



number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and (B) that such activities will not

- (i) *cause or contribute to any new violation of any standards in any area;*
- (ii) *increase the frequency or severity of any existing violation of any standard in any area; or*
- (iii) *delay timely attainment of any standard or a required interim emission reduction or other milestones in any area.*

Conformity determination's purpose is to demonstrate that projected vehicle emissions from regional projects and programs are within the emission budgets established in the applicable air quality plan and document that transportation control measures are implemented in a timely manner. The determination of conformity is a two-step process in metropolitan areas.

The first step is for the regional transportation council (RTC), the metropolitan planning organization's (MPO) policy body, to develop and maintain 20-year Regional/Metropolitan Transportation Plans and 3-year Transportation Improvement Programs (TIP) that set out transportation policies and programs for the region.

The second step is for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to make the final transportation conformity determination at the federal level.

The Transportation Department of the North Central Texas Council of Governments (NCTCOG) is designated as the MPO for the Dallas/Fort Worth (DFW) area, which covers entire boundaries of the proposed Project Corridor.

The most recent approved/adopted transportation plan in the project area is ***Mobility 2025: The Metropolitan Transportation Plan*** (Amended April 2005) and the ***2006-2008 Transportation Improvement Program***. The document was approved by RTC on April 14, 2005 and by the US Department of Transportation on June 16, 2005 (NCTCOG, 2005).

Conformity does not measure ozone directly, but ozone's precursors of VOC and NO<sub>x</sub>. Since the DFW nonattainment area has Motor Vehicle Emission Budgets (MVEBs) established for transportation conformity, the budget test must be satisfied for conformity. This test is satisfied when emissions of ozone precursors (VOC and NO<sub>x</sub>) for each analysis year are less than or equal to the MVEBs established in the applicable SIP.

| <b>TABLE 3-21<br/>MOTOR VEHICLE EMISSION BUDGETS AND ESTIMATED EMISSIONS<br/>FOR THE DALLAS-FORT WORTH NINE-COUNTY NONATTAINMENT AREA</b> |                 |                                 |                            |                                 |
|---|-----------------|---------------------------------|----------------------------|---------------------------------|
| Year  | VOC (tons/day)  |                                 | NO <sub>x</sub> (tons/day) |                                 |
|   | Model Emissions | Adjusted Emissions <sup>1</sup> | Model Emissions            | Adjusted Emissions <sup>1</sup> |
| <b>Emission Budgets <sup>2</sup></b>  | <b>104.14</b>   | n/a                             | <b>201.32</b>              | n/a                             |
| 2007  | 104.14          | 101.21                          | 206.72                     | 198.18                          |
| 2010  | 84.22           | 83.97                           | 148.13                     | 147.98                          |
| 2015  | 60.92           | 61.18                           | 72.85                      | 74.02                           |
| 2025  | 45.30           | 45.30                           | 37.90                      | 37.90                           |

<sup>1</sup> Adjusted based on mobile source emission reduction strategies (MoSERS).  
<sup>2</sup> Estimated emissions including the 5% reduction due to implementation of transportation plan (IOP), as reported in the SIP.

Source: Transportation Conformity for the Dallas/Fort Worth Nonattainment Area, (TP and TIP, Amended April 2005)