



Source: Transportation Conformity for the Dallas/Fort Worth Nonattainment Area, 2005

The 8-hour NAAQS became effective June 15, 2004 and to ensure progress of the 1-hour standard, the new 8-hour standard requires continued commitments to control strategies approved by EPA under the 1-hour standard. North Central Texas' newly designated nine-county ozone nonattainment area is required to complete conformity analyses on its transportation plan with respect to mobile source emission budgets due to the air quality "nonattainment area" designation.

The Texas Natural Resources Conservation Commission (TNRCC) under the guidance of EPA, is the lead state agency responsible for developing plans and implementing regulations for clean air. The EPA requires each state that has not attained the NAAQS to prepare a separate local plan detailing how to do so for each local area. These plans are incorporated into a State Implementation Plan (SIP) for the state.

### Conformity

Transportation projects in nonattainment areas are coordinated with the SIP under what is called *conformity process*. On July 1, 2004 the EPA published **40 Code of Federal Register (CFR) Part 93 Transportation Conformity Rule Amendments** for the new 8-Hour Ozone and PM<sub>2.5</sub> NAAQS and Miscellaneous Revisions for Existing Areas in the Federal Register. Conformity provisions first appeared in the 1977 amendments to the CAA but it was not until adoption of Section 176 (1)(A) of the 1990 CAAA, that provided a definition and expanded the scope and content of conformity as: (A) conformity to an implementation plan's purpose of eliminating or reducing the severity and