



Maryland Department of the Environment

Transportation Conformity Maryland's Concept



WILMAPCO

April 10, 2014





What is Transportation Conformity?

- The Basic Concept
 - When state and local governments add projects to their transportation plans (called Transportation Improvement Programs or “TIPs” or Constrained Long Range Plans or “CLRPs”) ...
 - They must demonstrate that emissions stay below emission “budgets” set in the states clean air plan (or SIP/State Implementation Plan)
 - A formal demonstration (the conformity analysis) is submitted to show that the “new” transportation plan will keep emissions under the SIP “budget”
- Conformity failure places federal transportation dollars at risk
 - Federal funds provide a large portion of the money we use to fund transportation plans in Maryland and other states and have a tremendous influence on what and how many projects we can develop





Concerns With Current Conformity Process

- The current process is very out of date
- The current process does not consider greenhouse gases
- The current conformity process could be enhanced to provide policy makers with more complete information to ensure that all critical environmental issues are considered as decisions on which new projects to add to transportation plans are finalized





Current Conformity Summary

TPB Meeting – June 20, 2012

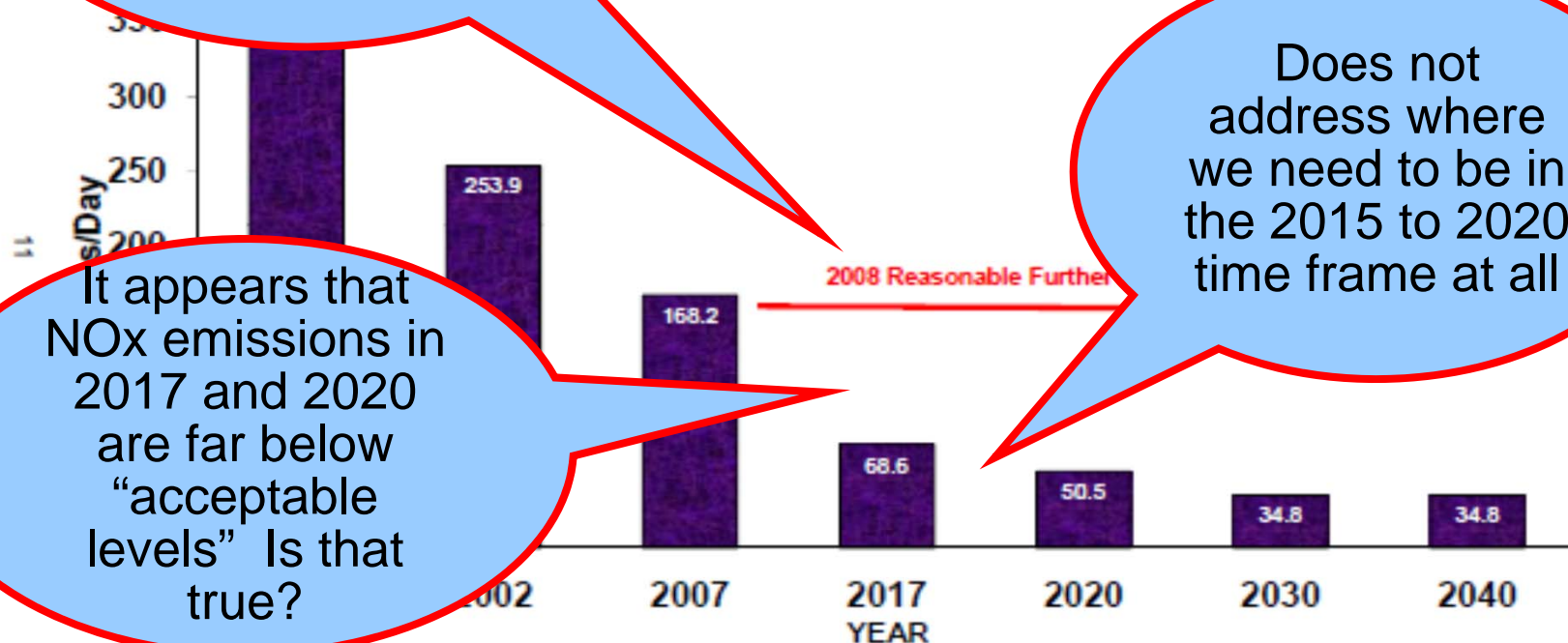
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EXHIBIT 7

