

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

November 30, 2010

SUBJECT:

New Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update, As Amended

SUMMARY:

On September 22, 2010, the MAG Regional Council approved a Mesa request to advance the construction of an interim connection of the Williams Gateway Freeway between the Santan Freeway and Ellsworth Road from FY 2016 to FY 2012 to be incorporated into the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update, for an air quality conformity analysis. MAG has conducted a conformity analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the amendment will not contribute to violations of federal air quality standards. On October 8, 2010, a 30-day public review period began on the conformity assessment and amendment. Approval of the new conformity finding by the Regional Council is required prior to MAG approval of the amendment to the TIP and Regional Transportation Plan 2010 Update.

In the October 8, 2010 memorandum a description of the projects was provided in Attachment B. Recently, the Arizona Department of Transportation notified MAG of minor revisions to the funding amounts for these projects. It is important to note that these minor revisions do not impact the regional emissions analysis previously transmitted for consultation on October 8, 2010. A copy of the conformity assessment that includes a revised Attachment B, is attached. The comment period has been extended to December 3, 2010.

PUBLIC INPUT:

On October 8, 2010, a 30-day public review period began on the conformity assessment and proposed amendment to the TIP and Regional Transportation Plan 2010 Update. The comment period has been extended to December 3, 2010.

In addition, an opportunity for public comment was provided at the November 10, 2010 Management Committee meeting and no public comments were received.

PROS & CONS:

PROS: Approval of the conformity finding is required prior to approval of a major amendment to a TIP or Regional Transportation Plan by a metropolitan planning organization. The purpose of conformity is to ensure that transportation actions will not cause or contribute to violations of federal air quality standards.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Implementation of the TIP and Regional Transportation Plan 2010 Update will not cause or contribute to new violations of ambient air quality standards, increase the frequency or severity of any existing violations, or delay timely attainment of any standard or required emission reduction.

POLICY: The amendment to the TIP and Regional Transportation Plan 2010 Update may not be adopted until the conformity finding is approved. The conformity assessment is being prepared in accordance with federal and state regulations. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

ACTION NEEDED:

Approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

PRIOR COMMITTEE ACTIONS:

Management Committee: On November 10, 2010, the MAG Management Committee recommended approval of the new Finding of Conformity for the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update, as amended.

MEMBERS ATTENDING

- | | |
|--|--|
| Carl Swenson, Peoria, Chair | Bill Hernandez, Guadalupe |
| Charlie Meyer, Tempe, Vice Chair | Sonny Culbreth for Darryl Crossman,
Litchfield Park |
| # George Hoffman, Apache Junction | Christopher Brady, Mesa |
| Charlie McClendon, Avondale | Jim Bacon, Paradise Valley |
| Stephen Cleveland, Buckeye | Ed Zuercher for David Cavazos, Phoenix |
| * Gary Neiss, Carefree | John Kross, Queen Creek |
| * Usama Abujbarah, Cave Creek | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| Patrice Kraus for Rich Dlugas, Chandler | David Richert, Scottsdale |
| Pat Dennis for Rick Flaaen, El Mirage | Michael Celaya for Mark Coronado, Surprise |
| * Phil Dorchester, Fort McDowell Yavapai
Nation | * Reyes Medrano, Tolleson |
| Rick Davis, Fountain Hills | Gary Edwards, Wickenburg |
| Rick Buss, Gila Bend | * Lloyce Robinson, Youngtown |
| * David White, Gila River Indian Community | Rob Samour for John Halikowski, ADOT |
| Collin DeWitt, Gilbert | * David Smith, Maricopa Co. |
| Brent Stoddard for Ed Beasley, Glendale | David Boggs, Valley Metro/RPTA |
| Mark Gaillard for John Fischbach, Goodyear | |

- * Those members neither present nor represented by proxy.
Participated by telephone conference call. + Participated by videoconference call.

CONTACT PERSON:

Dean Giles, MAG, (602) 254-6300.

November 9, 2010

TO: Leslie Rogers, Federal Transit Administration
Robert Hollis, Federal Highway Administration
John Halikowski, Arizona Department of Transportation
Benjamin Grumbles, Arizona Department of Environmental Quality
David Boggs, Regional Public Transportation Authority
Stephen Banta, Valley Metro Rail
Debbie Cotton, City of Phoenix Public Transit Department
William Wiley, Maricopa County Air Quality Department
Brian Tapp, Central Arizona Association of Governments
Donald Gabrielson, Pinal County Air Quality Control District
Gregory Nudd, U.S. Environmental Protection Agency, Region IX
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Specialist

SUBJECT: CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO
THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND
REGIONAL TRANSPORTATION PLAN 2010 UPDATE

On October 8, 2010, the Maricopa Association of Governments transmitted for consultation a conformity assessment for a proposed amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update to advance the construction of an interim connection of the Williams Gateway Freeway from the Santan Freeway to Ellsworth Road from FY 2016 to FY 2012. The proposed amendment requires a new conformity determination on the TIP and Regional Transportation Plan 2010 Update. The project change impacts the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis was conducted.

