

## **Appendix A**

### **8-Hour Ozone Standard Transportation Conformity Determination**

In April 2004, the United States Environmental Protection Agency (US EPA) issued final designations regarding the 8-hour ozone standard. The 8-hour standard is violated when the 3-year average of the annual fourth highest daily maximum 8-hour ozone average concentration exceeds 0.08 ppm (parts per million). All four counties (Clark, Greene, Miami, and Montgomery) in the Dayton/Springfield Air Quality Control Region (AQCR) were designated as basic non-attainment areas in 2009.

Federal rules require a new conformity determination in metropolitan non-attainment areas for Long Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP) within a year of the promulgation of a new National Ambient Air Quality Standard (NAAQS). Effective date for the 8-hour ozone standard is June 15, 2005.

To comply with the Transportation Conformity Rules, CCSTCC, in cooperation with Miami Valley Regional Planning Commission (MVRPC) and the Ohio Department of Transportation (ODOT, has updated the regional air quality emission analysis for its 2030 Long Range Transportation Plan (2030), the SFY 2004-2007 TIP, and the new Draft SFY 2006-2009 TIP. The 2030 LRTP was adopted June 11, 2004 and amended March 11, 2005, while the SFY 2004-2007 TIP was adopted in May 2003 and amended last March 2005.

The regional emissions analysis was done by MVRPC, in concurrence with ODOT, and was revised to include an additional scenario for the 8-hour ozone attainment year of 2009. Emissions for this additional (attainment) year were calculated using the planning assumptions utilized for the 2030 Plan, the latest travel demand model, and MOBILE 6.2 emission factors. The emissions for those in the 2030 Plan are unchanged with the new 8-hour ozone standard included.

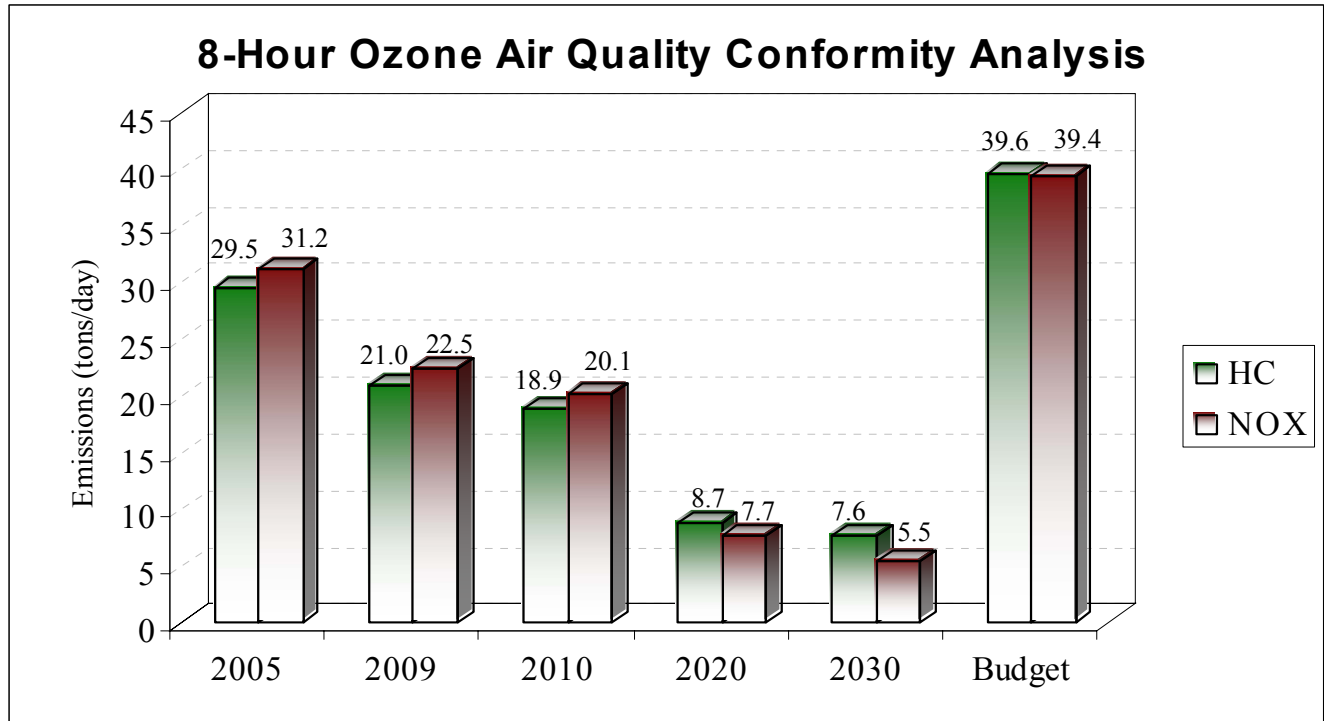
Table 3 – Dayton-Springfield Air Quality Conformity Results  
(Revised January 2005)

