

TRANSPORTATION CONFORMITY 101

Transportation Planning Board
Work Session
February 15, 2012

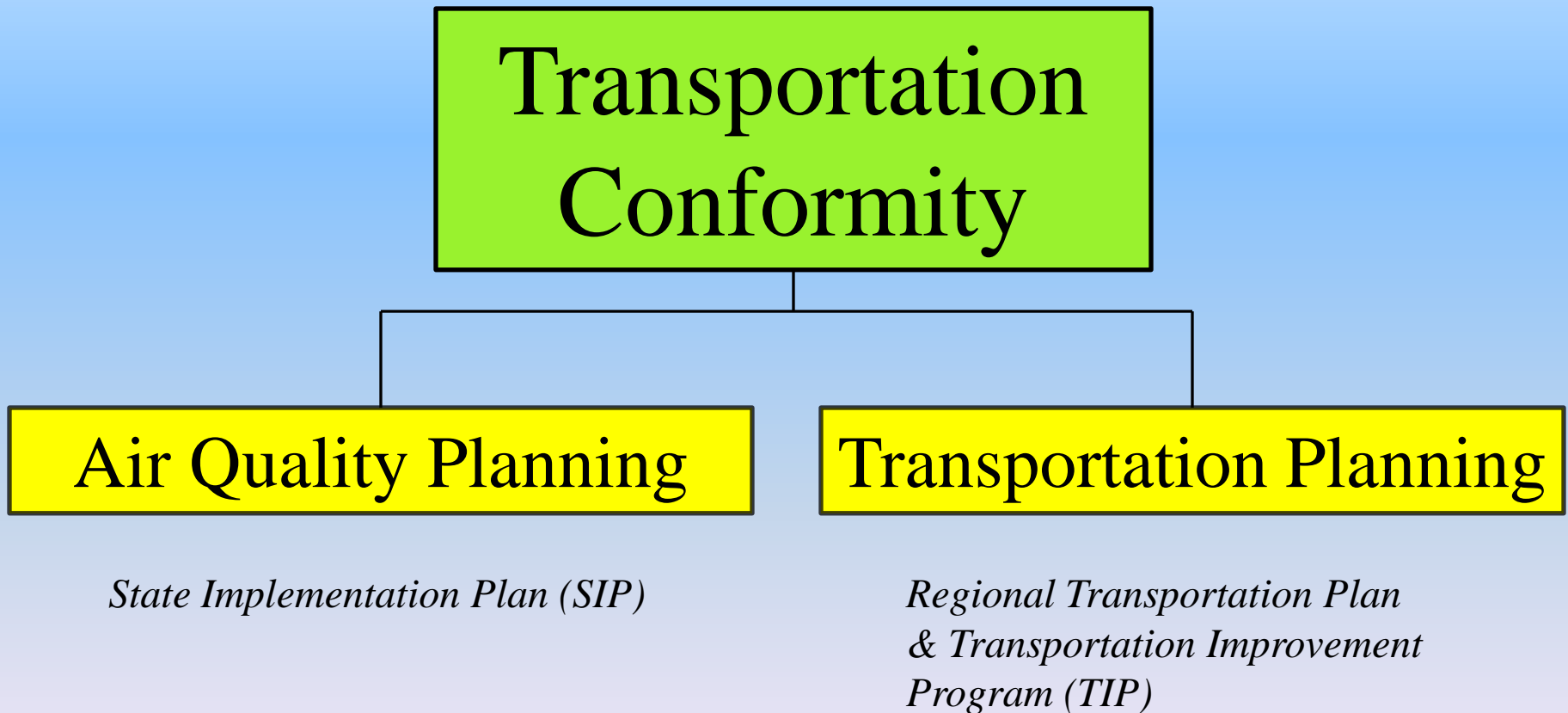
What is Transportation Conformity?

