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# Appendix I: Regional Air Quality Status, Consistency with State Implementation Plan (SIP)

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## Introduction

Required under the Federal Clean Air Act, the State Implementation Plan (SIP) provides a blueprint for how areas will attain and maintain the National Ambient Air Quality Standards (NAAQS). Demonstrating that the Regional Transportation Plan and the Transportation Improvement Program conform to the SIP is required by the Federal Clean Air Act, the Fixing America's Surface Transportation (FAST) Act, and the Clean Air Washington Act. Positive conformity findings allow the region to proceed with implementation of transportation projects in a timely manner.

For regions that are designated as nonattainment or maintenance areas, transportation conformity is a mechanism for ensuring that transportation activities, plans, programs, and projects are reviewed and evaluated for their impacts on air quality prior to funding or approval. The intent of transportation conformity is to ensure that new projects, programs, and plans do not impede an area from meeting and maintaining air quality standards. Specifically, regional transportation plans, improvement programs, and projects may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards.

## The Region's Air Quality Attainment Status

As of October 21, 2016, the Vancouver Air Quality Maintenance Area (AQMA) successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.

## History of the Region's Air Quality Status

On March 15, 1991, the U.S. Environmental Protection Agency designated the urban area of the Vancouver portion of the Portland-Vancouver Interstate Air Quality Maintenance Area as a Marginal nonattainment area for the 1-hour ozone (O<sub>3</sub>) NAAQS and a Moderate carbon monoxide (CO) nonattainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

The Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two Maintenance Plans: one for Carbon Monoxide (CO) and another for Ozone (O<sub>3</sub>). In October 1996 the Carbon Monoxide Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04).

### **Applicable State Implementation Plan**

The latest approved SIP for the Vancouver Air Quality Maintenance Area is the second 10-Year Limited Maintenance Plan for Carbon Monoxide approved by the EPA (73 FR 36439; June 27, 2008). On November 19, 2007, EPA published a Federal Register notice of the adequacy of the CO Limited Maintenance Plan for conformity purposes. Despite successful conclusion of the 20-year maintenance period, the control measures in the approved SIP remain in place.

### **Air Quality Coordination**

Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) when needed on any new regulatory and technical requirements that may affect the AQMA, as well as emerging issues related to air quality and transportation. RTC will consult with the agencies, as requested, in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.