

Air Quality Memorandum

REPORT NO. 22

DATE June 29, 2007

SUBJECT CONFORMITY DETERMINATION FOR THE 2008-2013 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(e)(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 2008-2013 TIP meets the conditions of CFR 93.122(e)(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 2000-2004 TIP may be found to conform.

The following conformity findings for the WFRC 2008-2013 TIP are based on the transportation systems and planning assumptions described in the WFRC 2030 RTP and Air Quality Memorandum 21.

- C The 2008-2013 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.
- C The 2008-2013 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.
- C The 2008-2013 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.
- C The 2008-2013 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.

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 #21 dated June 18, 2007. FHWA and FTA concurred with the RTP conformity finding in a letter dated [June 2007].

All of the capacity increasing projects in the 2008-2013 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 2013 in order to achieve the transportation system envisioned by the 2030 RTP are included in the 2008-2013 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.

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 and regionally significant facilities.

Concept and Scope

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

Public Comment

The 2008-2013 TIP and this Conformity Determination were made available for public inspection and comment from June 27, 2007 to July 31, 2007.

Appendix 1

2008 - 2013

TIP Projects

Salt Lake and Ogden/Layton Areas