

Transportation Conformity Process

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What Does A Non-Attainment Designation Mean?

- Non-Attainment areas cannot make air quality worse;
- More difficult to build or expand new transportation facilities for single occupant vehicles;
- Non-Attainment areas must demonstrate conformity to air quality goals.

What is Transportation Conformity?

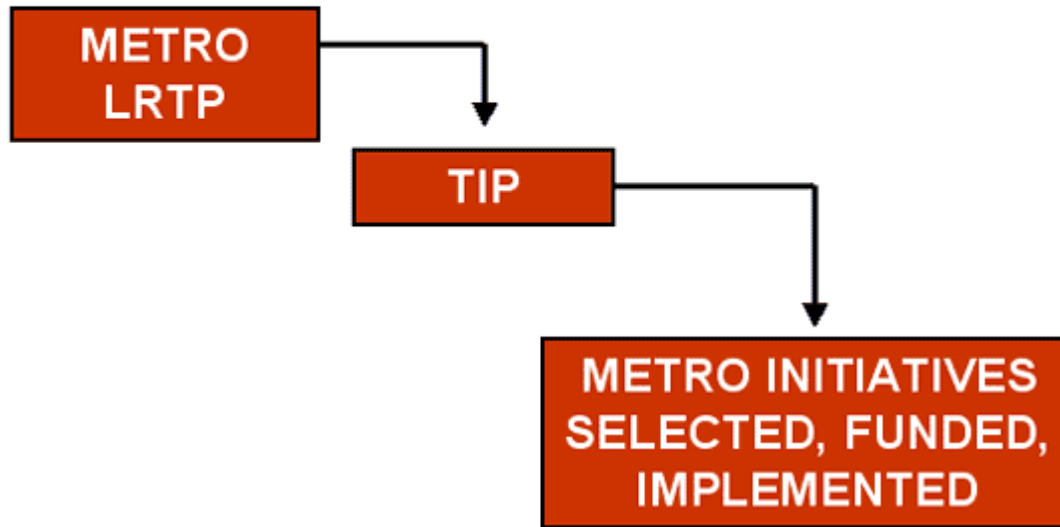
Conformity ensures that Federal funding and approvals are given to those transportation activities that are consistent with air quality goals.

Outline

- How these new requirements will change “business as usual”
 - Air Quality and Transportation Planning Background
 - Transportation Conformity/Conformity Determinations
 - Responsible Parties
 - Major Components of a Regional Emissions Analysis
 - Resources

