

## Appendix O: Conformity Documentation of Potential Economic Stimulus Projects



The United States Environmental Protection Agency's (EPA's) 40 CFR PARTS 51 and 93, requires the Metropolitan Council (the Council) to prepare a conformity analysis of the region's *Transportation Policy Plan* (the Plan). Based on an air quality analysis, the Council must determine whether the transportation plan conforms to the requirements of the 1990 Clean Air Act Amendments (CAAA) with regard to National Ambient Air Quality Standards for mobile source criteria pollutants. Specifically, the Minneapolis/St. Paul Metropolitan Area is within an EPA-designated carbon monoxide (CO) maintenance area. Appendix F describes the procedures used to analyze the fiscally constrained *2030 Transportation Policy Plan* and lists findings and conclusions supporting the Metropolitan Council's determination that this Plan conforms to the requirements of the CAAA.

Due to recent changes in the national economy Congress is considering adoption of an economic stimulus package that would include new funding for transportation infrastructure. In order for the region to have maximum flexibility to take advantage of this potential funding source, the Council has taken the necessary procedural steps to allow any one of the 12 major expansion projects from the plan adopted in 2004 to be funded. These projects are being included in the plan adopted in January 2009 contingent upon additional federal funding becoming available. If no additional funding is received, these projects will not part of the fiscally constrained plan.

Air quality conformity analyses were conducted by adding each of these 12 projects individually to the fiscally constrained plan to verify that the plan, including that project, would not result in emissions exceeding the current regional CO budget. The documentation of these air quality analyses and the Minnesota Pollution Control Agency's review letter of the results are available on the following pages.

The analysis described in this appendix has resulted in a Conformity Determination that the plan adopted in January 2009 with the addition of any one of the projects will meet all relevant regional emissions analysis and budget tests.





December 8, 2008

Ms. Arlene McCarthy  
Metropolitan Transportation Services  
Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101

**RE: Air Quality Conformity Analysis for the 2030 Transportation Policy Plan Modification**

Dear Ms. McCarthy:

I have completed my review of the above referenced document submitted by the Metropolitan Council (Council) in support of its 2008 modification of the 2030 Transportation Policy Plan (Plan). The Minnesota Interagency Air Quality Conformity Consultation Committee, with representatives from the Minnesota Pollution Control Agency (MPCA), Council, Minnesota Department of Transportation (MNDOT), and Federal Highway Administration (FHWA) met on November 25, 2008, to discuss the proposed changes to the draft 2008 Plan in response to potential economic stimulus legislation targeting transportation infrastructure. Only one of the eleven projects selected from the Plan may be constructed with a decision to be made on a later date depending on the size of the stimulus package and other considerations.

At this meeting, the committee directed the Council staff to analyze these eleven projects individually. As part of this plan modification, the Council prepared a quantitative analysis of carbon monoxide (CO) emissions resulting from the addition of each of the eleven projects. Each project was added to the baseline network and modeled for years 2015, 2020, and 2030. (No modeling was performed for 2009, since all of the modeled projects would be constructed after that date). The regional model highway assignment was run, and the results were combined with MOBILE 6.2 emissions rates to produce tons-per-day estimates of CO emissions for each scenario. I have examined the document for conformance with a check list of requirements from the joint Transportation Conformity Rule of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation.

The analysis in the document shows that daily CO emissions in tons/day for the milestone years of 2015, 2020, and 2030 are below the regional CO motor vehicle emissions budget revised by the MPCA in 2005 even with the addition of any one of the projects listed in Table 1 of the document submitted by the Council. Based on this information, the MPCA has determined that the addition of any one of the projects listed in Table 1 of the conformity document meet all relevant regional emissions analysis and budget tests as described herein. Therefore, the 2008 Plan modification conforms to the relevant sections of the federal transportation

Ms. Arlene McCarthy  
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Conformity rule and to the applicable sections of the Minnesota State Implementation Plan for Air Quality.

I appreciate the opportunity given to review this document as part of the EPA Transportation Conformity rule consultation process, and for the great work done by the Council's staff by completing this analysis in a timely fashion. I also appreciate the cooperation of the interagency consultation group with their immediate assistance in resolving all policy and technical issues with respect to the Plan's Air Quality Conformity determination.

If you have any questions, please contact me at 651-757-2347 or via e-mail at [innocent.eyoh@pca.state.mn.us](mailto:innocent.eyoh@pca.state.mn.us).

\*MPCA is in the middle of changing phone services and phone numbers, my new number is 651-757-2347. You may still reach me from my old number until December 15.

Sincerely,

Innocent E. Eyoh  
Principal Transportation Planner

cc: Jonathan Ehrlich, Met Council  
Patricia Bursaw, MNDOT  
Brian Isaacson, MNDOT  
Susan Moe, FHWA  
Michael Leslie, EPA  
J. David Thornton, MPCA  
John Seltz, MPCA  
Frank Kohlasch, MPCA

IE:rlr



## Memorandum

**DATE:** December 1, 2008  
**TO:** Interagency Air Quality Conformity Work Group  
**FROM:** Jonathan Ehrlich  
**SUBJECT:** Air Quality Conformity Analysis for 2009 TPP Modification

The analysis described in this memorandum has resulted in a Conformity finding that the addition of any one of the projects listed in Table 1 meet all relevant regional emissions analysis and budget tests as described herein. The *Transportation Policy Plan* conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of the Minnesota State Implementation Plan for air quality.

