

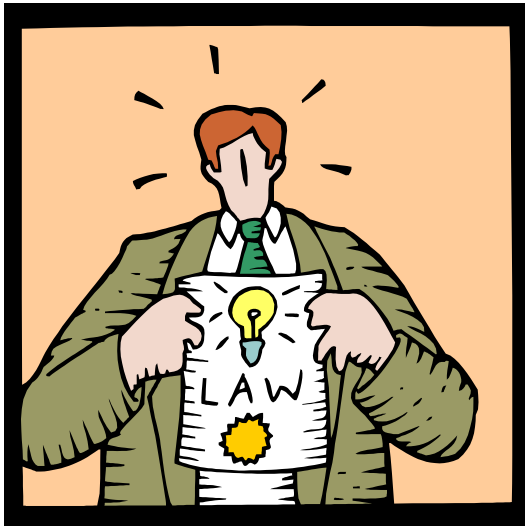


Transportation Conformity Refresher and Draft Conformity Results for 2009 CLRP

Metropolitan Washington Air Quality
Committee

2009

Background



Clean Air Act of 1977 included a provision requiring transportation investments to be consistent with (conform to) regional air quality plans.

What is Transportation Conformity?



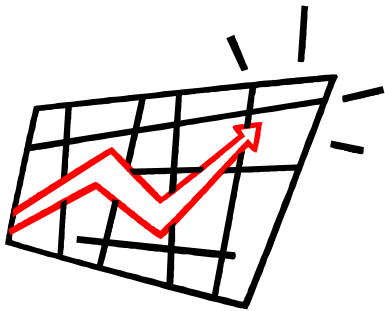
Conformity ensures that Federal funding and approval are given to transportation activities that are consistent with air quality goals.



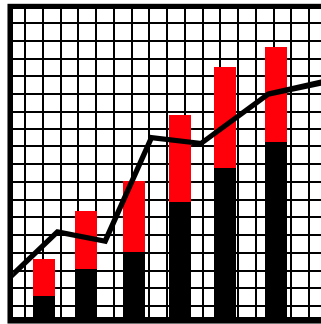
Ensures that these transportation activities do not worsen air quality or interfere with the "purpose" of the SIP

What is Transportation Conformity?

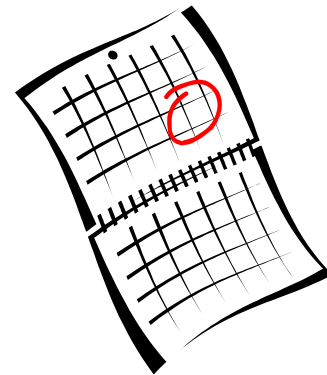
According to the CAA, transportation plans, programs, and projects cannot:



create new violations of Federal air quality standards



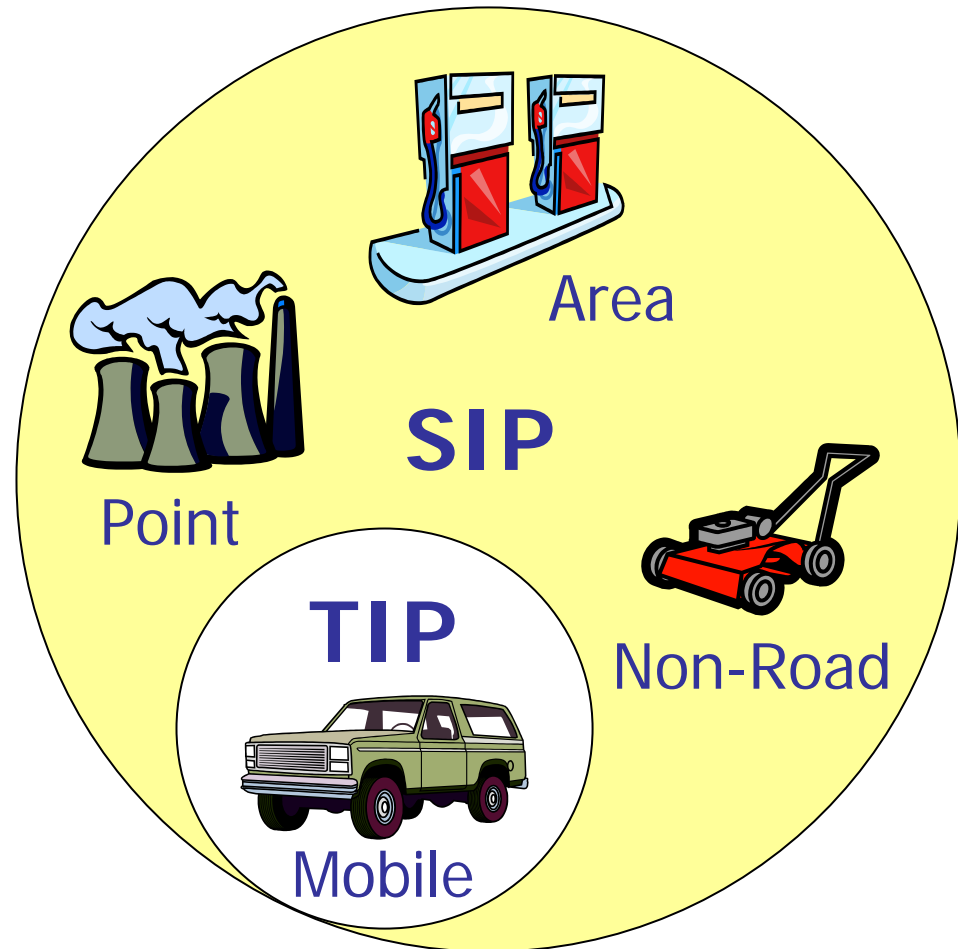
increase the frequency or severity of existing violations of the standards



delay attainment of the standards

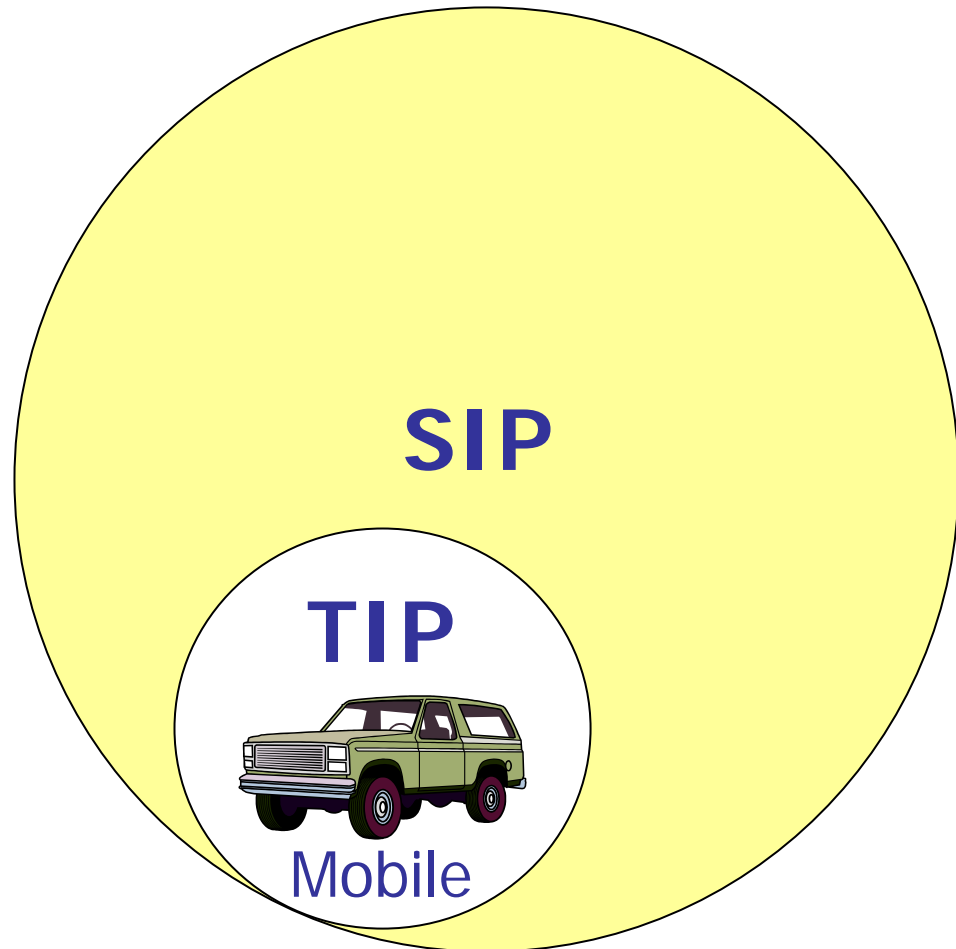
How Do Transportation Plans Relate to the SIP?