Source NO_x Emissions

for Ozone Nonattainment Area

CLRP & FY2013-2018 TIP





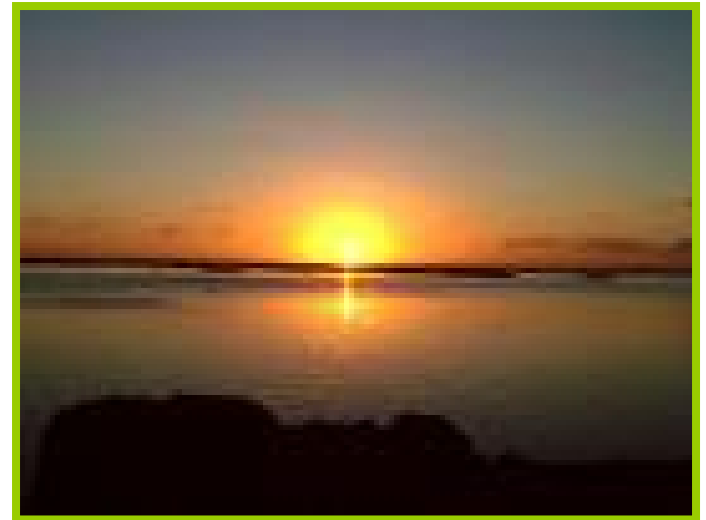
Addressing Transportation Conformity: MDE's Goal and Approach





MDE' s Goal

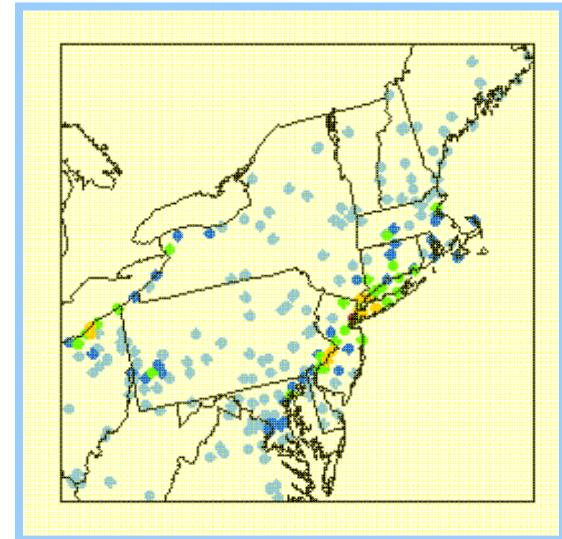
- Some have joked that it is MDE' s goal to take away individuals given right to drive their car whenever and however they want
- This is not true
- Our goal is simple ...
 - To make sure that the policy makers are thinking about how their decisions on adding and funding new roads and other transportation projects impact long term environmental goals





A Conceptual Approach

- A proposed regulation requires a progress report every time a conformity analysis is required
- **REGULATION IS ON HOLD**
- The regulation also establishes long-range environmental emission targets
 - The progress report shows how close projected emissions will come to the long-range environmental emission targets



