

SECTION C

GENERAL REQUIREMENTS

PURPOSE AND NEED FOR GENERAL REQUIREMENTS

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This section of the Transportation Conformity Reference Guide provides information on general requirements for making a transportation conformity determination. Beyond the requirements noted in Chapters 1-5, readers should review Chapters 6-10, as appropriate, to the nonattainment or maintenance area. Readers should refer to the [Navigation Tool in Part II](#) to facilitate understanding of which chapters will be of interest. The information on general transportation conformity requirements is presented as shown below:

- ▶ [Chapter 1: Transportation Plan and TIP](#)
- ▶ [Chapter 2: Interagency Consultation](#)
- ▶ [Chapter 3: Transportation Control Measures \(TCMs\)](#)
- ▶ [Chapter 4: Conformity Lapse and Freeze](#)
- ▶ [Chapter 5: Regional Emissions Analysis](#)

These requirements create the foundation for the conformity determination and address planning and analytical requirements as well as institutional coordination issues. The transportation plan and TIP requirements are set forth in TEA-21 and FHWA and FTA's planning provisions. This planning process supports and reinforces the transportation conformity rule and is required in all nonattainment and maintenance areas. The transportation plan and TIP are discussed in [Chapter 1](#).

Interagency consultation is discussed in [Chapter 2](#) and is the central coordinating mechanism for public agency involvement and input to the conformity determination. All nonattainment and maintenance areas are required to comply with these transportation conformity rule provisions.

Transportation Control Measures (TCMs) are not required; however, they are an option. These strategies are often of interest to MPOs and are measures transportation agencies can use in order to reduce emissions from transportation sources.

[Chapter 4](#) explains conformity lapsing and its impacts on transportation plans, programs, and projects. Conformity lapse issues are important for the reader's understanding of the consequences of **not** having a conforming transportation plan and TIP. Conformity freezes are also discussed.

Regional emissions analysis is the central test upon which conformity determinations are based. This requirement includes both travel demand and emissions modeling and an estimate of the regional emissions levels which would be present in a region at specific junctures during and after the implementation of the transportation plan and program. Analysts must assess what portion of the regional emissions are due to the transportation investments they propose. They must use the latest planning assumptions and latest emissions models in this analysis. [Chapter 5](#) explains the general

regional analysis requirements. Specific requirements for different types of nonattainment and maintenance areas and project level analysis are explained in [Chapters 6-10](#).