

Air Quality Memorandum

REPORT NO. 39

DATE May 24, 2019

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2019-2050 REGIONAL TRANSPORTATION PLAN.

ABSTRACT The FAST Act 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 and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within emission limits established in the State Implementation Plan (SIP) or within guidelines established by the 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 Salt Lake- West Valley and Ogden-Layton Urbanized Areas, 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 EPA as of March 2010 and according to FHWA final rulemakings found in the FAST legislation. The EPA approved MOVES model for estimating vehicle emissions was used for this conformity analysis.

This conformity analysis addresses the emissions impact of the 2019-2050 RTP. The projected vehicle activity is based on Version 8.3 of the WFRC travel demand model and the 2012 Household Travel Survey of trip making activity. For a detailed list of projects included in this conformity analysis, see Appendix L of the Regional Transportation Plan: 2019-2050 at

https://drive.google.com/drive/folders/1kX4byj_BkDd9F_64-jCSw5ftao7_65eC.

Based on the analysis presented in this document, the WFRC 2019-2050 RTP conforms to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas. Therefore, all transportation projects in Box Elder, Weber, Davis, Salt Lake, and Tooele Counties included in the 2019-2050 RTP are found to conform.

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A. Conformity Requirements

Conformity Process

Since the commencement of the federal transportation planning requirements in the late 1960s, further requirements (most recently the 2015 Fixing America's Surface Transportation Act (FAST) and the 1990 Clean Air Act Amendments) have added to the responsibilities and the decision making powers of local governments through the Metropolitan Planning Organization. The Wasatch Front Regional Council (WFRC) is the Metropolitan Planning Organization for the Salt Lake/West Valley and Ogden / Layton Urbanized Areas. This report summarizes WFRC's conformity analysis of the 2019-2050 RTP with the Division of Air Quality's State Implementation Plan (SIP) and the Environmental Protection Agency's interim conformity guidelines. This conformity analysis is subject to public and agency review, and requires the concurrence of the Federal Highway Administration and Federal Transit Administration.

In November, 1993, the Environmental Protection Agency and the U.S. Department of Transportation issued rules establishing the procedures to be used to show that transportation plans and programs conform to the SIP. The conformity rules establish that federal funds may not be used for transportation projects that add capacity in areas designated as "non-attainment (or maintenance) with respect to the National Ambient Air Quality Standards", until and unless a regional emissions analysis of the Plan and TIP demonstrates that the projects conform to the SIP. This restriction also applies to "regionally significant" transportation projects sponsored by recipients of federal funds even if the regionally significant transportation project uses local funds exclusively.

Davis and Salt Lake Counties, Salt Lake City, Ogden City and portions of Weber, Box Elder and Tooele Counties are designated as non-attainment (or maintenance) for one or more air pollutants. Specifically, there are four areas in the Wasatch Front region for which the conformity rules apply. These areas are listed in Table 1 below.

Table 1
Wasatch Front Region Non-attainment Designations

Area	Designation	Pollutant	Attainment Date
Salt Lake City	Maintenance Area	Carbon Monoxide (CO)	1983
Ogden City	Maintenance Area	Carbon Monoxide (CO)	1983
	Moderate Non-Attainment Area	Particulate Matter (PM ₁₀)	TBD
Salt Lake County	Moderate Non-Attainment Area	Particulate Matter (PM ₁₀)	2003
Salt Lake (including Davis, Salt Lake, and portions of Weber, Box Elder, and Tooele Counties)	Serious Non-Attainment Area	Particulate Matter (PM _{2.5})	2019
Northern Wasatch Front (including Salt Lake, Davis, and portions of Weber and Tooele Counties)	Marginal Non-Attainment Area	Ozone (O ₃)	2021

The CAAA established requirements for conformity. These requirements are outlined in 40 CFR 93.109 and include the following:

- Latest planning assumptions
- Transportation Control Measures (TCM)
- Emissions budget
- Project from a conforming plan and TIP
- PM₁₀ control measures
- Latest emissions model
- Consultation
- Currently conforming plan and TIP
- CO and PM₁₀ “hot spots”

Each of these requirements will be discussed in the following paragraphs.

Latest Planning Assumptions

Current travel models are based on socioeconomic data and forecasts from local building permits, the Utah Division of Workforce Services, and the Governor’s Office of Management and Budget (GOMB). Base year socioeconomic data are for calendar year 2015. Forecasts of population and employment by traffic analysis zone were developed by WFRC in 2019 and are controlled to county-level forecasts produced in 2017 by the University of Utah’s Kem C. Gardner Policy Institute (GPI) funded by the Utah legislature.

Latest Emissions Model

The conformity analysis presented in this document is based on EPA mobile source emissions models: MOVES2014a for tailpipe emissions and AP-42 section 13.2.1 for paved road dust emissions. The application of these models will be discussed in greater detail in the Emissions Model section of this document.

Consultation Process

Section 105 of 40 CFR Part 93 (Conformity Rule) requires, among other things, interagency consultation in the development of conformity determinations. To satisfy this requirement, the State Division of Air Quality (DAQ) prepared a Conformity SIP to outline the consultation procedures to be used in air quality and transportation planning. The Conformity SIP also defines the membership of the Interagency Consultation Team (ICT) as representatives from DAQ, WFRC, Mountainland Association of Governments, Utah Department of Transportation, Utah Transit Authority, EPA, FHWA, and the FTA. The Conformity SIP has been approved by EPA. WFRC followed the consultation procedures as outlined in the Conformity SIP in the preparation of this conformity analysis. As part of the public involvement procedures referenced in the Conformity SIP, WFRC presented this report to the Regional Growth Committee for review and comment. The TransCom committee includes a member of the Utah Air Quality Board as well as representatives of UDOT, UTA, and FHWA. Management level staff members from the Utah Division of Air Quality are notified of meetings and agendas of the above committees. The Utah Division of Air Quality and other members of the ICT were also provided with a copy of this report during the public comment period for the 2019-2050 RTP.