What the MDE Regulation Will Do

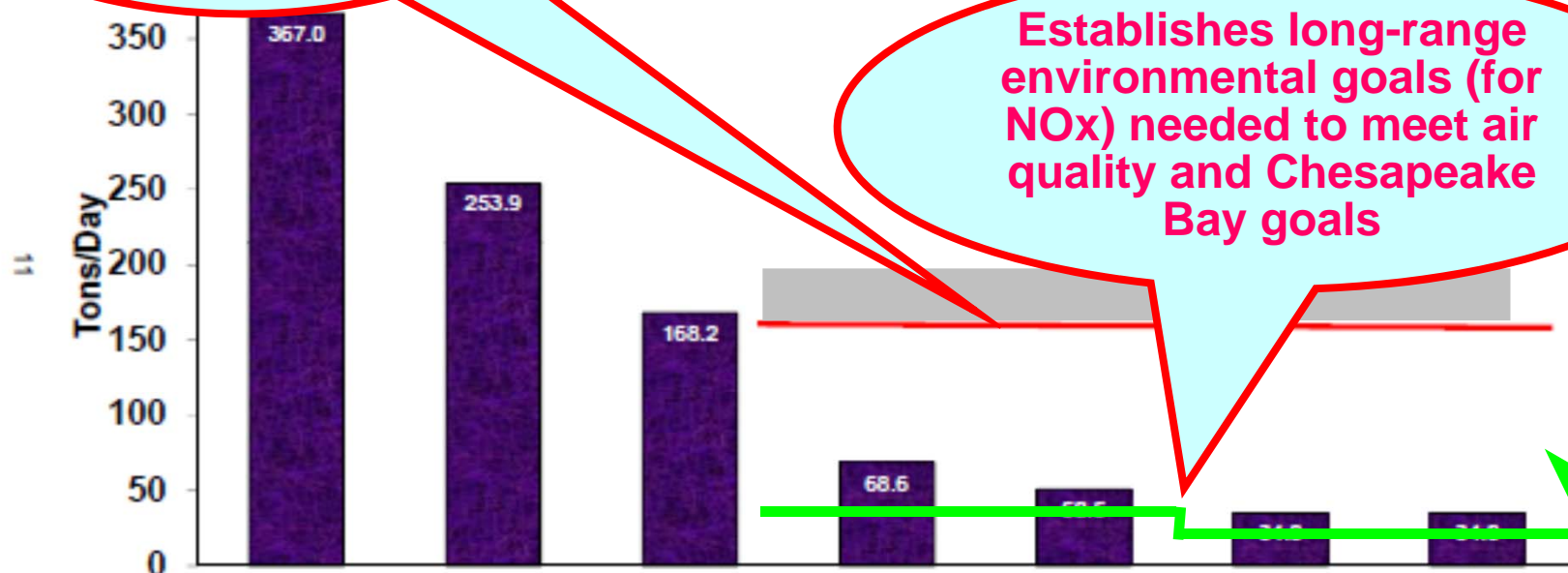
Adds Long-Range Environmental Goals to the Process

6/11/12

EXHIBIT 7

Mobile Source NO_x Emissions
Hour Ozone Nonattainment Area
12 CLRP & FY2013-2018 TIP

Clarifies that this "Budget" line represents the minimum regulatory requirement



Establishes long-range environmental goals (for NO_x) needed to meet air quality and Chesapeake Bay goals

Presents Policy Makers with a Very Different Question ...
... Shouldn't We be Striving to Get Closer to the Green Line?



Special Project with MDE and DC Department of the Environment (DDOE)





Special Project

- To begin a “new” conversation about important policy issues
 - What air quality goals should be considered to meet current and future health standards?
 - What CO₂ goals are needed to meet regional GHG reduction goals for climate change mitigation?
 - What mobile sector strategies are available to efficiently help meet air quality and climate change goals?



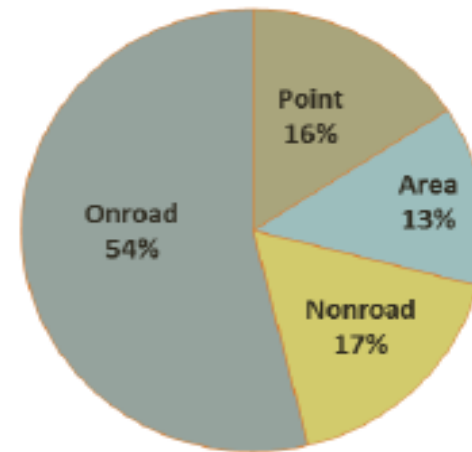


Shared Challenges

- Ozone Nonattainment:
Region does not meet the current 75 ppb ozone standard is unlikely to meet the standard by 2015 deadline
- Climate Change:
MWCOG & jurisdictions have GHG reduction goals for 2020 and 2050 that will be difficult to meet

The Mobile Sector is a major source of NO_x and GHG emissions:

2011 NEI NO_x for the DC-MD-VA Region



Questions

