

Air Quality

The 1990 Clean Air Act Amendments require conformity determinations of Transportation Plans and Transportation Improvement Programs (TIPs) adopted by Metropolitan Planning Organizations (MPOs) in areas that are nonattainment or that have been redesignated as attainment areas and are under maintenance plans for any National Ambient Air Quality Standards (NAAQS). Conformity determinations are also required in non-attainment areas for all transportation projects funded or approved under Title 23 or the Federal Transit Act.

Each MPO Regional Transportation Plan will go through a conformity analysis to demonstrate that each plan conforms to the State Implementation Plan (SIP). Each MPO TIP must demonstrate that the regional emission analysis performed on the plan applies to their TIP. This determination means that the implementation of the projects and programs in the MPO TIPs are consistent with air quality goals. Since the STIP contains the three MPO TIPs without modification, the implementation of the STIP will not worsen air quality or interfere with the purpose of the SIP.

The Congestion Mitigation Air Quality (CMAQ) program is one source of funds for [Transportation Control Measures \(TCMs\)](#) employed for the purposes of reducing congestion and improving air quality. Under the Transportation Conformity Rule, Transportation Control Measures (TCMs) are strategies that: are specifically identified and committed to in State Implementation Plans (SIPs); and are either listed in [Section 108 of the Clean Air Act \(CAA\)](#), or will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.

The following map shows nonattainment areas of the State that require a Conformity Analysis to the purpose of the State Implementation Plan (SIP) prior to being included in the State Transportation Improvement Plan.

ADOT Engineering Districts with Nonattainment and Maintenance Area Boundaries