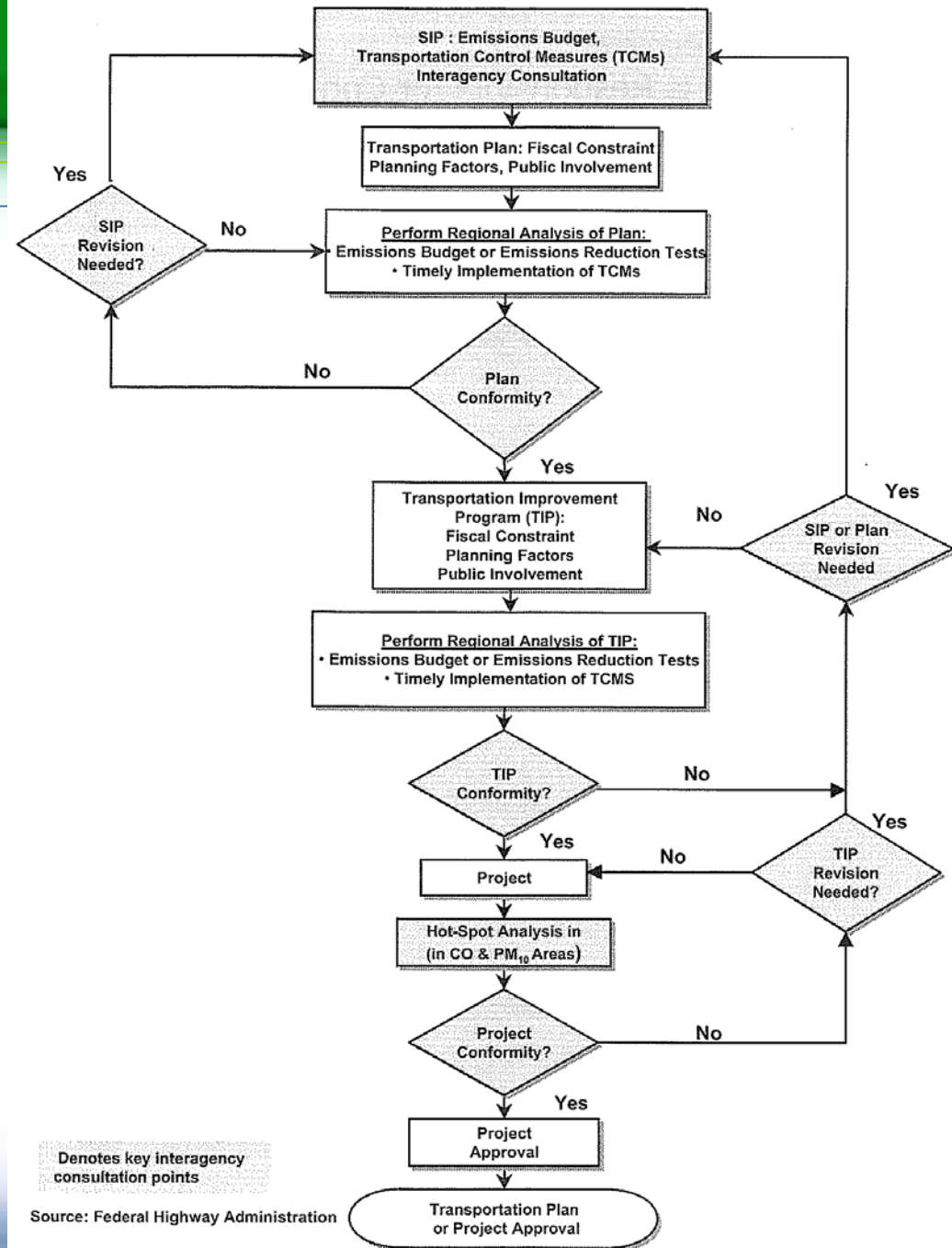
Business As Usual Without Conformity

The MPO planning process



Transportation Planning Process With Conformity

Transportation Conformity Process



Air Quality and Transportation Planning

- 1990 CAA amendments added specificity to the relationship between air quality planning and transportation planning
 - *Reason: Controlling mobile sources is critically important to meeting NAAQS*
- Transportation conformity is intended to help the SIP achieve its goal of attaining NAAQS

Air Quality and Transportation Planning

Evaluate numerous factors to predict transportation needs and prioritize investments 20 - 30 years into the future

Transportation Planning Documents
Plan & TIP

Conformity

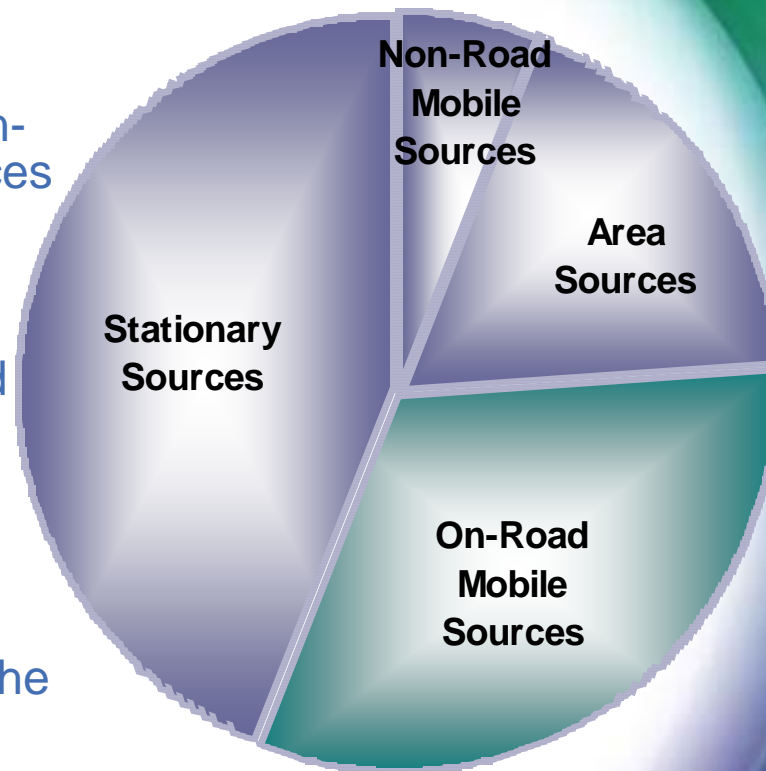
State Air Quality Implementation Plan
SIP

