformity Analysis in March 2011.

U.S. Dept. of Transportation - After formal review following MPO approvals, will undergo up to 30 days of review by the U.S. Department of Transportation. Federal air quality regulations require that the update receive a conformity finding in writing from the U.S. DOT as a final approval. Final official conformity finding for the 2035 LRTP is expected in spring 2011.