This Conformity Analysis for the 2019-2050 RTP was made available for public inspection and comment for a 30-day period in accordance with EPA conformity regulations. This analysis was also posted on the WFRC website during the comment period. Notification of the comment period was sent by electronic mail to interested stakeholders. In addition, public comment was taken during various committee meetings of the Wasatch Front Regional Council.

TCM Implementation

A conformity analysis for the 2019-2050 RTP must certify that the RTP does not interfere with the implementation of any Transportation Control Measure (TCM) identified in the applicable State Implementation Plan (SIP). There is one TCM from the original SIP section for the 1-hour ozone standard which has been carried forward to the current ozone maintenance plan, even though the 1-hour ozone standard has been revoked. This TCM, the employer-based trip reduction program, applies to local, state, and federal government employers. The program emphasizes measures to reduce the drive-alone rate such as subsidized bus passes, carpooling, telecommuting, and flexible work schedules. UTA has in place the ECO pass discount for a number of large employers including the University of Utah and Weber State University. Ridesharing, telecommuting, and flexible work schedules are programs currently managed, promoted, or operated by UTA Rideshare and the UDOT Travelwise program. Congestion Mitigation and Air Quality (CMAQ) funds and other transportation funds are used to support these ongoing programs.

Emissions Budget

A comparison of mobile source emission estimates to emission budgets defined in the SIP is outlined in this document in Section D - Conformity Determination.

Currently Conforming Plan and TIP

The existing 2040 RTP for the Wasatch Front Area conforms to State air quality goals and objectives as noted in a letter from FHWA and FTA dated September 5, 2018. The existing 2018-2023 TIP for the Wasatch Front Area was also found to conform and this was noted in a letter from FHWA and FTA dated September 13, 2018.

Projects from a Conforming Plan and TIP

TIP Time Frame - All projects which must be started no later than 2023 in order to achieve the transportation system envisioned by the 2019-2050 RTP are included in the 2018-2023 TIP. The TIP is fiscally constrained, meaning that only those projects with an identified source of funds are included in the TIP. Estimated funding availability is based on current funding levels and reasonable assumptions that these funds will continue to be available. Conformity for the 2018-2023 TIP is addressed separately in Air Quality Memorandum 38a.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the RTP. All regionally significant projects are also included in the regional emissions analysis of the RTP. Regionally significant projects are identified as those projects functionally classified as a principal arterial or higher order facility, and certain minor arterials as identified through the interagency consultation process (see Appendix 1 for a complete definition of regionally significant projects). The latest Utah Department of Transportation Functional Classification map is used to identify functional classification. Interstate highways, freeways, expressways, principal arterials, certain minor arterials, light rail, and commuter rail are treated as regionally significant projects.

Because of their relative impact on air quality, all regionally significant projects regardless of funding source must be included in the regional emissions analysis, and any significant change in the design or scope of a regionally significant project must also be reflected in the analysis. All regionally significant projects have been included in the regional emissions analysis, and the modeling parameters used for these projects are consistent with the design and scope of these projects as defined in the RTP. In order to improve the quality of the travel model, minor arterials and collectors, as well as local transit service, are also included in the regional travel model (and thus the regional emissions analysis) but these facilities are not considered regionally significant since they do not serve regional transportation needs as defined by EPA. For a list of projects included in this conformity analysis, see Appendix L of the Regional Transportation Plan: 2019-2050 at

https://drive.google.com/drive/folders/1kX4byj_BkDd9F_64-jCSw5ftao7_65eC.

CO, PM₁₀ and PM_{2.5} “Hot Spot” Analysis

In addition to the regional emissions conformity analysis presented in this document, specific projects within carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) non-attainment areas are required to prepare a “hot spot” analysis of emissions. The “hot spot” analysis serves to verify whether localized emissions from a specific project will meet air quality standards. This requirement is addressed during the NEPA phase of project development before FHWA or FTA can issue final project approval.

FHWA has issued guidance on quantitative PM₁₀ and PM_{2.5} “hot spot” analysis to be used for the NEPA process. This guidance can be found at:

<http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm>.

PM₁₀ Control Measures

Construction-related Fugitive Dust - Construction-related dust is not identified in the Utah SIP as a contributor to the PM₁₀ non-attainment area. Therefore, there is no conformity requirement for construction dust. Section 93.122(d) (1) of 40 CFR reads as follows:

“For areas in which the implementation plan does not identify construction-related fugitive PM₁₀ as a contributor to the non-attainment problem, the fugitive PM₁₀ emissions associated with highway and transit project construction are not required to be considered in the regional emissions analysis.”

In the Utah PM₁₀ SIP, construction-related PM₁₀ is not included in the inventory, nor is it included in the attainment demonstration or control strategies. Control of construction-related PM₁₀ emissions are mentioned in qualitative terms in Section IX.A.7 of the SIP as a maintenance measure to preserve attainment of the PM₁₀ standard achieved by application of the control strategies identified in the SIP. Section IX.A.7.d of the SIP requires UDOT and local planning agencies to cooperate and review all proposed construction projects for impacts on the PM₁₀ standard. This SIP requirement is satisfied through the Utah State Air Quality Rules. R307-309-4 requires that sponsors of any construction activity file a dust control plan with the State Division of Air Quality.

Other Conformity Requirements

Transit Fares - Transit fares have increased periodically and will continue to increase in response to rising operating costs. The RTP assumes that transit fare revenues will cover a constant percentage of all transit operating cost, so future fare increases are consistent with the Plan. With any price increase some market reaction is expected. While there have been some short term fluctuations in transit patronage in response to fare increases, the implementation of light rail service and other transit improvements has retained and increased transit patronage consistent with the levels anticipated by the RTP.

Plans to expand light rail service, to increase and enhance bus service, and to extend commuter rail operations are moving forward. These transit projects are envisioned in the Plan and the steps necessary to implement these projects are moving forward including various voter approved sales tax increases for transit funding.