- Required by CAA Section 176(c)
- Requires evaluation of emissions from transportation plans (CLRP), transportation improvement programs (TIP), and projects before they are funded or approved
- Ensures that Federal (FHWA/FTA) funding and approval are given to transportation (transit/highway) activities that are consistent with air quality goals

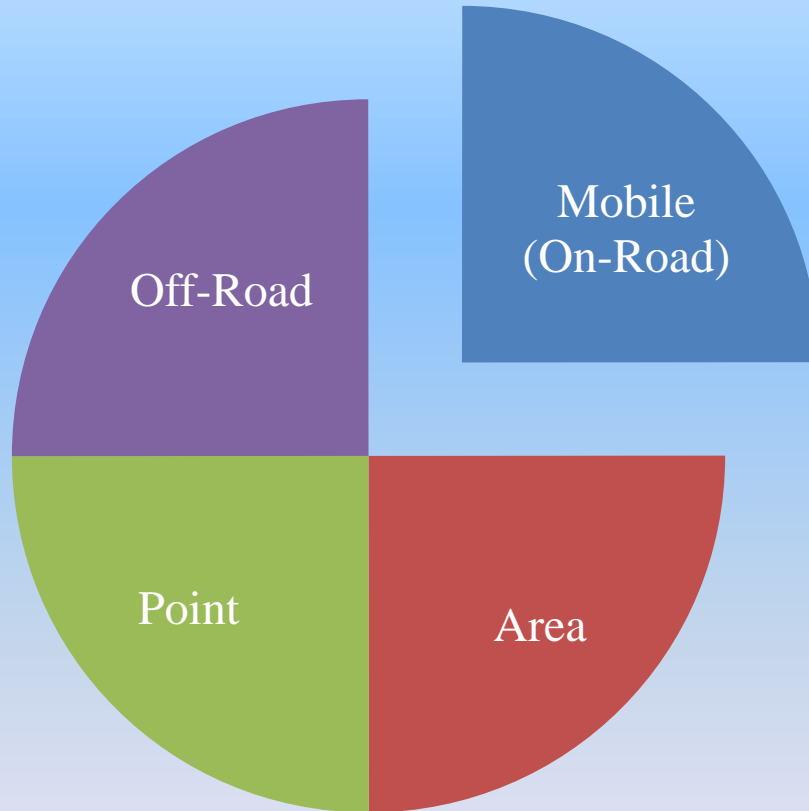
Where does Transportation Conformity apply?

- Conformity requirements apply in areas that either do not meet or previously have not met national ambient air quality standards (NAAQS) for ozone (O_3), carbon monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$) or nitrogen dioxide (NO_2). These areas are known as "nonattainment areas" and "maintenance areas," respectively.