- The region's air quality plan, the SIP, controls emissions from four sectors producing ozone-forming pollution.
- The TIP affects only one of these sectors: mobile emissions.



How Do Transportation Plans Relate to the SIP?

- The SIP sets the *mobile budget*, the maximum allowable emissions from vehicles.
- TPB must ensure that the regional transportation plan does not result in emissions above this level.



What are Transportation Plans?

TIP
2010-2015

Transportation Improvement Program
Multi-year list of projects proposed for funding or approved by FHWA or FTA

CLRP
2009-2029

Constrained Long-Range Plan
20-year perspective on transportation investments for their region.

The CLRP and TIP must result in emissions consistent with those allowed in the air quality plan.

Key Inputs for Conformity Assessment

- Round 7.2 Cooperative Forecast
- Travel Demand Model 2.2
- 2008 Vehicle Registration Data
- EPA MOBILE6.2 Emission Factors

Changes From Last Year

- Changes
 - Vehicle Fleet Getting Older
 - Lower VMT Forecasts
- Net Impact
 - Overall Increase in 2010 Emissions

Average Age (Years) for Passenger Cars, Light Duty Trucks and Heavy Duty Vehicles

Vehicle Type	2005	2008	Increase
Passenger Cars/MC	8.2	8.5	0.3
Light Duty Trucks	7.1	7.5	0.5
Heavy Duty Vehicles	8.6	9.2	0.6

CONCLUSIONS: 2008 VS. 2005 FLEET

Factors Tending to Reduce Emissions:

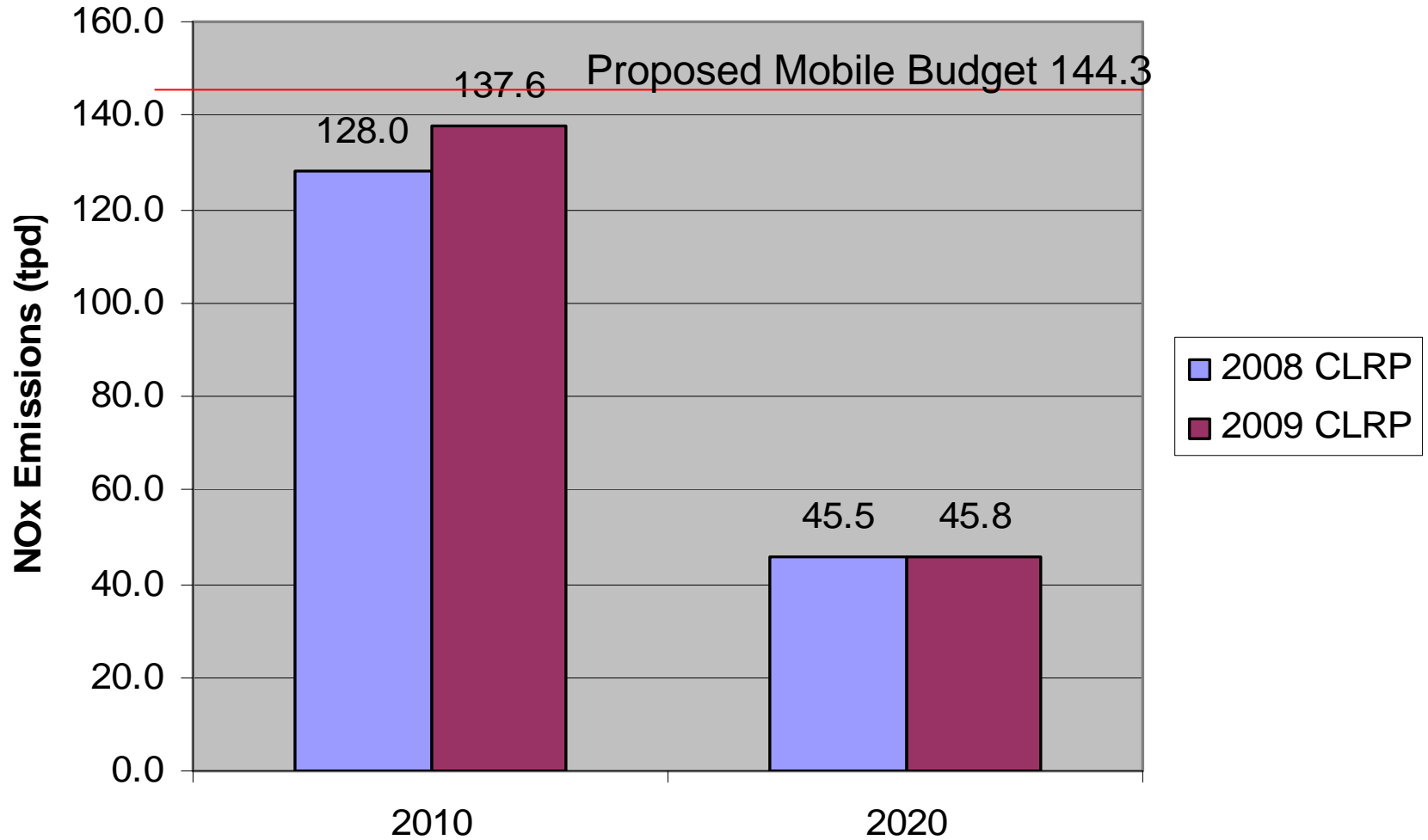
- Hybrid vehicles increasing dramatically (although still small in absolute numbers)
- Passenger cars vs. SUVs trends reversed, i.e., new car purchases increasing at the expense of SUVs and light trucks

Factors Tending to Increase Emissions:

- Fewer new vehicles being purchased
- Emissions factors higher as a result, for both VOC and NOx
 - > up to 10% higher rates in 2010
 - > up to 4% higher rates in 2030

Mobile NOx Emissions (2010-2020)