In the October 8, 2010 memorandum a description of the projects was provided in Attachment B. Recently, the Arizona Department of Transportation notified MAG of minor revisions to the funding amounts for these projects. It is important to note that these minor revisions do not impact the regional emissions analysis previously transmitted for consultation on October 8, 2010. A description of the projects is provided in a revised Attachment B. The comment period has been extended to December 3, 2010.

The results of the regional emissions analysis for the proposed amendment, when considered together with the TIP and Regional Transportation Plan 2010 Update as a whole, meet the transportation conformity requirements for carbon monoxide, ozone, and particulate matter PM-10 (see Attachment A). As noted above, a description

of the projects is provided in a revised Attachment B. The proposed amendment and the corresponding regional emissions analysis are being provided for review and comment through the MAG Conformity Consultation Process. The amendment, as well as the corresponding consultation, will be on the agenda for the November 10, 2010 MAG Management Committee meeting and the December 8, 2010 MAG Regional Council meeting.

If you have any questions or comments, please contact me at (602) 254-6300.

Attachments

cc: Eric Massey, Arizona Department of Environmental Quality
Jennifer Toth, Arizona Department of Transportation
Mark Hodges, Arizona Department of Transportation

ATTACHMENT A

CONSULTATION ON CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT TO THE FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLAN 2010 UPDATE

MAG is conducting consultation on an amendment to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and the Regional Transportation Plan 2010 Update to advance the construction of an interim connection of the Williams Gateway Freeway from the Santan Freeway to Ellsworth Road from FY 2016 to FY 2012. The conformity assessment indicates that the proposed amendment to the TIP and Regional Transportation Plan 2010 Update satisfies the criteria specified in the federal transportation conformity rule for a conformity determination. A finding of conformity is therefore supported.

The federal conformity regulations at 40 CFR Parts 51 and 93 specify the criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are: (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by the U.S. Environmental Protection Agency (EPA) for transportation conformity purposes, or an interim emissions test; (2) the latest planning assumptions and emissions models specified for use in air quality implementation plans must be employed; (3) the TIP and Regional Transportation Plan must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation.

The current conformity finding of the TIP and Regional Transportation Plan 2010 Update was made by the Federal Highway Administration and Federal Transit Administration on August 25, 2010. The results of the regional emissions analysis for the proposed amendment to the TIP and Regional Transportation Plan 2010 Update are described below and in Table A-1.

Regional Emissions Analysis

The proposed amendment to the TIP and Regional Transportation Plan 2010 Update must pass the emissions budget tests with budgets that have been found to be adequate or approved by the EPA for transportation conformity purposes. The MAG transportation and air quality models were utilized in the regional emissions analysis to assess the effect of the estimated emissions from the amendment, when considered together with the emissions from the TIP and Regional Transportation Plan as a whole.

The modeling results indicate that for each pollutant and each modeled year the regional emissions from the proposed amendment considered together with the TIP and Regional Transportation Plan 2010 Update are less than the motor vehicle emissions budgets for carbon monoxide, eight-hour ozone precursors (volatile organic compounds and nitrogen oxides), and particulate matter (PM-10). In the regional emissions analysis for carbon monoxide, eight-hour ozone, and PM-10, the year 2025 was modeled since it is an intermediate year that meets the federal conformity rule requirement that horizon years be no more than ten years apart. The analysis year 2031 was modeled since it is the last year of the Regional Transportation Plan 2010 Update.

The EPA approved the MAG Carbon Monoxide Maintenance Plan and 2006 emissions budget for carbon monoxide of 699.7 metric tons per day and a 2015 budget of 662.9 metric tons per day, effective April 8, 2005. The regional emissions analysis was conducted for carbon monoxide for the years 2010, 2015, 2025, and 2031. Carbon monoxide was modeled in 2010 since 2010 is less than ten years from the 2002 calibration year for the transportation models. The year 2015 was modeled since it is a maintenance year in the MAG Carbon Monoxide Maintenance Plan. For carbon monoxide, the total regional vehicle-related emissions for the analysis year 2010 is projected to be less than the approved emissions budget of 699.7 metric tons per day, and the emissions for the analysis years 2015, 2025, and 2031 are projected to be less than the approved emissions budget of 662.9 metric tons per day. The applicable conformity test for carbon monoxide is therefore satisfied.