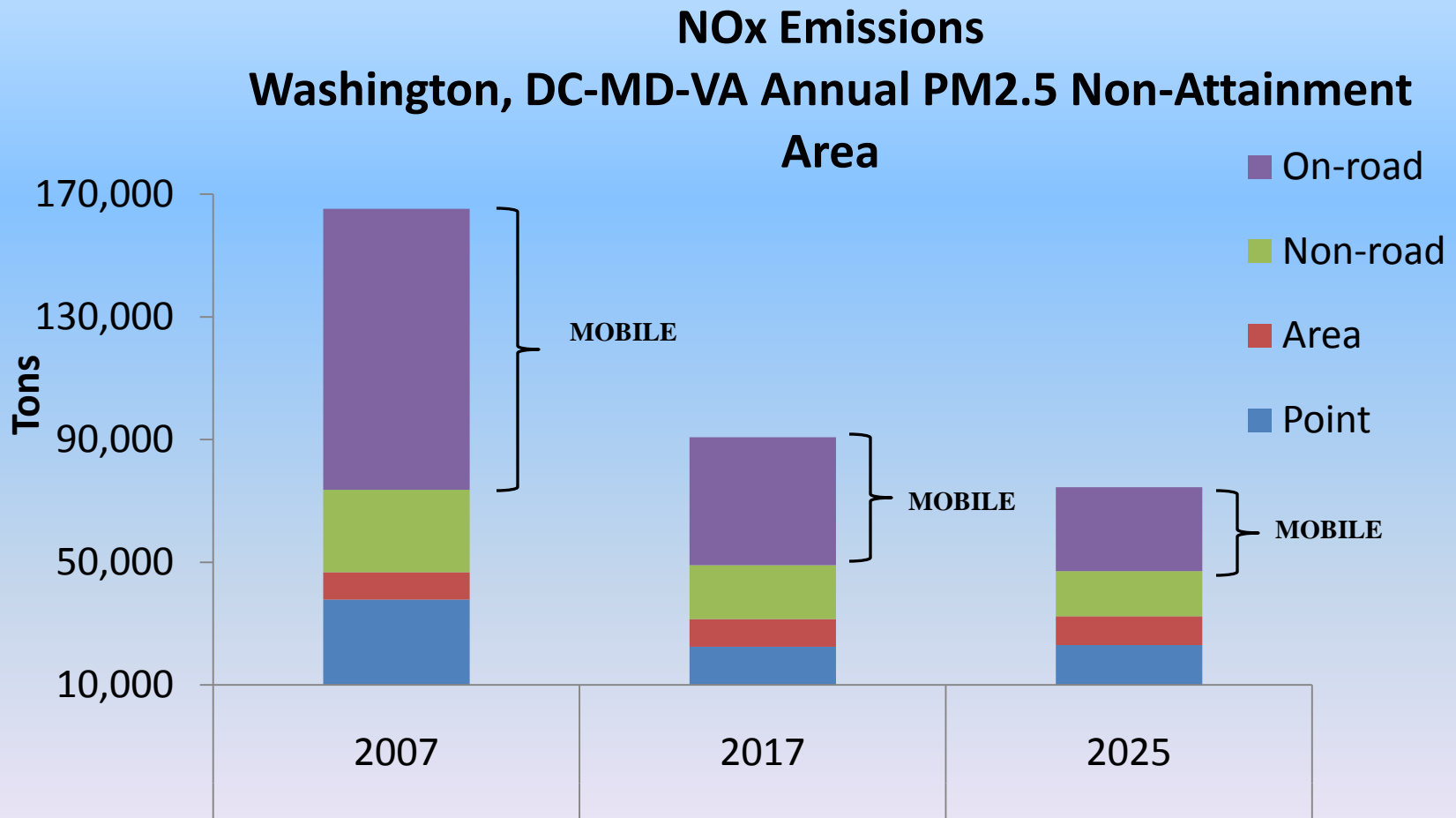
Transportation Conformity: A link between Air Quality and Transportation Planning