On November 25, 2008, the Interagency Air Quality Conformity Work Group, with representatives from the Metropolitan Council, Mn/DOT, MPCA, FHWA, and EPA, met and discussed proposed changes to the draft *2009 Transportation Policy Plan* in response to potential federal economic stimulus legislation targeting transportation infrastructure. With a decision to be made at a later date based on the size of stimulus legislation and other considerations, exactly one of eleven projects listed in Table 1 may be constructed. The committee directed council staff to analyze these eleven projects individually.

TABLE 1: POTENTIAL ADDITIONAL PROJECTS	
1	I-35E: TH 110-TH 5
2	I-35W: 46th St to I-94
3	I-494: TH 55 to I-94
4	I-494: TH 77 to TH 100
5	I-694: I-35W to I-35E
6	I-694: I-35E to TH 36
7	TH 36: I-35W to I-35E
8	TH 100: 36th St. to Cedar Lake Rd
9	TH 252: 73rd Ave to TH 610
10	TH 610: CR 130 to I-94
11	TH 169: I-494 Interchange
12 <sup>1</sup>	I-35E: TH 36 to I-94

Quantitative analysis of CO emissions resulting from the addition of each of the projects listed in Table 1 was prepared. Transportation and emissions forecasting procedures, consultation procedures, and other assumptions may be found in Appendix G of the Draft 2009 Transportation Policy Plan.

Each project was added to the baseline network and modeled for years 2015, 2020, and 2030. (No modeling was performed for 2009, as all of the modeled projects would be constructed after that date). The regional model highway assignment was run, and results were combined with Mobile 6.2 emissions rates to produce tons-per-day estimates of CO emissions for each scenario. While each scenario was

1. I-35E from TH 36 to I-94 project was added to Dec 1 memo in response to Mn/DOT comment on Dec 29, 2008



modeled separately and represents a single project, the modeling is based on county-wide average speeds and should not be seen as sufficient for project-level environmental analysis.

**ESTIMATED FUTURE EMISSIONS IN THE TWIN CITIES CO MAINTENANCE AREA**

The EPA, in response to a MPCA request, redesignated the Twin Cities seven-county Metropolitan Area and Wright County as a maintenance area for CO in October, 1999. A 1996 motor vehicle emissions budget (MVEB) was revised in January 2005 in a revision to the SIP. The SIP amendment revised the MVEB budget to a “not-to-exceed” threshold of 1,961 tons per day of CO emissions for the analysis milestone years of 2009, 2015, 2020, and 2030. The results of the emissions analysis are shown below.

TABLE 2: CO EMISSION BUDGET CONFORMITY TEST (Short Tons/day)					
SCENARIO		2009	2015	2020	2030
TPP BASELINE	ACTION	1,408	1,210	1,161	1,199
	CO EMISSIONS BELOW MVEB		751	800	762
I-35E: TH 110-TH 5	ACTION		1,211	1,163	1,201
	CO EMISSIONS BELOW MVEB		750	798	760
I-35W: 46th St to I-94	ACTION		1,211	1,162	1,200
	CO EMISSIONS BELOW MVEB		750	799	761
I-494: TH 55 to I-94	ACTION		1,211	1,163	1,201
	CO EMISSIONS BELOW MVEB		750	798	760
I-494: TH 77 to TH 100	ACTION		1,211	1,163	1,200
	CO EMISSIONS BELOW MVEB		750	798	761
I-694: I-35W to I-35E	ACTION		1,211	1,163	1,201
	CO EMISSIONS BELOW MVEB		750	798	760
I-694: I-35E to TH 36	ACTION		1,211	1,164	1,201
	CO EMISSIONS BELOW MVEB		750	797	760
TH 36: I-35W to I-35E	ACTION		1,211	1,163	1,200
	CO EMISSIONS BELOW MVEB		750	798	761
TH 100: 36th St. to Cedar Lake Road	ACTION		1,211	1,162	1,200
	CO EMISSIONS BELOW MVEB		750	799	761
TH 252: 73rd Ave to TH 610	ACTION		1,212	1,163	1,202
	CO EMISSIONS BELOW MVEB		749	798	759
TH 610: CR 130 to I-94	ACTION	1,212	1,163	1,202	
	CO EMISSIONS BELOW MVEB	749	798	759	
TH 169: I-494 Interchange	ACTION	1,210	1,161	1,199	
	CO EMISSIONS BELOW MVEB	751	800	762	
I-35E: TH 36 to I-94	ACTION	1,210	1,161	1,199	
	CO EMISSIONS BELOW MVEB	751	800	762	

