

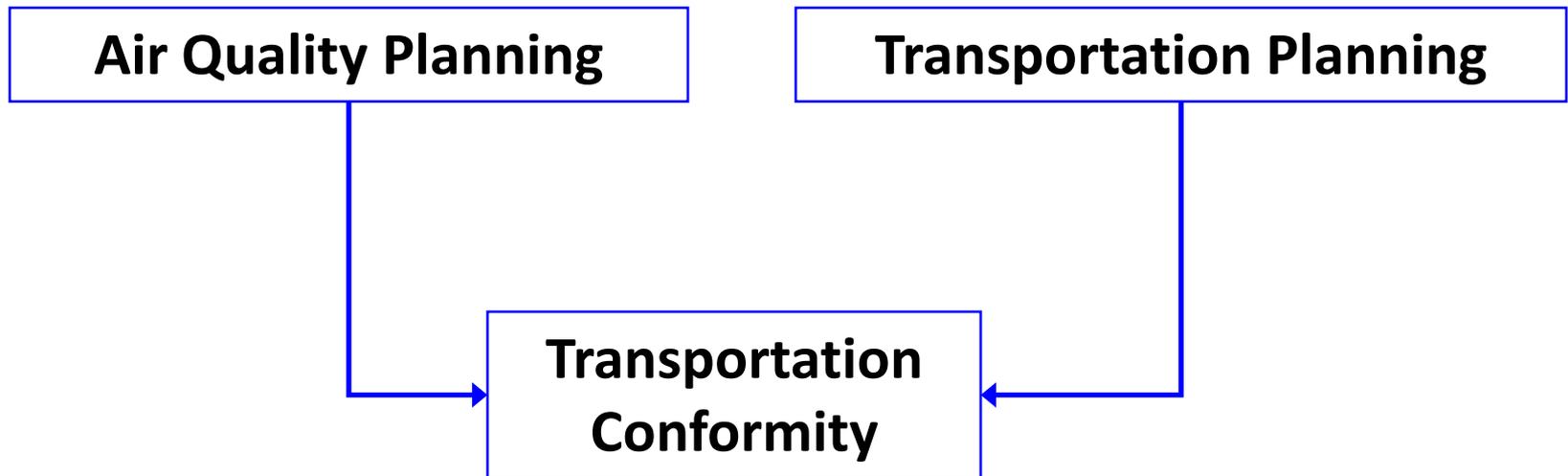
MOVES and Conformity

**Dallas-Fort Worth Photochemical Modeling
Technical Committee Meeting
July 7, 2011**

Chris Klaus

North Central Texas Council of Governments

What is Transportation Conformity?



What are basic conformity requirements?

Metropolitan Transportation Plan/Transportation Improvement Program Content

Latest Planning Assumptions

Latest Emissions Model

Consultation

Timely Implementation of Transportation Control Measures (TCMs)

Consistency with Motor Vehicle Emissions Budgets (MVEBs, or “Budgets”)

Latest Emissions Model

MOVES: MOtor Vehicle Emission Simulator

December 23, 2009: Release of MOVES2010 Model

March 2, 2010: Starts a 2-Year Transportation Conformity Grace Period

May 26, 2010: Errors Corrected In MOVES2010 Database

September 8, 2010: Release of MOVES2010a version

March 2, 2012: MOBILE6.2 Grace Period Ends

On-Road Model Results: OLD vs. NEW

Conformity Impact

Current SIP (2010) Utilizing MOBILE6.2 Model

Future Air Quality Plan Revision

Reclassification – January 2012

Reconsideration – July 2014 (?)