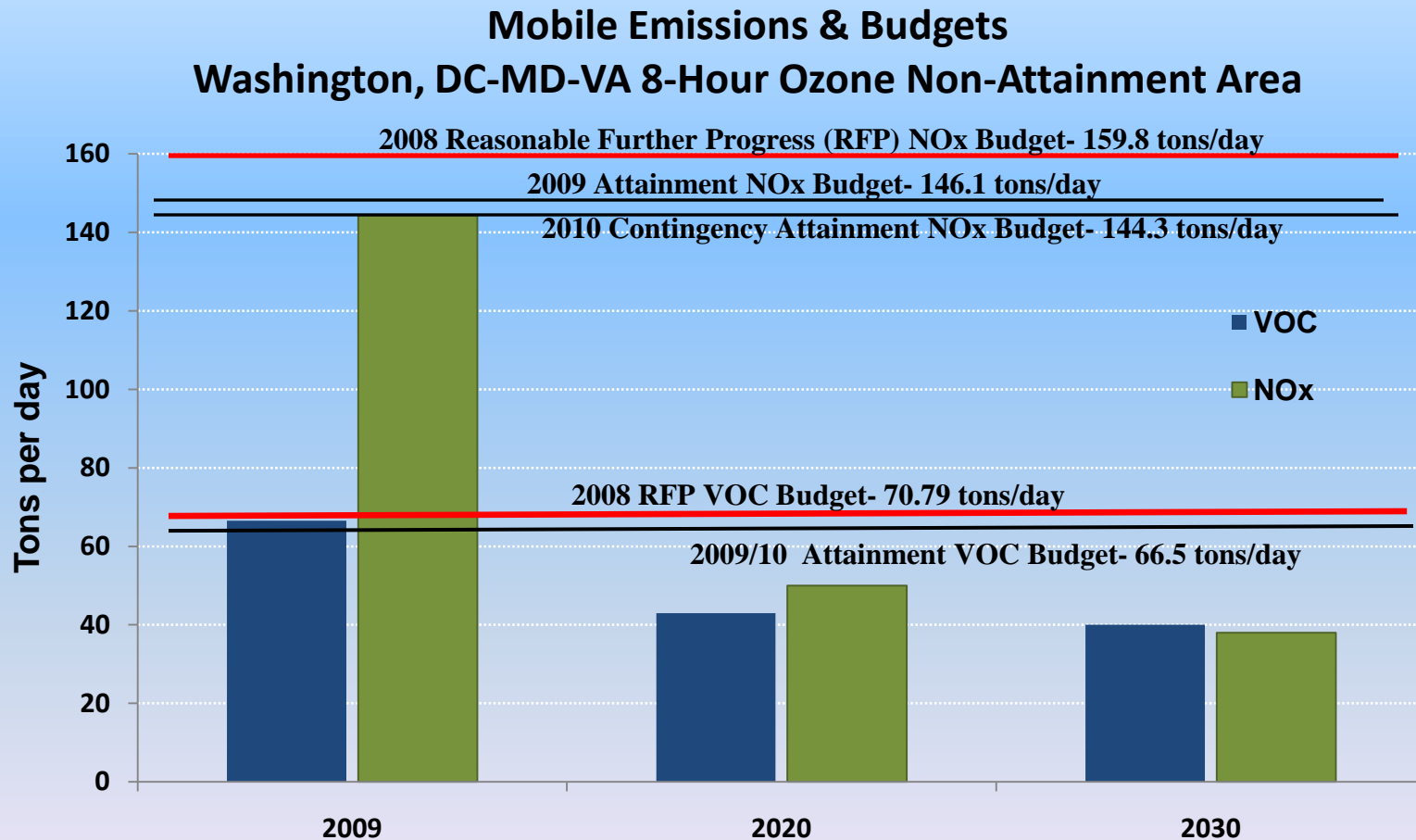
Mobile (On-Road) Sources are Subject to Conformity Requirements



TPB Staff Provides Inventories of Mobile Emissions for Each Pollutant for a SIP



MWAQC (With TPB Consultation) Sets Mobile Budgets in each SIP



Source: Plan to Improve Air Quality in the Metropolitan Washington, DC-MD-VA Region: State Implementation Plan (SIP) for 8-Hour Ozone Standard

SIPs are submitted to EPA for approval.

This can take some time.

Pollutants for Transportation Conformity in the Washington Region

- **Ozone Season** (Not Yet Reached Attainment)
 - VOC
 - NO_x
- **Fine Particles** (Reached Attainment, working on Maintenance Plan)
 - Direct PM_{2.5}
 - NO_x
- **Wintertime Carbon Monoxide** (Maintenance)
 - CO

Which Conformity Test?

