

AIR QUALITY RESOLUTION

Cambria County MPO

Conformity of the 2025-2050 Cambria County Long Range Transportation Plan (LRTP) and 2027-2030 Transportation Improvement Program (TIP) in Accordance with the Clean Air Act Amendments of 1990.

WHEREAS the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as “the CAAA”; and,

WHEREAS the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and,

WHEREAS on July 25, 2007, the Cambria County Metropolitan Planning Organization (MPO) had been re-designated under the 1997 eight-hour ozone standard as an attainment area by EPA with motor vehicle emission budgets (MVEBs) established in the State Implementation Plan (SIP) revision maintenance plan; and,

WHEREAS the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018, addressing air quality requirements for former 1997 ozone areas, and this region was maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015. An air quality analysis and conformity determination of the TIP for the 1997 ozone standard has also been prepared. This conformity determination demonstrates that the requirements of 40 CFR Part 93 are met; and,

WHEREAS effective April 5, 2005, the Cambria County MPO area has been designated under the 1997 fine particulate matter (PM_{2.5}) annual standard (as retained under the 2006 PM_{2.5} NAAQS) as a non-attainment area by EPA.; and,

WHEREAS effective November 2009, the Cambria County MPO area has been designated under the 2006 PM_{2.5} 24-hour NAAQS as a non-attainment area by EPA; and,

WHEREAS the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and,

WHEREAS the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans and programs and projects; and,

WHEREAS the EPA amended the Final Conformity Rule various times between 1996 and the present; and,

WHEREAS the Cambria County MPO is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and,

WHEREAS the final conformity rule (and subsequent amendments) requires that the Cambria County MPO Coordinating Committee determines that the transportation plans and programs conform within the CAAA requirements by meeting the criteria described in the final guidelines

NOW, THEREFORE BE IT RESOLVED THAT the Cambria County MPO Coordinating Committee has found that the 2025-2050 Long Range Transportation Plan (LRTP) 2027-2030 Transportation Improvement Program (TIP) contribute to the achievement and maintenance of the NAAQS; and,

NOW, THEREFORE BE IT FURTHER RESOLVED THAT the Cambria County MPO Coordinating Committee found that the 2027-2030 Long Range Transportation Plan (LRTP) and 2027-2030 Transportation Improvement Program (TIP) are consistent with the final conformity rule issued on November 24, 1993, and subsequent amendments.

I hereby certify that this Resolution was adopted by the Johnstown Coordinating Committee at its meeting on June 25, 2026.

ATTEST:

Jacob Zerby, Secretary

Johnstown MPO

By

Vince Greenland, Chairman

Johnstown MPO