

# The Capital Area Metropolitan Planning Organization

CAMPO Transit Working Group

December 8, 2008

Responses to the Questions from the December 1,  
2008 Meeting

## **CAMPO Transit Working Group Responses to the Questions from the December 1, 2008 Meeting**

1. What is the potential for the Austin area going into air quality non-attainment and what impact that could have on project selection and prioritization?

# Transportation Conformity

- Conformity is how we illustrate that the transportation system will not negatively affect air quality
  - Transportation conformity does not demonstrate improved air quality
  - Improved air quality does not demonstrate transportation conformity
  - Air quality is improving but standards are getting tougher
- Conformity is not the only reason to consider transit projects

# Transportation Conformity

- Revised Ozone standard adopted in 2008
  - From 0.080 ppm to 0.075 ppm
- Non-attainment designation is likely
  - 2009 – State non-attainment recommendations
  - 2010 – EPA non-attainment designations
  - 2010 – 2035 Plan due
  - 2011 – Transportation Conformity due

# Transportation Conformity

- Non-attainment designations will be made in 2010
- Non-attainment is based on a three year average of the 4<sup>th</sup> highest ozone days from 2007, 2008 and 2009
  - 2007 we failed (76 ppm)
  - 2008 we passed (74 ppm)
  - 2009 will decide

# Transportation Conformity

## Demonstrating Conformity

- Applies to long range plan and transportation improvement program
  - Analysis done over several years
- Shows that future on-road mobile source emissions will not contribute to air quality violations
  - Based on a Build/No-build analysis or against a SIP budget
  - A mix of transportation options is likely to be needed

# Transportation Conformity

## The consequences of a Conformity Lapse

- Federal funding and approvals can be delayed
  - Regionally significant projects can only proceed if they have funding and federal authorization prior to the lapse
  - Regionally significant, non-federally funded projects can only proceed if they have federal authorization prior to the lapse
  - Exemptions include safety and maintenance, some mass transit, and transportation control measures in an approved SIP

# Transportation Conformity

## The consequences of Non-attainment

- More frequent MTP update cycle
  - 4 years instead of 5 years
- Less frequent TIP amendment cycles
  - More technical analysis required
- Transportation Conformity requirements apply 20 years after compliance
- CMAQ funding for projects and programs that reduce emissions

# Transportation Conformity

How does Conformity impact prioritization?

- Regional emissions analysis drives the process
- Must show that emissions are below a specified level for analysis years
- Projects that increase emissions might need to be offset by projects or programs that decrease emissions
  - First projects in line dictate what might come later
- Implications for amending project scopes or changing project schedules...less flexibility