



WASATCH FRONT REGIONAL COUNCIL

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September 1, 2009

Terry Rosapep, Regional Administrator
Federal Transit Administration, Region 8
12300 West Dakota Ave. Suite 310
Lakewood, Colorado 80228-2583

James Christian, Division Administrator
Federal Highway Administration
2520 West 4700 South, Suite 9-A
Salt Lake City, Utah 84119

Subject: Conformity analysis for the 2010-2015 Transportation Improvement Program for the Salt Lake and the Ogden/Layton Urbanized Areas.

Dear Sirs:

Enclosed is a copy of the final conformity determination for the 2010-2015 Transportation Improvement Program (TIP) for the Salt Lake and Ogden/Layton Urbanized Areas. The 2010-2015 TIP for Salt Lake and Ogden/Layton Urbanized areas was adopted by the Wasatch Front Regional Council on August 27, 2009, and was found to conform with state air quality plans.

The analysis presented in the conformity determination shows that the Salt Lake and Ogden/Layton Area 2010-2015 TIP conforms to the State Implementation Plan for CO in Salt Lake City and Ogden, and PM₁₀ in Salt Lake County and Ogden.

This conformity determination is submitted for your review. We request your concurrence with the conformity determination for the 2010-2015 TIP.

Sincerely,



Charles W Chappell, P.E.
Executive Director

CWC/brw

cc: Elden Bingham, UDOT
Cheryl Heying, DAQ
Jeff Kimes, EPA

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Utah Association of Counties

Russ Wall
Utah League of Cities & Towns

John Njord
Utah Department of Transportation

John English
Utah Transit Authority

Robert Grow
Envision Utah

Air Quality Memorandum

REPORT NO. 25a

DATE July 28, 2009

SUBJECT CONFORMITY DETERMINATION FOR THE 2010-2015 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 determination is being prepared under the final conformity regulations issued jointly by the EPA and USDOT on November 24, 1993 and the March 2006 Final Rule.

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 2010-2015 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 2010-2015 TIP may be found to conform.

The following conformity findings for the WFRC 2010-2015 TIP are based on the transportation systems and planning assumptions described in the WFRC 2030 RTP (as amended) and Air Quality Memorandum 25 dated October 30, 2008.

- X The 2010-2015 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 2010-2015 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 2010-2015 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 2010-2015 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.

EPA has not made official non-attainment designations for PM_{2.5} or ozone areas. Therefore, no conformity test is included in this report for these pollutants. However, Air Quality Memorandum #25 does demonstrate that the Wasatch Front Area would meet the interim conformity test for these pollutants.

Plan Conformity

The WFRC 2030 Regional Transportation Plan (RTP) for the Salt Lake Area and the Ogden/Layton Area was found to conform to state air quality requirements as documented in WFRC’s Air Quality Memorandum #25 dated October 30, 2008. In a letter dated November 3, 2008, FHWA and FTA concurred with the RTP conformity finding for the amended Regional Transportation Plan that had been approved by the WFRC Policy Board on October 23, 2008.

All of the capacity increasing projects in the 2010-2015 TIP are identified in the 2030 RTP. 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 2015 in order to achieve the transportation system envisioned by the 2030 RTP are included in the 2010-2015 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. 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 2010-2015 TIP was made available for public inspection and comment from July 4 to August 15, 2009. Air Quality Memorandum #25 and #25a (this document) are also available to the public upon request and have been posted to the WFRC website.