An air quality plan that shows how an area will meet the NAAQS



What Emissions Sources Does the SIP Address?

- Transportation conformity addresses emissions from on-road mobile sources
- On-road mobile sources are emissions created by cars, trucks, buses, etc.
- Transportation conformity covers just one piece of the emission pie...



Categorizing Sources

- EPA classifies emissions into three categories:
 - Point/Stationary (electric utilities, refineries, etc.)
 - Area (dry cleaners, paints, solvents, etc.)
 - Mobile (cars, trucks, buses, etc.)
- Mobile sources are further categorized into:
 - On-road (cars, trucks, buses)
 - Non-road (airplanes, trains, construction equipment, etc.)

What is Transportation Conformity?

- Established by the Clean Air Act section 176 (c)
- Requires evaluation of emissions from transportation plans, programs, and projects BEFORE any element may be implemented
- Ensures Federal funding and approval goes to those transportation activities that are consistent with air quality goals
- Applies in geographic areas where transportation related pollutants:
 - Violate national air quality standards (non-attainment areas)
 - Have violated national air quality standards (maintenance areas)

Interagency Coordination

- Interagency coordination must occur during key phases of the conformity process including the following:
 - development of the SIP,
 - transportation plan/TIP;
 - determining when SIP, plan, or TIP revisions are needed; and
 - determining project level conformity.
- The process has been found to be most effective when considered as a continuous process involving all key stakeholders in a conformity determination.

What is a Conformity Determination?

- A document that demonstrates the total emissions projected for a plan, program, or project is within the emissions limits ("budgets") established by the State Implementation Plan (SIP)

When is Conformity Required?

- Conformity must be determined –
 - At least every 4-years
 - Clock starts when FHWA/FTA make a conformity determination
 - Not when MPO submits a plan to FHWA/FTA
 - Prior to approval/acceptance of a transportation Plan, a TIP, and certain Plan/TIP amendments
 - Prior to approval of Federal projects
 - 24 months after certain SIP actions

What is a Conformity Lapse?

- Existing conformity determination will expire if:
 - More that 4-years pass after the last transportation conformity determination, and
 - There is no new conformity determination
- Lapse will occurs 12 months after an applicable deadline is missed
 - If STIP/TIP in place, it will freeze (i.e. no changes), but projects can continue to advance
 - If Plan in effect but STIP/TIP expired, FHWA/FTA cannot authorize projects