B. Transportation Modeling

Improvement to the WFRC travel demand model practice and procedure is an ongoing process. This conformity analysis is based on the latest version (8.3) of the travel demand model. Version 8.3 of the travel demand model updates the former 2011 base year with socio-economic data and transportation networks for the new 2015 base year. The new model also incorporates the results of the 2012 Household Travel Survey conducted by WFRC. Version 8.3 of the model adds more traffic analysis zones, and the transit mode choice portion of the model has been enhanced.

Planning Process

Federal funding for transportation improvements in urban areas requires that these improvements be developed through a comprehensive, coordinated, and continuous planning process involving all affected local governments and transportation planning agencies. The planning process is certified annually by the Regional Council and reported to the Federal Highway Administration and Federal Transit Administration. Every four years FHWA and FTA conduct a comprehensive certification review. The certification review of November 2017 found that the WFRC planning process meets federal requirements. Recommendations were made to improve WFRC's planning process and these are being addressed.

The documentation of the planning process includes at a minimum, a twenty-year Regional Transportation Plan updated at least every four years; and a four-year Transportation Improvement Program (capital improvement program) updated and adopted at least every four years. The planning process includes the involvement of local elected officials, state agencies, and the general public.

Travel Characteristics

The WFRC travel model is used to estimate and forecast highway Vehicle Miles Traveled (VMT) and vehicle speeds for Weber, Davis, and Salt Lake Counties. The Utah State Travel Model (USTM) is used to estimate VMT and speed in Box Elder County and Tooele County. The WFRC travel demand model is based on the latest available planning assumptions and a computerized representation of the transportation network of highways and transit service. The base data for the travel demand model is reviewed regularly for accuracy and updates. The travel model files used for this conformity analysis are available upon request.

Shown below in Table 2a and Table 2b is a summary of winter and summer weekday VMT for the cities and counties in designated non-attainment areas. Totals for VMT are given for various air quality analysis years from 2019 to 2050. Note that the VMT values for Box Elder and Tooele Counties are not for the entire county but only that portion of the county designated as non-attainment for a criteria pollutant.

Seasonal factors for highway VMT variations have been revised and refined by research commissioned by the Utah Department of Transportation. Seasonal factors are determined for each link of the highway system based on the functional class (freeway or arterial) and the area type (rural, transitional, suburban, and urban). Other considerations include traffic volume and recreational activity.

Table 2a

Vehicle Miles Traveled (HPMS Adjusted Average Winter Weekday)

	2019	2021	2030	2040	2050
Salt Lake City	7,219,821	7,512,652	8,474,238	9,187,584	9,794,630
Ogden City	1,769,940	1,831,472	2,016,325	2,181,708	2,311,431
Salt Lake County	30,002,951	31,163,465	36,119,666	40,534,754	44,229,914
Davis County	8,364,926	8,724,763	10,373,290	11,455,072	12,492,340
Weber County	5,285,075	5,502,705	6,235,553	6,920,837	7,465,494
Box Elder County*	2,099,417	2,150,397	2,469,230	2,888,821	3,362,191
Tooele County*	1,668,478	1,772,599	2,269,896	2,775,621	3,245,074

**non-attainment portion of the county*

Table 2a

Vehicle Miles Traveled (HPMS Adjusted Average Summer Weekday)

	2019	2021	2030	2040	2050
Salt Lake City	7,978,870	8,303,801	9,378,254	10,155,033	10,790,496
Ogden City	1,980,604	2,048,859	2,243,119	2,425,277	2,562,179
Salt Lake County	33,686,310	34,977,247	40,480,316	45,290,380	49,326,279
Davis County	9,661,813	10,058,191	11,926,253	13,126,787	14,269,660
Weber County	6,223,592	6,472,502	7,321,687	8,137,369	8,778,102
Box Elder County*	2,901,766	2,961,862	3,362,614	3,916,729	4,552,501
Tooele County*	2,070,483	2,202,571	2,815,115	3,432,616	4,005,208

**non-attainment portion of the county*

Peak and Off-Peak Trip Distribution

The modeled VMT and the modeled vehicle speed depend on the number of vehicle trips assigned for each time period (AM, midday, PM, and evening) defined in the travel demand model. The percentage of trips by purpose varies for each time period. The percentages in Table 3 and Table 4 below are based on data from the 2012 Household Travel Survey.

Table 3
Percent of Trips by Time of Day

Trip Purpose	AM	Mid Day	PM	Evening	Grand Total
Home Based - Other	11%	27%	24%	37%	100%
Home Based - Personal Business	9%	50%	25%	16%	100%
Home Based - School	40%	29%	26%	5%	100%
Home Based - Shopping	2%	43%	26%	29%	100%
Home Based - Work	35%	18%	28%	19%	100%
Non-home Based - Non-work	6%	46%	25%	23%	100%
Non-home Based - Work	13%	49%	29%	9%	100%
Grand Total	15%	34%	26%	25%	100%

Table 4
Percent of Trips by Purpose

Trip Purpose	AM	Mid Day	PM	Evening	Grand Total
Home Based - Other	25%	26%	31%	50%	33%
Home Based - Personal Business	3%	8%	5%	4%	5%
Home Based - School	19%	6%	7%	1%	7%
Home Based - Shopping	1%	13%	10%	12%	10%
Home Based - Work	37%	8%	17%	12%	16%
Non-home Based - Non-work	7%	25%	18%	18%	19%
Non-home Based - Work	8%	13%	11%	3%	9%
Grand Total	100%	100%	100%	100%	100%

Comparison of Modeled Speeds with Observed Data

WFRC strives for a high level of consistency between speeds predicted by its travel demand model and those observed in the real world. As part of WFRC's travel model's post-calibration validation process, observed travel speeds were collected in the Fall of 2018 and compared to speeds predicted by the Wasatch Front Travel Demand Model (v.8.3 beta).

Observations were collected for weekdays, from real time trip-routing web applications for the morning and evening peak travel periods for a set of 138 origin-destination pairs within the Wasatch Front region. Several web applications and data sources were evaluated before selecting the observed data source most consistent with real world experiences.