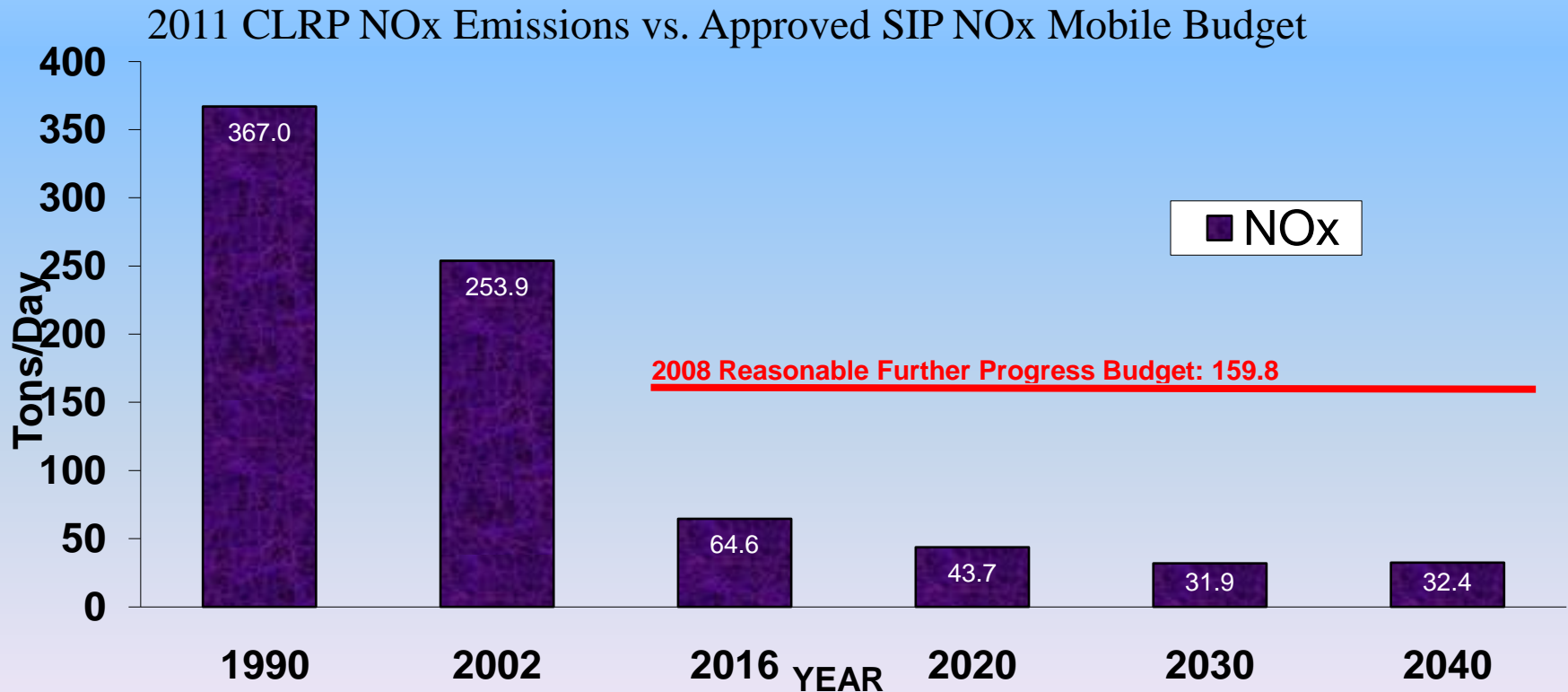
- With NO approved SIP mobile budget
 - Interim emissions test
 - Build/No Build, or
 - No Greater Than Baseline Year Test
- With approved SIP mobile budget
 - Emissions from planned transportation system must be no greater than SIP mobile budget

Conformity Pollutants

POLLUTANT	APPROVED SIP MOBILE BUDGET?	CONFORMITY TEST USED
Ozone Season VOC	YES (8-hour ozone 2008 RFP)	Budget Test
Ozone Season NOx	YES (8-hour ozone 2008 RFP)	Budget Test
Direct PM2.5	NO	No Greater Than Baseline Test
Precursor NOx	NO	No Greater Than Baseline Test
Wintertime CO	MAINTENANCE	Budget Test