HC [tons/day]								
Year	County	Non-Model HPMS Emissions	Area Factor	Non-Model Factored Emissions	Model Emissions	SIP Factor	Model Factored Emissions	County Total
2005	GRE/MOT				18.788	1.080	20.291	20.291
2005	MIA				3.322	1.047	3.478	3.478
2005	CLA	5.881	0.18	1.059	5.917	0.782	4.630	5.688
							Total 4-county	29.457
							Budget	39.6
							Difference	<b>10.143</b>
2009	GRE/MOT				13.213	1.080	14.270	14.270
2009	MIA				2.461	1.047	2.577	2.577
2009	CLA	4.923	0.18	0.886	4.135	0.782	3.235	4.121
							Total 4-county	20.968
							Budget	39.6
							Difference	<b>18.632</b>
2010	GRE/MOT				11.970	1.080	12.928	12.928
2010	MIA				2.272	1.047	2.379	2.379
2010	CLA	3.867	0.18	0.696	3.753	0.782	2.936	3.633
							Total 4-county	18.939
							Budget	39.6
							Difference	<b>20.661</b>
2020	GRE/MOT				5.312	1.080	5.737	5.737
2020	MIA				1.275	1.047	1.335	1.335
2020	CLA	1.843	0.18	0.332	1.681	0.782	1.315	1.647
							Total 4-county	8.719
							Budget	39.6
							Difference	<b>30.881</b>
2030	GRE/MOT				4.536	1.080	4.899	4.899
2030	MIA				1.226	1.047	1.284	1.284
2030	CLA	1.712	0.18	0.308	1.452	0.782	1.136	1.444
							Total 4-county	7.627
							Budget	39.6
							Difference	<b>31.973</b>

Table 3 continued

NOX [tons/day]								
Year	County	Non-Model HPMS Emissions	Area Factor	Non-Model Factored Emissions	Model Emissions	SIP Factor	Model Factored Emissions	County Total
2005	GRE/MOT				30.229	0.594	17.956	17.956
2005	MIA				6.121	0.640	3.917	3.917
2005	CLA	9.346	0.18	1.682	9.998	0.769	7.687	9.369
Total 4-county								31.242
Budget								39.4
Difference								<b>8.158</b>
2009	GRE/MOT				21.786	0.594	12.941	12.941
2009	MIA				4.736	0.640	3.031	3.031
2009	CLA	7.859	0.18	1.415	6.63	0.769	5.097	6.512
Total 4-county								22.484
Budget								39.4
Difference								<b>16.916</b>
2010	GRE/MOT				19.695	0.594	11.699	11.699
2010	MIA				4.371	0.640	2.797	2.797
2010	CLA	5.866	0.18	1.056	5.918	0.769	4.550	5.606
Total 4-county								20.102
Budget								39.4
Difference								<b>19.298</b>
2020	GRE/MOT				7.710	0.594	4.580	4.580
2020	MIA				2.222	0.640	1.422	1.422
2020	CLA	1.897	0.18	0.341	1.804	0.769	1.387	1.728
Total 4-county								7.730
Budget								39.4
Difference								<b>31.670</b>
2030	GRE/MOT				5.548	0.594	3.296	3.296
2030	MIA				1.849	0.640	1.183	1.183
2030	CLA	1.180	0.18	0.212	1.085	0.769	0.834	1.047
Total 4-county								5.525
Budget								39.4
Difference								<b>33.875</b>

	HC	NOX
2005	29.5	31.2
2009	21.0	22.5
2010	18.9	20.1
2020	8.7	7.7
2030	7.6	5.5
Budget	39.6	39.4



**Projects found to conform in the FY2004-2007 TIP**

<b>PID</b>	<b>PROJECT</b>	<b>DESCRIPTION</b>	<b>STATUS</b>
76013	CLA-04 Ozone Action	Reduced bus fare; gas cap replacement program , public awareness	N/A
46601	CLA-05 Ozone Action	Reduced bus fare; gas cap replacement program , public awareness	N/A
23823	CLA/MAD-IR70-25.11/0.00	Add third travel lane in each direction from SR54 to US42	Changed to PID 77118
77118	CLA/MAD-IR70-25.11/0.00	Add third travel lane in each direction from SR54 to US42	Awarded 6/14/2004
23030	CLA-US40-15.86	Install signal interconnect system from Greenmount Avenue to Spring Street	Awarded 7/27/2004
46602	CLA-Air Pollution Advisory Program 06	Reduced bus fare; gas cap replacement program , public awareness	FY06 Project
24184	CLA-SR72-5.10	Add center turn lane from W. Possum Road to E. Possum Road	FY06 Project
7674	CLA-TR6-0.10 (Gerlaugh Road)	Reconstruct roadway and minor widening of roadway from SR235 to CR316 (Lower Valley Pike)	FY06 Project
46603	CLA-Air Pollution Advisory Program 07	Reduced bus fare; gas cap replacement program , public awareness	FY07 Project
75853	CLA-SR334-1.07	Construct roadway access on SR334 to CR385 (Derr Road)	FY07 Project
78291	CLA-E. Lake Street	Reconstruct roadway from SR235 to the New Carlisle ECL	FY07 Project
24997	CLA-IR70-6.75	Add third travel lane in each direction from 0.68 miles East of SR4 to US40	FY09 Project