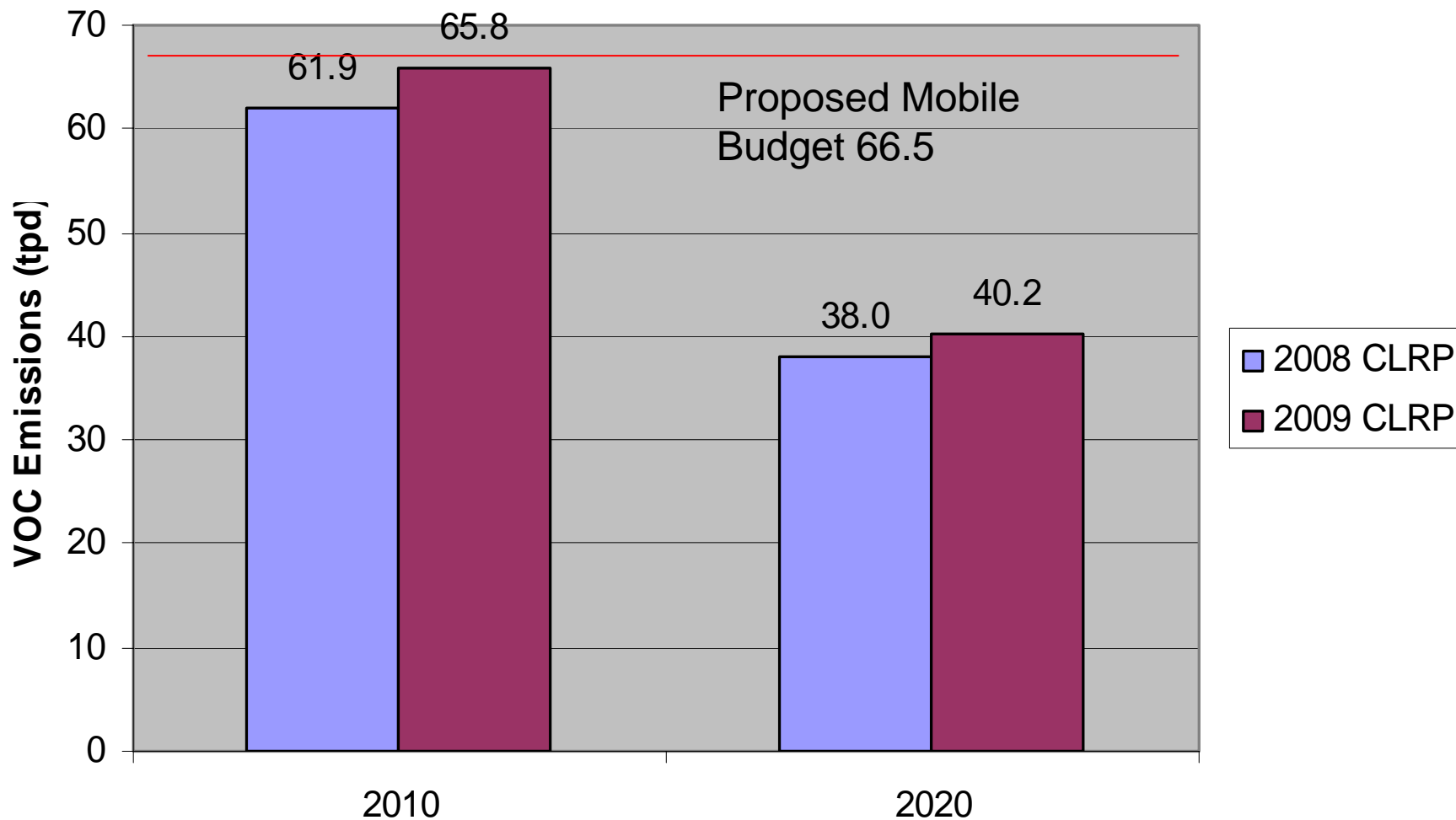
*** Approved 1-hr Budget is 234.7 tpd



*** Emissions are shown for the 8-hour ozone area.

VOC Emissions (2010 - 2020)