For the validation comparison, 43 trip origins, from traffic analysis zone (TAZ) centroids, were selected by staff, balancing the desires for region-wide coverage and trips volume representation. A set of up to 6 TAZ centroid destinations were selected for each trip origin point. The lines on a map of the WFRC/MAG region in Figure X [map] show the origin and destination pairs used for the analysis.

For each origin-destination pair, average trip speed was collected on the half-hour for each of the three peak hours of both the morning and evening periods. A weighted average of the hourly observed travel speeds for each peak period was calculated using observed travel volume as the weight factor.

Across the region, as shown in Table 5, averaged modeled trip speeds were 11% faster than the observed speed during the AM peak period and 6% faster during the PM peak period.

Table 5
WFRC Planning Area Modeled Speeds Compared to Observed Speeds

	AM Peak	PM Peak
Modeled Speeds (mph)	41	36
Observed Speeds (mph)	37	34
Percent Difference	11%	6%

C. Emission Modeling

I/M Programs

Assumptions for the input files for EPA's MOVES vehicle emissions model include I/M programs in Salt Lake, Davis, and Weber Counties. Box Elder and Tooele Counties do not presently have I/M programs.

VMT Mix

The VMT mix describes how much a particular vehicle type is used in the transportation network. While no longer a required input for the MOVES model as it was for MOBILE6.2, VMT mix is used in several instances to generate the input files required to run the MOVES model. The national default VMT mix found in the MOVES database was used to disaggregate local vehicle type data collected in 2014. The local vehicle type data is collected by UDOT as part of the federal HPMS data collection system and is based on automated counters which classify vehicles based on vehicle length. The UDOT classification is used to calculate control percentages for light duty (LD) vehicles and heavy duty (HD) vehicles for each facility type. The EPA default VMT mix is then applied to disaggregate the two UDOT control percentages into detailed percentages for the thirteen vehicle classes used in MOVES.

Vehicle Weights

Facility specific VMT mix data described above was also used to estimate the average vehicle weight on each facility type. Since vehicle weight affects the rate of re-entrained road dust emissions estimated using the AP-42 method, vehicle weight variations on different facilities will affect the amount of fugitive dust created. The VMT mix for each facility type was used to estimate an average vehicle weight for each facility type with the following results:

<u>Facility</u>	<u>Average Vehicle Weight</u>
Urban - Freeway	6,500 lbs, or 3.25 tons
Urban - Arterial	6,100 lbs, or 3.05 tons
Urban - Local	3,900 lbs, or 1.95 tons

Post Model Adjustments

For conformity analyses prior to 2000, the WFRC applied post model adjustments to vehicle emission estimates. Emission credits for work trips were modeled for reductions in single occupant vehicle rates based primarily on increased investments in transit service and rideshare programs, and the projected increase in telecommuting. Other less significant post model adjustments were also estimated for incident management, pavement re-striping, and signal coordination. Additional emission reducing programs and projects supported by CMAQ funds such as park and ride lots, bicycle facilities, transit vehicles, intelligent transportation systems (ITS), and intersection improvements have also been implemented.

WFRC believes that these programs have a positive effect in reducing vehicle emissions. In practice, however, WFRC has found that documenting the air quality benefits of these programs can be challenging. WFRC will continue to support these emission reduction programs, but credits from these programs have not been included in this conformity analysis.

MOVES Inputs

The MOVES model is a very data intensive computer program based on the MySQL database software. Through the interagency consultation process the required MOVES inputs reflecting local conditions have been established.

Data files defining local conditions by county and year are required inputs to the MOVES model including vehicle population, emission testing programs, fuel supply, fuel formulation, meteorological conditions, and vehicle age. Vehicle population estimates are based on 2014 registration data by county and the estimated VMT for the same year. This vehicle population to VMT ratio is then applied to model projections of VMT to estimate future year vehicle population. By estimating vehicle population in this way the calculation considers the effects of human population and employment projections, as well as mode choice options that are included in the travel demand model.

Vehicle activity input files for the MOVES model are generated by the WFRC travel demand model using a customized in-house program for this purpose. The MOVES input files required include data for ramp fractions, road distribution, speed distribution, and VMT by vehicle type for each county (Box Elder, Davis, Salt Lake, Tooele, and Weber) and analysis year (PM_{2.5} base year for interim conformity 2008, 2019, 2024, 2034, and 2040) as required for operating the MOVES model.

The input files listed above are read into the MOVES program as database files. The input database folders in Table 6 below contain the database files used for each county and year modeled using MOVES2014a for this conformity analysis. The results of the MOVES model are stored in the output database “Conf17_out” for each county and analysis year identified in Table 6.

Table 6
MOVES Data – Input Database Folders

Box Elder	Weber	Davis	Salt Lake	Tooele	Salt Lake City	Ogden
Conf19_be_2019w_IN	Conf19_we_2019w_IN	Conf19_da_2019w_IN	Conf19_sl_2019w_IN	Conf19_to_2019w_IN	Conf19_sc_2019w_IN	Conf19_og_2019w_IN
Conf19_be_2021w_IN	Conf19_we_2021wa_IN	Conf19_da_2021w_IN	Conf19_sl_2021w_IN	Conf19_to_2021w_IN	Conf19_sc_2021w_IN	Conf19_og_2021w_IN
Conf19_be_2030w_IN	Conf19_we_2030w_IN	Conf19_da_2030w_IN	Conf19_sl_2030w_IN	Conf19_to_2030w_IN	Conf19_sc_2030w_IN	Conf19_og_2030w_IN
Conf19_be_2040w_IN	Conf19_we_2040w_IN	Conf19_da_2040w_IN	Conf19_sl_2040w_IN	Conf19_to_2040w_IN	Conf19_sc_2040w_IN	Conf19_og_2040w_IN
Conf19_be_2050w_IN	Conf19_we_2050w_IN	Conf19_da_2050w_IN	Conf19_sl_2050w_IN	Conf19_to_2050w_IN	Conf19_sc_2050w_IN	Conf19_og_2050w_IN
	Conf19_we_2017s_IN	Conf19_da_2017s_IN	Conf19_sl_2017s_IN	Conf19_to_2017s_IN		
	Conf19_we_2021s_IN	Conf19_da_2021s_IN	Conf19_sl_2021s_IN	Conf19_to_2021s_IN		
	Conf19_we_2030s_IN	Conf19_da_2030s_IN	Conf19_sl_2030s_IN	Conf19_to_2030s_IN		
	Conf19_we_2040s_IN	Conf19_da_2040s_IN	Conf19_sl_2040s_IN	Conf19_to_2040s_IN		
	Conf19_we_2050s_IN	Conf19_da_2050s_IN	Conf19_sl_2050s_IN	Conf19_to_2050s_IN		

