

# Transportation Conformity

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## Establishing Motor Vehicle Emission Budgets

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- Section 176(c) of Clean Air Act:
  - Conformity to a SIP's purpose of eliminating or reducing the severity and number of violations of an air quality standard
  - Emissions from implementation of transportation plans and programs are consistent with estimates of emissions from motor vehicles in the applicable SIP

# Emission Budgets

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- Budgets are based on estimates motor vehicle emissions in the attainment year of the plan
  - Based on the attainment demonstration
- For ozone, budgets are established for both VOC and NO<sub>x</sub>
- Budgets become effective once they are approved or found adequate by EPA
- Budgets remain in effect for all future conformity determinations until any revisions are approved by EPA

# Current Emission Budgets

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- Denver area
  - PM-10
    - Direct PM-10
    - NO<sub>x</sub> for PM-10 (winter)
  - Carbon Monoxide
  - Ozone (1-hour)
    - VOC
    - NO<sub>x</sub> for 1-hour ozone (summer)
- Longmont
  - Carbon Monoxide
- North Front Range
  - Carbon Monoxide – Ft. Collins area
  - Carbon Monoxide – Greeley area

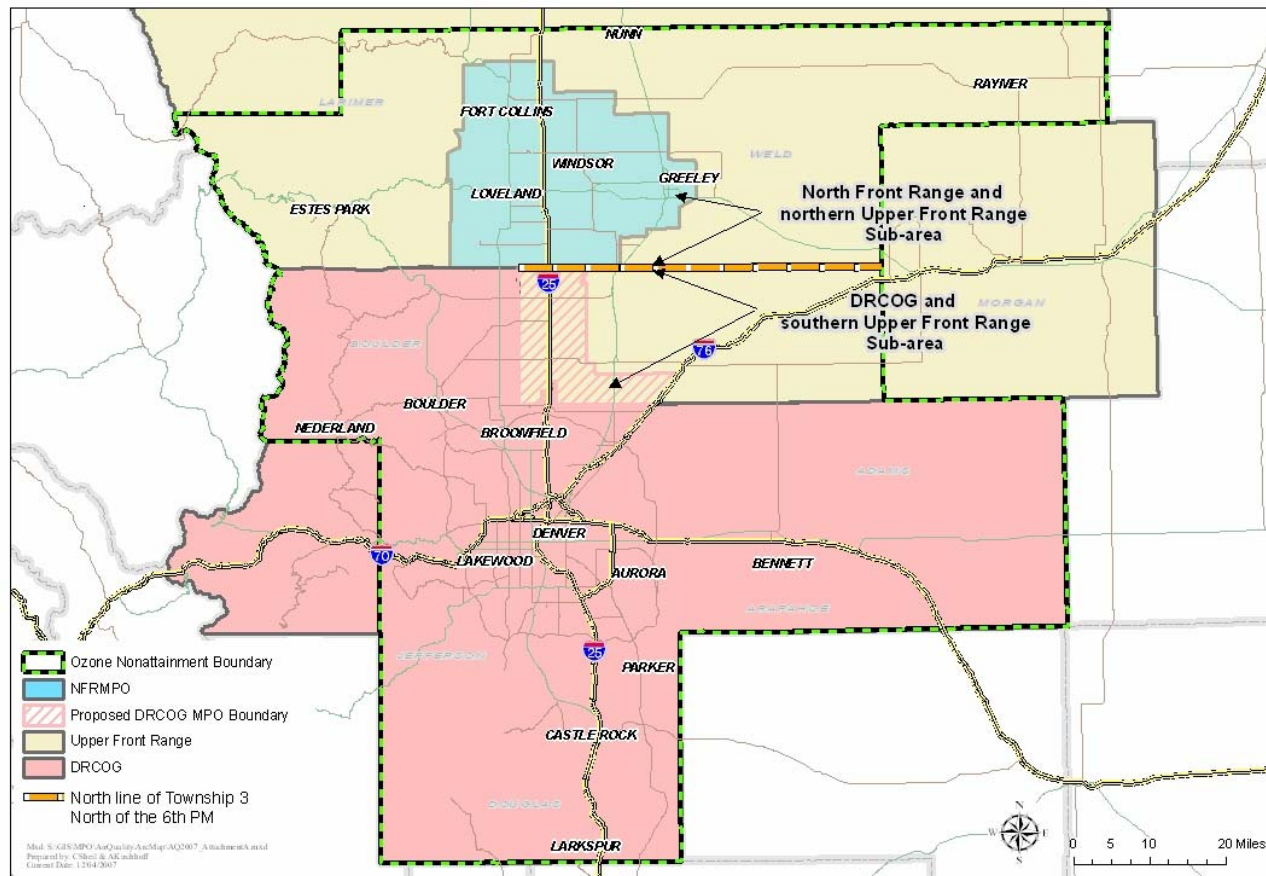
## 8-Hour Ozone Budgets

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- Emission inventories presented in the SIP are for a typical summer weekday
- Emission inventories used in the photochemical modeling vary by time of day, day of week, location, speciation, etc.
- Methodology for calculating motor vehicle emissions and comparing to established budgets needs to be consistent, reproducible, and able to be performed by MPO's and APCD

# Sub-regional Budgets

Attachment A:  
8-Hour Ozone Nonattainment Area  
and Sub-areas



# Emission Budget Status

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- APCD, RAQC, DRCOG, CDOT, NFRMPO and EPA are in the process of reviewing the motor vehicle emission calculations and methodology
- Inconsistencies and errors have been discovered that need to be resolved before budgets can be established
- Recommended budgets will be presented on September 8