

Air Quality Memorandum

REPORT NO. 27a

DATE June 8, 2011

SUBJECT **DRAFT** - CONFORMITY ANALYSIS FOR THE WFRC 2012-2017 TRANSPORTATION IMPROVEMENT PROGRAM.

ABSTRACT The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA final rulemakings found in the SAFETEA-LU legislation.

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 2012-2017 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity 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 2012-2017 TIP are found to conform.

Wasatch Front Regional Council

295 North Jimmy Doolittle Road
Salt Lake City, Utah 84116

The following conformity findings for the WFRC 2012-2017 TIP are based on the transportation systems and planning assumptions described in the WFRC 2040 RTP and the Air Quality Memorandum 27 dated May 26, 2011.

- X The 2012-2017 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 2012-2017 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 2012-2017 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 2012-2017 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 2012-2017 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 27 does demonstrate that future Wasatch Front Area vehicle related precursor emissions associated with ozone would be less than current levels of vehicle emissions.

Plan Conformity

WFRC’s Air Quality Memorandum 27 dated May 26, 2011 finds that the WFRC 2040 RTP for the Salt Lake Area and the Ogden/Layton Area conforms to state air quality requirements and EPA interim conformity regulations. The conformity finding for the 2040 RTP has been submitted to FHWA and FTA for review and concurrence.

All of the regionally significant projects in the 2012-2017 TIP are identified in the 2040 RTP without any substantial changes to design or scope. All of the projects identified in the 2040 RTP are included in the regional emissions analysis.

TIP Timeframe

All projects which must be started no later than 2017 in order to achieve the transportation system envisioned by the 2040 RTP are included in the 2012-2017 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 27. 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 substantially from the design and scope identified in the Plan.

Public Comment

The 2012-2017 TIP will be made available for public inspection and comment for a 30 day period as required in the EPA conformity regulations. Air Quality Memorandum 27 and 27a (this document) are available to the public upon request and have been posted to the WFRC website (www.wfrc.org).