Road Dust Estimates

In January 2011, the EPA released new guidance for estimating dust emissions from paved roads. These guidelines are published in Chapter 13.2.1 of the AP-42 document. The new formula is

$$E = k (sL)^{0.91} \times (W)^{1.02}$$

where: E = particulate emission factor (grams/mile),
 k = particle size multiplier for particle size range and units of interest (for PM₁₀, k=1.0 and for PM_{2.5} k=0.25),
 sL = road surface silt loading (grams per square meter - g/m²), and
 W = average weight (tons) of the vehicles traveling the road.

Based on vehicle type counts on roads in the WFRC region, average vehicle weights for local roads, arterials, and freeways are 1.95, 3.05, and 3.25 tons respectively. The silt load (sL) factor varies by highway functional class and by traffic volume. The default silt load factors found in Table 13.2.1-2 of the AP-42 document are summarized below.

Traffic Volume	Functional Class	Silt Load (grams/meter²)
500-5,000	local roads	0.200
5,000-10,000	arterial roads	0.060
limited access	freeways	0.015

A precipitation reduction factor is also applied to the above equation using the following expression:

$$(1 - P/4N)$$

Where: P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period, and
 N = number of days in the averaging period (e.g., 365 for annual, 91 for seasonal, 30 for monthly).

The AP-42 guidance recommends a value of 90 precipitation days per year for the Wasatch Front region. Using these values, the precipitation reduction factor yields a value of 0.9384. Combined with the basic road dust emission rate, the net PM_{2.5} and PM₁₀ road dust factors by highway functional class are as follows:

Functional Class	PM₁₀ Road Dust Rate (grams/mile)	PM_{2.5} Road Dust Rate (grams/mile)
local roads	0.429	0.107
arterials	0.226	0.057
freeways	0.068	0.017

D. Conformity Determination

The following conformity findings for the 2019-2050 Regional Transportation Plan for the Wasatch Front are based on the transportation systems and planning assumptions described in this report and the EPA approved vehicle emissions model (MOVES2014).

Salt Lake City CO Conformity

The carbon monoxide maintenance plan for Salt Lake City was approved by EPA effective September 30, 2005 as recorded in the Federal Register (Vol. 70, No. 146, August 1, 2005). The maintenance plan defines a motor vehicle emission budget for the years 2005 and 2019 of 278.62 tons/day. Table 7 below demonstrates that projected mobile source emissions are within the emission budget defined in the maintenance plan for the 2019 budget year. The other years listed in Table 7 are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the table.

From this demonstration it is concluded that the Amended RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Salt Lake City.

Table 7

Salt Lake City - CO Conformity Determination

Year	<i>b</i> 2019	<i>c</i> 2021	<i>c</i> 2030	<i>c</i> 2040	<i>e</i> 2050
Budget[#] (tons/day)	278.62	278.62	278.62	278.62	278.62
<i>emission rate (grams/mile)</i>	4.8222	5.1585	2.2840	1.7360	1.6442
<i>seasonal VMT</i>	7,219,821	7,512,652	8,474,238	9,187,584	9,794,630
Projection* (tons/day)	38.38	42.72	21.34	17.58	17.75
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass	Pass

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

Federal Register Vol. 70 No. 146, August 1, 2005, Table V-2.

** Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.*

Ogden CO Conformity

The carbon monoxide maintenance plan for Ogden City was approved by EPA effective November 14, 2005 as recorded in the Federal Register (Vol. 70, No. 177, September 14, 2005). The maintenance plan defines a motor vehicle emission budget for the years 2005 and 2021 of 75.36 and 73.02 tons/day respectively. Table 8 below demonstrates that projected mobile source emissions are within the emission budget defined in the maintenance plan for the 2021 budget year. The other years listed in Table 8 are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the table.

From this demonstration it is concluded that the 2019-2050 RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Ogden City.

Table 8
Ogden City - CO
Conformity Determination

Year	2019	^b 2021	^c 2030	^c 2040	^e 2050
Budget# (tons/day)	75.36	73.02	73.02	73.02	73.02
<i>emission rate (grams/mile)</i>	6.7657	5.3896	2.5965	1.8956	1.7142
<i>seasonal VMT</i>	1,769,940	1,831,472	2,016,325	2,181,708	2,311,431
Projection* (tons/day)	13.20	10.88	5.77	4.56	4.37
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass	Pass

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

Federal Register Vol. 70 No. 177, September 14, 2005, Table V-2.

** Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.*

Ogden PM10 Conformity

Ogden City was designated as a PM₁₀ non-attainment area in August of 1995 based on PM₁₀ violations in 1993 or earlier. Since a PM₁₀ SIP for Ogden has not yet been approved by EPA, it must be demonstrated that Ogden PM₁₀ emissions are either less than 1990 emissions or less than “no-build” emissions. The analysis years 2019, 2024, 2034, and 2040 were selected in accordance with the requirements of 40 CFR Section 93.119(e).

