

### **Air Quality Regulatory Status of the Metro area**

As of March 2007, the Metro area is a maintenance area for carbon monoxide (CO), meaning that while the region meets federal CO standards, it must continue to monitor CO levels through a air quality conformity determination comparing forecast levels of air quality assuming proposed transportation investments with motor vehicle emission budgets, or maximum allowed levels of the pollutant from the on road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan.

Another possible air pollutant of concern within the Metro region is ground level ozone, which is ~~comprised of the result of a complex series of chemical reactions between~~ volatile organic compounds, or VOC, (also known as hydrocarbons) and oxides of Nitrogen (NOx). On Road motor vehicles are a prominent source of both thises chemical precursors (VOC and NOx) so -transportation measures figure highly in the air quality plans of most areas. ~~that are emitted from a variety of sources, including on-road motor vehicles and some transit vehicles.~~ In June 2005, the EPA revoked the 1 hour ozone standard and an 8 hour ozone standard was promulgated. For the Metro area, this meant that the maintenance status for the 1 hour ozone standard to which the Metro area previously had to demonstrate air quality conformity was no longer required. Further, the Metro area was in attainment with the 8 hour ozone standard. Accordingly, for the 2005 conformity determination, only CO was formally assessed.

A very recent court case, South Coast Air Quality Management District v. EPA, has indicated that: *"Because one-hour conformity determinations constitute "controls", under section 172)e), they remain "applicable requirements" that must be retained."* However, further actions, judicial and otherwise, are pending. That is, a final legal ruling has not yet been concluded. As a result, the air quality conformity determination for the 2008-2011 MTIP will include only CO air quality conformity determination. A separate analysis of VOC and NOx will be conducted and reported by Metro to the interagency consultation members. Should judicial review be completed during the period prior to the air quality conformity determination report provided for 30 day public and technical review, the ozone element would be added if needed.

### **Air Quality Forecasting Overview**

Assessing air quality from surface transportation sources is achieved by first running Metro's travel demand computer model that uses forecasts of households and jobs as well as the characteristics of the future transportation system. The results of the transportation model are then used in an air quality computer model to estimate the amount of air pollutants that would be generated under these conditions, comparing these amounts to maximums set for the surface, on-road transportation system. More specific information about these models and assumptions are listed below.

### **Travel Demand Model Specifications**

The Metro travel demand model (Agnes) will be used in the MTIP conformity process. The specifications for this model are documented in the report *Technical Specifications-March 1998 Travel Demand Model*.