

Air Quality Memorandum

REPORT NO. 26b

DATE August 26, 2010

SUBJECT CONFORMITY DETERMINATION FOR THE 2011-2016 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE WASATCH FRONT REGION

ABSTRACT The Transportation Equity Act (TEA-21) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality nonattainment and maintenance areas be derived from a “conforming” Transportation Plan (Plan) and Transportation Improvement Program (TIP). A conforming Plan or Program is one which has been analyzed for emissions of controlled air pollutants and found to satisfy emission level limits established in the State Implementation Plan (SIP) for air quality. This conformity analysis is made by the Wasatch Front Regional Council, as the Metropolitan Planning Organization (MPO) for the region, and then submitted to the Federal Highway Administration and the Federal Transit Administration for their concurrence. This conformity analysis is being prepared under the transportation conformity rulemakings promulgated by EPA as of December 2007 including the SAFETEA-LU final rulemaking.

Section 93.122(g)(1) of the 1997 amendments to the Transportation Conformity Rule (40 CFR part 93) states “The TIP may be demonstrated to [conform] ... without new regional emissions analysis if the regional emissions analysis already performed for the plan also applies to the TIP.” Section 93.122 includes the following three conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Secondly, all regionally significant projects in the TIP must be included in the regional emissions analysis. And third, the design concept and scope for TIP projects must not have changed significantly from the plan. As discussed below, the WFRC 2011-2016 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plans for air quality for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties included in the 2011-2016 TIP may be found to conform.

The following conformity findings for the WFRC 2011-2016 TIP are based on the transportation systems and planning assumptions described in the WFRC 2030 RTP (as amended) and the draft Air Quality Memorandum 26a dated June 28, 2010.

- X The 2011-2016 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Salt Lake City. All projects in Salt Lake City included in the TIP may go forward.
- X The 2011-2016 TIP conforms to the applicable controls and goals of the State Implementation Plan for the Carbon Monoxide maintenance area in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2011-2016 TIP conforms under the Control Strategy Criteria to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County. All projects in Salt Lake County included in the TIP may go forward.
- X The 2011-2016 TIP conforms to the “Build less than 1990” emissions test for PM₁₀ in Ogden City. All projects in Ogden City included in the TIP may go forward.
- X The 2011-2016 TIP conforms to the interim “Build less than 2008” emissions test for the Salt Lake PM_{2.5} non-attainment area. All projects in Weber, Davis, and Salt Lake included in the TIP may go forward.

EPA has not made official non-attainment designations for ozone areas. Therefore, no conformity test is included in this report for this pollutant. However, Air Quality Memorandum 26a does demonstrate that the Wasatch Front Area would meet the interim conformity test for ozone precursor emissions.

Plan Conformity

With the addition of the Salt Lake PM_{2.5} non-attainment area, a new conformity determination for the 2030 Regional Transportation Plan (RTP), including analysis of PM_{2.5} emissions, is required prior to December 2010. WFRC’s Air Quality Memorandum 26a dated June 28, 2010 finds that the WFRC 2030 RTP for the Salt Lake Area and the Ogden/Layton Area conforms to state air quality requirements. The conformity finding for the 2030 RTP will be submitted to FHWA and FTA and must meet conditions for approval no later than December 2010.

All of the regionally significant projects in the 2011-2016 TIP are identified in the 2030 RTP without any substantial changes to design or scope. All of the projects identified in the 2030 RTP are included in the regional emissions analysis.

TIP Timeframe

All projects which must be started no later than 2016 in order to achieve the transportation system envisioned by the 2030 RTP are included in the 2011-2016 TIP. Implementing these projects within the TIP time frame is dependent on available funding. Funding availability is based on the most reasonable assumptions available at the time the RTP was prepared. Projects in the RTP are

considered “financially constrained”, that is, they are not included in the RTP without identifying a reasonable funding source.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the TIP and RTP. All regionally significant projects are also included in the regional emissions analysis of the Plan. Regionally significant projects are identified as those projects involving a new or existing principal arterial or select minor arterials identified in Air Quality Memorandum 26a. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials. Interstate highways, freeways, expressways, and principal arterials were all treated as principal arterials for the purpose of determining regionally significant projects.

In addition to the regionally significant transportation projects which were identified and included in the regional emissions analysis, it is the practice of WFRC to include a number of minor arterials and collectors in the travel model in order to produce a more accurate model of current and future traffic conditions. Including minor arterials and collectors in the travel model does not mean these facilities should be treated as regionally significant facilities.

Concept and Scope

The design concept and scope of all regionally significant projects in the TIP have not changed significantly from the design and scope identified in the Plan.

Public Comment

The 2011-2016 TIP was made available for public inspection and comment from July 3 to August 7, 2010. Air Quality Memorandum 26a and 26b (this document) are also available to the public upon request and have been posted to the WFRC website (www.wfrc.org).