PM₁₀ emissions are present in two varieties referred to as primary and secondary PM₁₀. Primary PM₁₀ consists mostly of fugitive road dust but also includes particles from brake wear and tire wear and some “soot” particles emitted directly from the vehicle tailpipe. The methods defined in the January 2011 version of the EPA publication known as “AP-42” were used to estimate dust from paved roads. Secondary PM₁₀ consists of gaseous tailpipe emissions that take on a particulate form through subsequent chemical reactions in the atmosphere. Nitrogen oxides are the main component of secondary PM₁₀ emissions with sulfur oxides a distant second.

As summarized in Tables 9a and 9b, emission estimates for the 2019-2050 RTP satisfy the “Build < 1990” test for secondary PM₁₀ (NO_x precursors) and primary PM₁₀ (direct tailpipe particulates, brake wear, tire wear, and road dust) in Ogden City. The 1990 emission estimates based on the Mobile6.2 vehicle emissions model for the 2003 conformity analysis have been updated for this conformity analysis using the MOVES model and the January 2011 AP-42 road dust methodology for consistency with current emission modeling requirements. Specifically, the NO_x precursor budget (1990 emission estimate) changes from 4.57 tons/day to 6.92 tons/day, and the direct PM₁₀ budget (1990 estimate) changes from 2.28 tons/day to 1.28 tons/day. The 1990 primary PM₁₀ estimate for Ogden City includes emissions from the unpaved access road to the Ogden landfill which was closed in 1998.

For projections of primary PM₁₀ emissions, no credit was taken for a number of programs adopted since Ogden City last violated the PM₁₀ standard. These particulate reducing programs include covered load ordinances, increased frequency of street sweeping, and reduced application of deicing and skid resistant materials (salt and sand). Documentation of these programs has been provided by Ogden City but the actual benefits of these programs are not included in the emission projections below. Other areas that have estimated the benefit of these programs have found a silt load reduction of over 30% for effective street sweeping programs and a 5% silt load reduction when limiting the amount of sand and salt applied to the roads. Ogden City has also implemented a number of specific projects that have a positive effect in reducing particulate emissions including park and ride lots, storm water improvements, shoulder widening and edge striping, and addition of curb and gutter on several projects.

From this demonstration it is concluded that the 2019-2050 RTP conforms under the Emission Reductions Criteria for areas without motor vehicle emissions budgets for PM₁₀ in Ogden City.

Table 9a

**Ogden City - PM10 (NO_x Precursor)
Conformity Determination**

	<i>d</i>	<i>d</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2019	2021	2030	2040	2050
1990 Emissions (tons/day)	6.92	6.92	6.92	6.92	6.92
<i>emission rate (grams/mile)</i>	0.9296	0.7942	0.3226	0.2154	0.2049
<i>seasonal VMT</i>	1,769,940	1,831,472	2,016,325	2,181,708	2,311,431
Projection* (tons/day)	1.81	1.60	0.72	0.52	0.52
Conformity (Projection < 1990 Emissions?)	Pass	Pass	Pass	Pass	Pass

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

** Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.*

Table 9b

Ogden City - PM10 (Primary Particulates**)

Conformity Determination

Year	<i>d</i> 2019	<i>c</i> 2021	<i>c</i> 2030	<i>c</i> 2040	<i>e</i> 2050
1990 Emissions (tons/day)	1.28	1.28	1.28	1.28	1.28
<i>emission rates (grams/mile)</i>					
<i>total exhaust particulates</i>	0.0333	0.0282	0.0112	0.0078	0.0071
<i>brake particulates</i>	0.0629	0.0630	0.0642	0.0639	0.0646
<i>tire particulates</i>	0.0126	0.0128	0.0129	0.0128	0.0129
<i>road dust particulates</i>	0.2678	0.2672	0.2657	0.2635	0.2623
<i>seasonal VMT</i>	1,769,940	1,831,472	2,016,325	2,181,708	2,311,431
Projection* (tons/day)	0.73	0.75	0.79	0.84	0.88
Conformity (Projection < 1990 Emissions?)	Pass	Pass	Pass	Pass	Pass

** Includes total PM10 exhaust particulates, road dust, tire wear, and brake wear.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Salt Lake County PM10 Conformity

The PM₁₀ SIP for Salt Lake County does not define a budget beyond the year 2003. Therefore, conformity tests are required only for analysis years which are identified in accordance with 40 CFR 93.118. All analysis years after 2003 must meet the 2003 budgets for primary particulates and secondary particulates (see the discussion above under Ogden PM₁₀ Conformity for an explanation of primary and secondary PM₁₀ emissions). The State air quality rule R307-310 allows a portion of the surplus primary PM₁₀ budget to be applied to the secondary PM₁₀ budget for conformity purposes. However, for the analysis years 2019, 2021, 2030, 2040 and 2050, no budget adjustments were necessary.

Table 10
Salt Lake County - PM10 Budgets
Direct (Dust) and Precursor (NOx) PM10 Emission Budgets
 (tons/day)

Year	2019	2021	2030	2040	2050
Total PM10 Budget[#]	72.60	72.60	72.60	72.60	72.60
<i>Direct PM10 Budget to be Traded</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>
Direct PM10 Budget	40.30	40.30	40.30	40.30	40.30
NOx Precursor PM10 Budget	32.30	32.30	32.30	32.30	32.30

Table 11a and Table 11b below demonstrate that projected mobile source emissions are within the emission budget defined in the SIP. The years listed in Table 10a and Table 10b are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the tables.

From this demonstration it is concluded that the 2019-2050 RTP conforms to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County.

Table 11a
Salt Lake County - PM10 (NOx Precursor)
Conformity Determination

Year	2019	^c 2021	^c 2030	^c 2040	^e 2050
Budget[#] (tons/day)	32.30	32.30	32.30	32.30	32.30
<i>emission rate (grams/mile)</i>	0.7349	0.6167	0.2913	0.2114	0.2057
<i>seasonal VMT</i>	30,002,951	31,163,465	36,119,666	40,534,754	44,229,914
Projection* (tons/day)	24.31	21.19	11.60	9.44	10.03
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass	Pass

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

WFRM Memo to Jeff Houk of EPA, April 15, 1994.

** Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.*

Table 11b
Salt Lake County - PM10 (Primary Particulates)**
Conformity Determination

Year	2019	^c 2021	^c 2030	^c 2040	^e 2050
Budget[#] (tons/day)	40.30	40.30	40.30	40.30	40.30
<i>emission rates (grams/mile)</i>					
<i>total exhaust particulates</i>	0.0362	0.0287	0.0124	0.0086	0.0081
<i>brake particulates</i>	0.0461	0.0462	0.0449	0.0443	0.0440
<i>tire particulates</i>	0.0111	0.0112	0.0110	0.0109	0.0108
<i>road dust particulates</i>	0.2028	0.2031	0.1964	0.1898	0.1864
<i>seasonal VMT</i>	30,002,951	31,163,465	36,119,666	40,534,754	44,229,914
Projection* (tons/day)	9.79	9.93	10.54	11.33	12.16
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass	Pass

*** Includes total PM10 exhaust particulates, road dust, tire wear, and brake wear.*

WFRM Memo to Jeff Houk of EPA, April 15, 1994.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

** Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.*

Salt Lake PM_{2.5} Conformity

Davis, Salt Lake, and portions of Weber, Tooele, and Box Elder Counties have been designated as a non-attainment area under the new PM_{2.5} standard (35 µg/m³) that was established in 2006. Work has begun on a PM_{2.5} section of the State Implementation Plan which will establish a motor vehicle emission budget for emissions associated with PM_{2.5}. Until the PM_{2.5} SIP is completed and approved by EPA, PM_{2.5} interim conformity requirements apply. EPA interim conformity for PM_{2.5} emissions requires that future NOx emissions (a precursor to PM_{2.5}) and primary particulate emissions not exceed 2008 levels.

Table 12a below demonstrates that projected mobile source emissions of NOx (a precursor to PM_{2.5} emissions) in the five-county PM_{2.5} non-attainment area are less than 2008 NOx emissions. Table 12b below demonstrates that projected mobile source emissions of VOC (also a precursor to PM_{2.5} emissions) in the five-county PM_{2.5} non-attainment area are less than 2008 VOC emissions. Table 12c below demonstrates that direct particle emissions of PM_{2.5} in the five-county PM_{2.5} non-attainment area are also less than 2008 direct particle emissions. Direct particle emissions include exhaust emissions of elemental carbon, organic carbon, and sulfates (SO₄); and mechanical emissions from brake wear and tire wear.

From this demonstration it is concluded that the RTP conforms under the interim conformity guidelines for PM_{2.5} areas without an approved motor vehicle emissions budget for the Salt Lake PM_{2.5} non-attainment area.

Table 12a
Salt Lake Area[#] - PM_{2.5} (NOx Precursor)
Conformity Determination

Year	2019	2021	2030	2040	2050
2008 Emissions (tons/day)	97.98	97.98	97.98	97.98	97.98
<i>emission rate (grams/mile)</i>	<i>0.7948</i>	<i>4.8607</i>	<i>2.1946</i>	<i>1.7639</i>	<i>1.7639</i>
<i>seasonal VMT</i>	<i>47,420,847</i>	<i>49,313,929</i>	<i>36,119,666</i>	<i>64,575,106</i>	<i>70,795,014</i>
Projection* (tons/day)	41.55	37.98	18.75	16.02	15.78
Conformity (Projection < 2008 Emissions?)	Pass	Pass	Pass	Pass	Pass

[#] Salt Lake PM_{2.5} Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber, Box Elder and Tooele Counties.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 12b
Salt Lake Area[#] - PM2.5 (VOC Precursor)
Conformity Determination

Year	2019	^c 2021	^c 2030	^c 2040	^e 2050
2008 Emissions (tons/day)	61.35	61.35	61.35	61.35	61.35
<i>emission rate (grams/mile)</i>	0.5912	4.8607	2.1946	1.7639	1.7639
<i>seasonal VMT</i>	47,420,847	49,313,929	36,119,666	64,575,106	70,795,014
Projection* (tons/day)	30.90	28.73	19.66	18.24	19.23
Conformity (Projection < 2008 Emissions?)	Pass	Pass	Pass	Pass	Pass

Salt Lake PM2.5 Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber, Box Elder and Tooele Counties.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 12c
Salt Lake Area[#] - PM2.5 (Direct PM Emissions)**
Conformity Determination

Year	2019	^c 2021	^c 2030	^c 2040	^e 2050
2008 Emissions (tons/day)	7.33	7.33	7.33	7.33	7.33
<i>emission rate (grams/mile)</i>	0.0915	4.8607	2.1946	1.7639	1.7639
<i>seasonal VMT</i>	47,420,847	49,313,929	57,467,633	64,575,106	70,795,014
Projection* (tons/day)	4.78	4.72	4.30	4.52	4.85
Conformity (Projection < 2008 Emissions?)	Pass	Pass	Pass	Pass	Pass

Salt Lake PM2.5 Non-Attainment Area includes: Weber, Davis, Salt Lake, and portions of Box Elder and Tooele Counties.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

** Direct PM for interim conformity includes total PM2.5 exhaust particulates, brake wear, tire wear, and road dust.

Salt Lake and Davis County Ozone Conformity

A new ozone standard of 70 ppb was approved October 2015. The Northern Wasatch Front Area was designated as a marginal non-attainment area for ozone by EPA effective December 2018. The Northern Wasatch Front Area includes Salt Lake and Davis Counties, and portions of Weber and Tooele Counties. Pending development and approval of a State Implementation Plan for ozone, interim conformity is based on future ozone precursor emissions being less than the 2017 base year.

Table 13a below demonstrates that projected mobile source emissions of NOx (a precursor to ozone emissions) in the four-county ozone non-attainment area are less than 2017 NOx emissions. Table 13b below demonstrates that projected mobile source emissions of VOC (also a precursor to ozone emissions) in the four-county ozone non-attainment area are less than 2017 VOC emissions.