For eight-hour ozone, the EPA made a finding that the 2008 emissions budgets for volatile organic compounds (VOC) of 67.9 metric tons per day and nitrogen oxides (NO_x) of 138.2 metric tons per day in the MAG 2007 Eight-Hour Ozone Plan are adequate for transportation conformity purposes, effective November 9, 2007. The regional emissions analysis was conducted for the eight-hour ozone precursors VOC and NO_x for the years 2010, 2015, 2025, and 2031. The year 2010 was modeled for VOC and NO_x since 2010 is less than ten years from the 2002 calibration year for the transportation models. The year 2015 was also modeled for VOC and NO_x since 2015 is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. For VOC, the total regional vehicle-related emissions for the analysis years 2010, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 67.9 metric tons per day. For NO_x, the total regional vehicle-related emissions for the analysis years 2010, 2015, 2025, and 2031 are projected to be less than the adequate emissions budget of 138.2 metric tons per day. The applicable conformity tests for eight-hour ozone are therefore satisfied.

For particulate matter (PM-10), the EPA made a finding that the 2010 emissions budget for PM-10 of 103.3 metric tons per day in the MAG Five Percent Plan for PM-10 is adequate for transportation conformity purposes, effective July 1, 2008. The regional emissions analysis was conducted for PM-10 for the years 2010, 2015, 2025, and 2031. The year 2010 was modeled for PM-10, because it is the attainment year in the MAG 2007 Five Percent Plan for PM-10 and is in the timeframe of the TIP. The year 2015 was also modeled for PM-10 since 2015 is an intermediate year that meets the federal conformity requirement that analysis years be no more than ten years apart. For PM-10, the total vehicle-related emissions for the analysis years of 2010, 2015, 2025, and 2031 are projected to be less than the 2010 emissions budget of 103.3 metric tons per day. The conformity test for PM-10 is therefore satisfied.

Latest Planning Assumptions and Emissions Models

In accordance with federal conformity requirements, the latest planning assumptions and emissions models specified for use in air quality implementation plans were employed for this conformity determination. The latest planning assumptions used for this conformity determination are consistent with the models, associated methods, and assumptions described in the 2010 MAG Conformity Analysis document distributed for interagency consultation in May 2010, with one exception. The one exception is that July 2010 vehicle registration data received from the Arizona Department of Transportation (ADOT) was used in the emissions modeling. A summary of the latest planning assumptions, including population, employment, and vehicle registration data used in the regional emissions analysis, is provided in Table A-2. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis began on September 22, 2010.

Timely Implementation of Transportation Control Measures

The November 24, 1993 transportation conformity rule preamble indicates that “EPA believes that for conformity determinations on TIP amendments, the demonstration of timely implementation of TCMs should focus on the changes to the TIP which impact TCM implementation. A new status report on implementation of TCMs is not necessarily required for TIP amendments; the status report from the previous conformity determination may be relied on if by its nature the TIP amendment does not affect TCM implementation.” Therefore, for this amendment to the TIP and Regional Transportation Plan 2010 Update, the 2010 MAG Conformity Analysis is relied on for reporting the timely implementation of transportation control measures since the amendment does not affect TCM implementation.

In accordance with Section 93.113, the TIP and Regional Transportation Plan 2010 Update with the proposed amendment continue to provide for the timely completion or implementation of the TCMs in the applicable air quality implementation plans, and no schedule difficulties have been identified. In addition, nothing in the TIP and Regional Transportation Plan 2010 Update interferes with the implementation of any transportation control measures in the applicable air quality implementation plans, and priority is given to TCMs.

Consultation

In compliance with federal and state rules, MAG is required to provide reasonable opportunity for consultation with state air and transportation agencies, local agencies, U.S. Department of Transportation, Environmental Protection Agency and other interested parties. For this amendment, a 30-day consultation period is being provided on the conformity assessment contained in this memorandum. Consultation is concluded by notifying the agencies and other interested parties of any approval action taken by the MAG Regional Council and any comments received during the period of consultation.