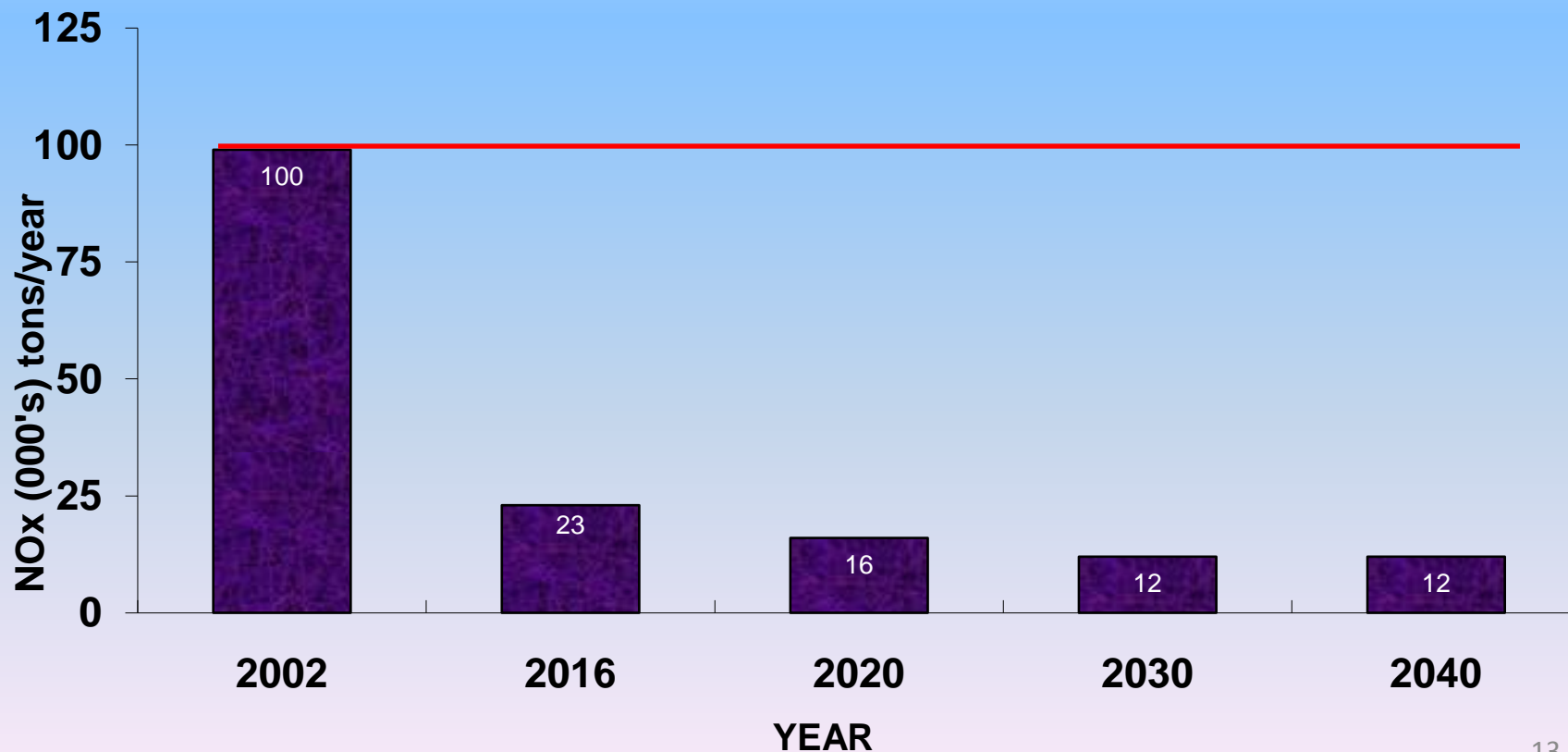
Conformity Test for Pollutant WITH Approved Mobile Budget

EPA Approved 2008 8-Hour Ozone Reasonable Further Progress (RFP) SIP Budgets, so Forecast Emissions in the CLRP and the TIP May Be No Greater Than That Budget



Conformity Test for Pollutant WITHOUT Approved Mobile Budget

EPA Has Not Yet Approved Mobile Budgets Set as Part of the Fine Particles SIP Approved by MWAQC in 2008, so Forecast Year Emissions in the CLRP and TIP Must Be No Greater Than 2002 Levels



Consequences in the Conformity Process

- If an area cannot conform, a one-year conformity lapse grace period starts:
 - During the lapse grace period, projects can be found to conform if they are already in a conforming Plan and TIP
- If a conformity determination is not made by the end of the one-year conformity lapse grace period, the Plan/TIP enter a conformity lapse
- During a conformity lapse, only 3 types of projects may proceed:
 - Exempt projects
 - Transportation Control Measures (TCMs) that are in the approved SIP
 - Project phases (i.e., design, right-of-way acquisition, or construction) that received funding commitments or an equivalent approval or authorization prior to the conformity lapse.