From this demonstration it is concluded that the RTP conforms under the interim conformity guidelines for ozone areas without an approved motor vehicle emissions budget for the Northern Wasatch Front Area ozone non-attainment area.

**Table 13a
Northern Wasatch Front Ozone# - NOx Precursor
Conformity Determination**

Year	<i>c</i> 2021	<i>c</i> 2030	<i>c</i> 2040	<i>e</i> 2050
2017 Emissions (tons/day)	48.64	48.64	48.64	48.64
<i>emission rate (grams/mile)</i>	<i>0.5756</i>	<i>0.2269</i>	<i>0.1497</i>	<i>0.1438</i>
<i>seasonal VMT</i>	<i>53,710,512</i>	<i>65,905,986</i>	<i>73,903,882</i>	<i>80,931,750</i>
Projection (tons/day)	34.08	16.48	12.20	12.82
Conformity (Projection < 2017 Emissions?)	Pass	Pass	Pass	Pass

Northern Wasatch Front Ozone Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber and Tooele Counties.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 13a
Northern Wasatch Front Ozone# - VOC Precursor
Conformity Determination

Year	<i>c</i> 2021	<i>c</i> 2030	<i>c</i> 2040	<i>e</i> 2050
2017 Emissions (tons/day)	31.69	31.69	31.69	31.69
<i>emission rate (grams/mile)</i>	<i>0.3883</i>	<i>0.1826</i>	<i>0.1316</i>	<i>0.1239</i>
<i>seasonal VMT</i>	<i>53,710,512</i>	<i>65,905,986</i>	<i>73,903,882</i>	<i>80,931,750</i>
Projection (tons/day)	22.99	13.26	10.72	11.05
Conformity (Projection < 2017 Emissions?)	Pass	Pass	Pass	Pass

Northern Wasatch Front Ozone Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber and Tooele Counties.

a - attainment year, *b* - budget year, *c* - 10-year rule, *d* - no budget 5-year rule, *e* - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Appendix – 1

Definition of Regionally Significant Projects

**Process for Determining Regionally Significant Facilities
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Background: 40 FR 93.101 defines “regionally significant project” and associated facilities for the purpose of transportation conformity. The federal definition does not specifically include minor arterials. The following definitions and processes will be used by the Wasatch Front Regional Council (WFRC) and Mountainlands Association of Governments (MAG) in consultation with DAQ, UDOT, UTA, FHWA, FTA, and EPA to determine which facilities shall be considered regionally significant for purposes of regional emissions analysis. It is the practice of the MPO to include minor arterials and collectors in the travel model for the purpose of accurately modeling regional VMT and associated vehicle emissions. The inclusion of minor arterials and collectors in the travel model, however, does not identify these facilities as regionally significant.

1. Any new or existing facility with a functional classification of principal arterial or higher on the latest UDOT Functional Classification Map shall be considered regionally significant (see <http://www.dot.utah.gov/index.php/m=c/tid=1228>).
2. Any fixed guide-way transit service including light rail, commuter rail, or portions of bus rapid transit that involve exclusive right-of-way shall be considered regionally significant.
3. As traffic conditions change in the future, the MPO’s - in consultation with DAQ, UDOT, FHWA, and EPA (and UTA and FTA in cases involving transit facilities) - will consider 1) the relative importance of minor arterials serving major activity centers, and 2) the absence of principal arterials in the vicinity to determine if any minor arterials in addition to those listed in Exhibit A should be considered as regionally significant for purposes of regional emissions analysis.

Exhibit A
Minor Arterials Determined to be Regionally Significant
for Purposes of Regional Emissions Analysis

40 FR 93.105(c)(ii), “Consultation – Interagency consultation procedures: Specific processes” specifies that Interagency Consultation shall include a process to identify which minor arterials should be considered as “regionally significant” for the purpose of regional emissions analysis. In consultation with DAQ, UDOT, FHWA, and EPA; and based on inspection and engineering judgment of current traffic conditions; and based on application of the “Process for Determining Regionally Significant Facilities for Purposes of Regional Emissions Analysis” agreed upon by the aforementioned agencies; the WFRC designated eight minor arterials as regionally significant.

Since 2015, all but one of the minor arterials referenced above have been reclassified with the functional type of principal arterial and are therefore by definition regionally significant. The remaining minor arterial to be considered as regionally significant for emissions analysis is listed below. It should also be noted that all collectors, minor arterials, and principal arterials are included in the highway network used in the WFRC travel demand model.

Davis County

none

Salt Lake County

none

Weber County

SR-79 (Hinckley Drive): SR-108 to I-15

**Process for Determining Significant Change in Design Concept and Scope
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Changes to regionally significant projects may or may not necessitate a new regional emissions analysis. The following definitions and processes will be used to determine what changes to project concept and scope are to be considered significant or not for purposes of regional emissions analysis.

1. Adding or extending freeway auxiliary lanes or weaving lanes between interchanges is not considered a significant change in concept and scope since these lanes are not normally included in the travel model.
2. Adding or extending freeway auxiliary/weaving lanes from one interchange to a point beyond the next interchange is considered a significant change in concept and scope.
3. A change to a regionally significant project defined in the Regional Transportation Plan that does not change how the project is defined in the travel model is not considered a significant change in concept and scope. These changes include but are not limited to lane or shoulder widening, cross section (other than the number of through lanes), alignment, interchange configuration, intersection traffic control, turn lanes, continuous or center turn lanes, and storage lanes.
4. A change to a regionally significant project defined in the Regional Transportation Plan that does alter the number of through lanes, lane capacity, or speed classification as defined in the travel model is considered a significant change in concept and scope.
5. Advancing or delaying the planned implementation of a regionally significant project that does not result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is not considered a significant change in concept and scope.
6. Advancing or delaying the planned implementation of a regionally significant project that does result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is considered a significant change in concept and scope.
7. Project changes not addressed in the above statements will be decided on a case by case basis through consultation by representatives from DAQ, WFRC, MAG, UDOT, UTA, FHWA, FTA, and EPA.