TABLE A-1

CONFORMITY TEST RESULTS FOR CO, VOC, NO_x, AND PM-10 (METRIC TONS/DAY)

Pollutant	Carbon Monoxide ^a		Eight-Hour Ozone ^b		PM-10 ^c			
	Year - Scenario	2006	2015	2008 VOC	2008 NO _x	Onroad Mobile	Road Construction	2010 Total PM-10
<i>Budget Test</i>		699.7	662.9	67.9	138.2	N/A	N/A	103.3
2010		519.6		52.0	131.2	73.1	5.3	78.4
2015			480.0	46.8	73.9	73.7	7.4	81.1
2025			481.4	40.2	42.3	83.2	7.4	90.6
2031			498.2	43.4	42.1	87.8	7.4	95.2

- a The Carbon Monoxide Maintenance Plan established a 2006 budget and a 2015 budget. The onroad mobile source emissions correspond to a Friday in December episode day conditions.
- b The MAG 2007 Eight-Hour Ozone Plan established 2008 budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO_x). The onroad mobile source emissions correspond to a Thursday in June episode day conditions.
- c The MAG 2007 Five Percent Plan for PM-10 established a 2010 emissions budget corresponding to an annual average day.

TABLE A-2

LATEST PLANNING ASSUMPTIONS FOR MAG CONFORMITY DETERMINATIONS

<u>Assumption</u>	<u>Source</u>	<u>MAG Models</u>	<u>Next Scheduled Update</u>
Population and Employment	Under Governor's Executive Order 95-2, official County projections are updated every 5 years after a census. These official projections must be used by all agencies for planning purposes. Following the release of 2005 U.S. Census Survey data in June 2006, the Arizona Department of Economic Security (DES) prepared a new set of Maricopa County projections. MAG has also developed a set of employment projections for Maricopa County that are consistent with the DES population projections. The MAG Regional Council approved subcounty socioeconomic projections consistent with the 2005 Census Survey in May 2007.	DRAM/EMPAL; SAM-IM	Official Maricopa County socioeconomic projections based on Arizona Department of Commerce (DOC) county projections may be approved by the MAG Regional Council after the 2010 U.S. Census.
Traffic Counts	Transportation models were re-validated in 2009 using approximately 2,200 traffic counts collected in 2006-2008.	TransCAD	Region-wide traffic counts are typically collected by MAG every 2-4 years, if funds are available.
Vehicle Miles of Travel	Transportation models were re-calibrated in 2006 using the 2001 home interview survey and a 2001 on-board bus survey. The base year for the calibration of the transportation models was 2002. Partial re-calibration of the models were conducted in 2008-2009 based on the 2007 on-board bus survey.	TransCAD	The FY 2008 Unified Planning Work Program (UPWP) contained \$300,000 for an External Travel Survey and \$750,000 for a Household Travel Survey. When available, these data will be used to re-calibrate the transportation models.
Speeds	Transportation models were validated in 2009 using survey data on peak and off-peak highway speeds collected in 2007.	TransCAD	Travel speed studies are conducted periodically to validate the transportation models.
Vehicle Registrations	July 2010 vehicle registrations were provided by ADOT.	MOBILE6.2	When newer data become available from ADOT in MOBILE6 format.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

Request for Project Change - 2011-2015 MAG Transportation Improvement Program

TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT11-123	ADOT	SR24 (Williams Gateway Freeway): L202 to Ellsworth.	Advance construct new freeway segment. Repayment in 2015.	2012	1.75	0	4	Local	\$ 148,200,000	\$ -		\$ 148,200,000	Amend: Add new project to the TIP. Project is advance constructed from 2016 to 2012 with local funds. Repayment begins in June 2015. Freeway ramps are 1 lane and freeway is 2 lanes in each direction. Project will be open to traffic in 2014.
DOT15-200	ADOT	SR24 (Williams Gateway Freeway): L202 to Ellsworth.	Repayment of advanced construction.	2015	1.75	0	4	RARF		\$ -	\$ 148,200,000	\$ 148,200,000	Amend: Add new project to the TIP. Repayment of advanced construct project. Repayments to begin June 2015.
DOT11-124	ADOT	SR24 (Williams Gateway Freeway): L202 to Ellsworth.	Highway Project Acceleration Notes (HPAN) Interest Payments	2012	1.75	0	4	State - STAN	\$ 10,000,000			\$ 10,000,000	Amend: Add new project to the TIP.
DOT11-125	ADOT	SR24 (Williams Gateway Freeway): L202 to Ellsworth.	Highway Project Acceleration Notes (HPAN) Interest Payments	2012	1.75	0	4	RARF			\$ 5,700,000	\$ 5,700,000	Amend: Add new project to the TIP.