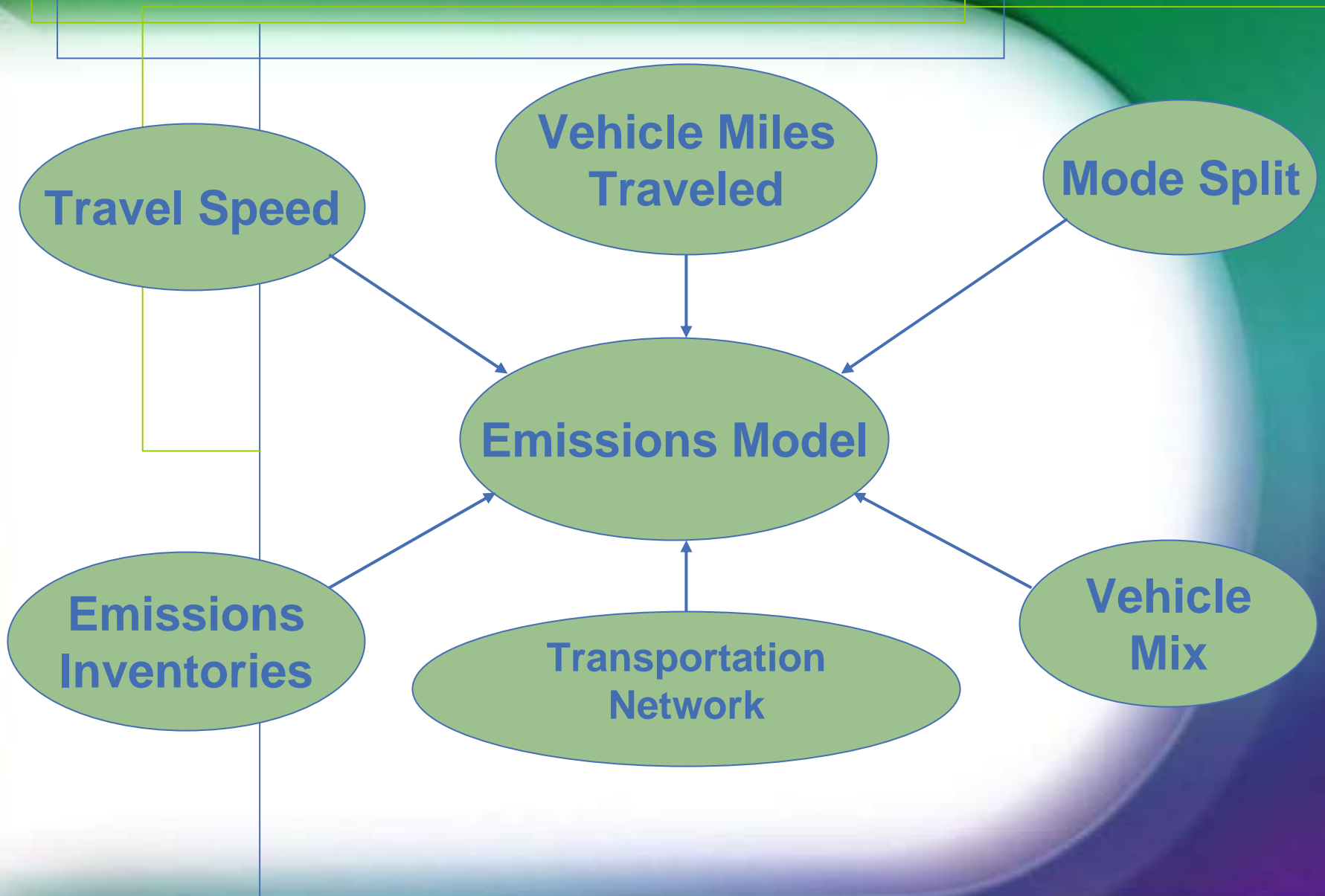
Responsibility for Making a Conformity Determination

- The Metropolitan Planning Organization (MPO) must formally make a conformity determination on its transportation plans and TIPs prior to submitting them to FHWA/FTA for an independent review and conformity determination.
- Must be done in accordance with the required interagency consultation process

Major Components of a Transportation Conformity Determination

- Regional Emissions Analysis
 - Budget Test
 - Interim Emissions Test
- Assumptions and Data
 - Latest Planning Assumptions
 - Latest Emissions Model
- Interagency Consultation
- Transportation Control Measures
- Project-level Requirements

Regional Emissions Analysis



Conformity Websites

- www.epa.gov/otaq/stateresources/transconf/index.htm
 - Guidance and rulemakings
 - EPA's adequacy reviews of submitted SIP budgets
- www.fhwa.dot.gov/environment/conform.htm
 - FHWA programs including guidance
 - TCMs

Questions

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