*** Approved 1-hr Budget is 97.4 tpd



*** Emissions are shown for the 8-hour ozone area.

Emissions of PM2.5 Direct and Precursor NOx

2009 CLRP

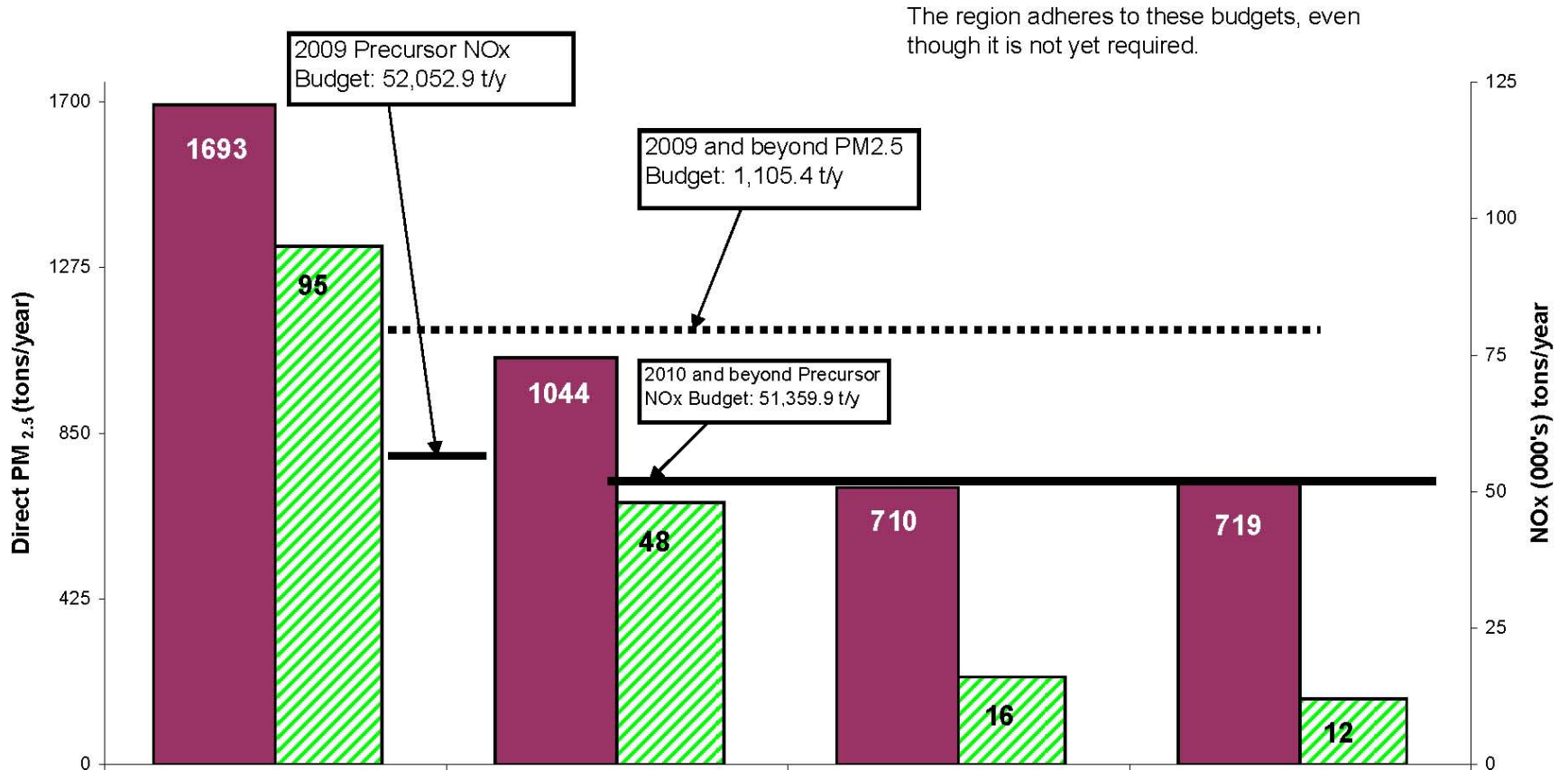
Legend



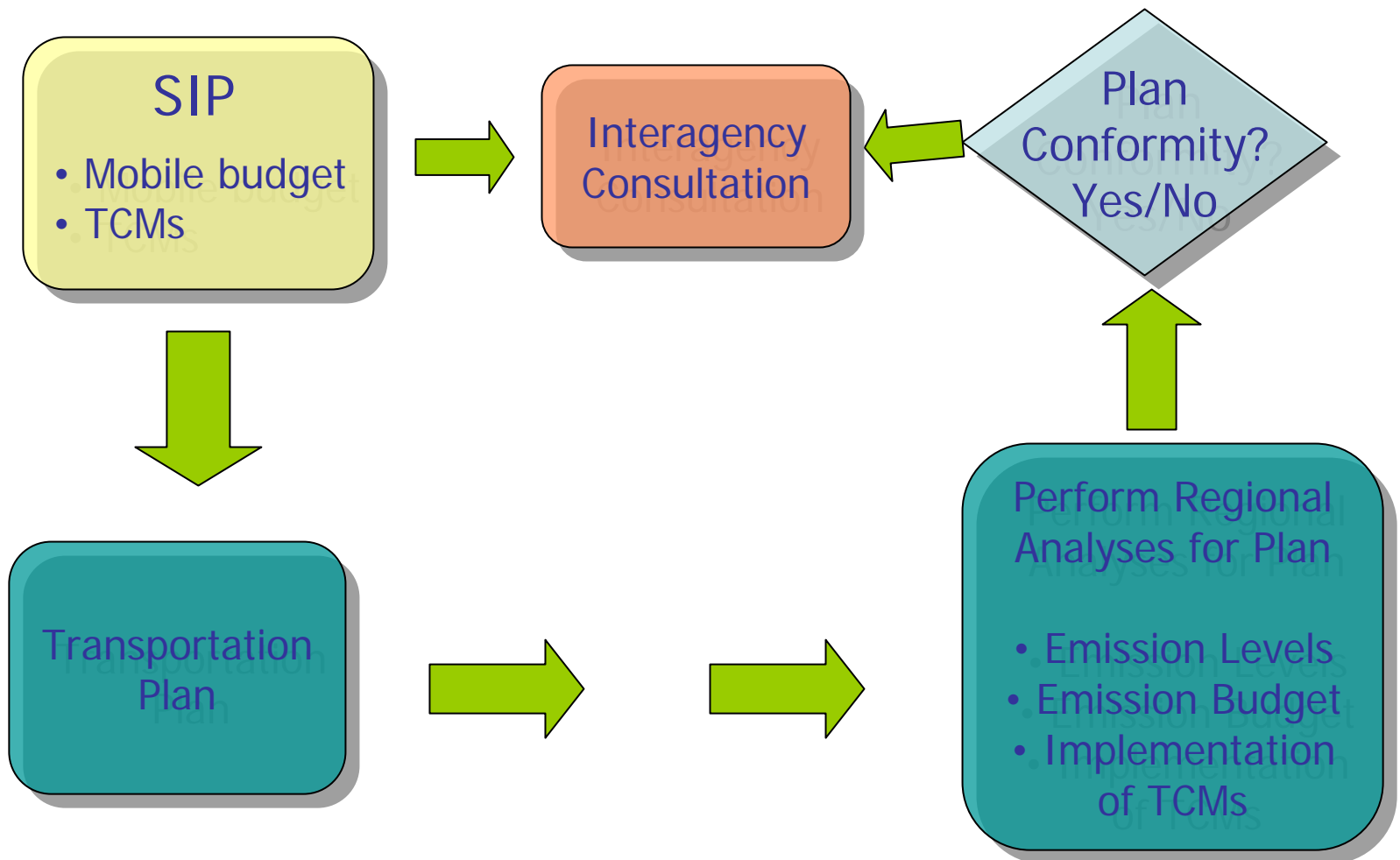
NOx



PM_{2.5} Direct



Conformity Process



Comment Letter on Conformity Assessment

- MWAQC Technical Advisory Committee recommends a comment letter
- MWAQC approves a comment letter
- MWAQC comment letter will be sent to TPB before July 11, the end of the comment period.