

PART5

AND

**TRANSPORTATION
CONFORMITY**

Why Does PART5 Affect Conformity?

- Conformity rule requires estimates of PM-10 emissions from transportation plans and TIPs**
- Plan/TIP emissions must be less than or equal to SIP projections**

"Motor vehicle emissions budget"

Why Does PART5 Affect Conformity?

- Clean Air Act requires conformity analyses to use "most recent" estimates and assumptions**
- Plan/TIP emissions must be estimated using "most current version of the motor vehicle emissions model specified by EPA for use in preparing or revising SIPs"**

Implications for Conformity:

**Are transportation plan/TIP emissions
estimated using PART5
still within the SIP's emissions budget?**

- What emission factors is the SIP's budget based on? How do they differ from PART5?**

Implications for Conformity:

What if the plan/TIP cannot pass the budget test when PART5 is used?

OPTIONS:

- Modify plan/TIP**
- Submit revised attainment demonstration to EPA, including new modeling, control measures as necessary**

SIP Revisions for Conformity Purposes

If the PM-10 attainment demonstration has been approved by EPA, its budget cannot be changed without a SIP submission and EPA approval.

If the PM-10 attainment demonstration has been submitted to EPA but not yet approved, its budget can be changed by submitting a revised attainment demonstration. EPA approval would not be required.

When Must Conformity Analyses Start Using PART5?

- Not required until after Federal Register announcement**
- Federal Register announcement will establish grace period**
- Grace period will be at least 3 months and no longer than 2 years.**

Alternatives to PART5 for Conformity

- Work with EPA Regional Office and other consulting agencies**
- If local alternatives approved for use in SIP preparation, should be acceptable for conformity purposes**
- Local data encouraged**

PM-10 Hot-Spot Analysis

- PM-10 hot-spot analysis not currently required**
- Dispersion modeling methodology still being developed**