New Model Grace Period Ends: March 2012

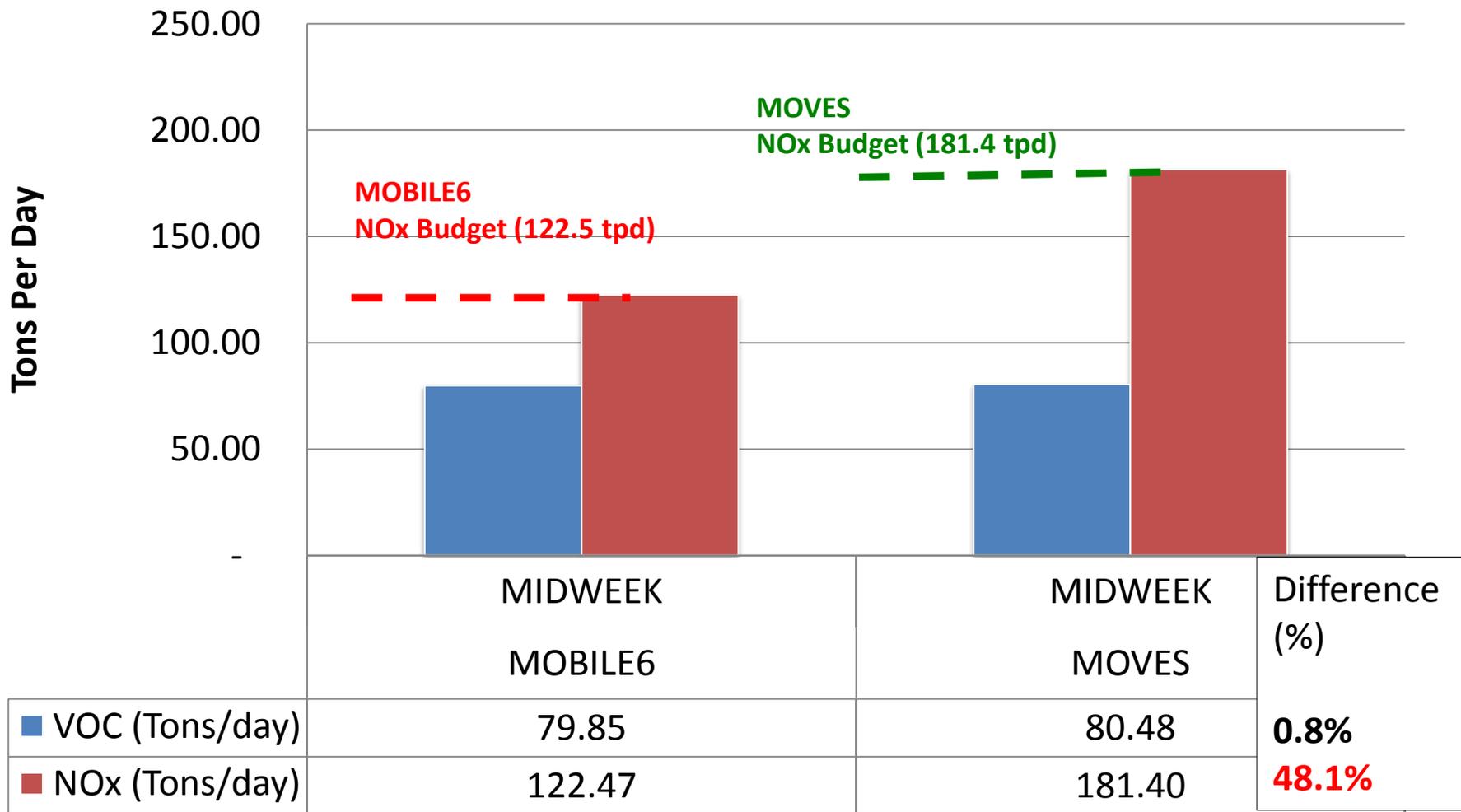
Future Transportation Conformities: Old vs. New

Emissions: MOBILE6.2 < MOVES2010a (Higher NOx Emissions)

Future Conformity Results: Fail

On-Road Model Results: OLD Vs NEW

2012 Emissions Comparison



Regional Transportation Council

Correspondence To TCEQ

Best (Bottom Up):

TCEQ to Include “New Model” Link-Based On-Road Emissions Inventory in the New Air Quality Plan

Better (Top Down):

TCEQ Perform “New Model” Sensitivity Runs & Adjust On-Road Emissions Inventory in New Air Quality Plan

Good:

TCEQ Commitment to Revise New Air Quality Plan with “New Model” ASAP

Regional Transportation Council

Correspondence To Congressional Delegation

Consider Modernizing Requirements Regarding New

Model Release:

Current

Maximum 2-Year Grace Period

Suggested

**A Grace Period Applies Until Air Quality Plan Emission
Budgets Utilize New Model**

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