

Chapter 10 - Air Quality Conformity

The Pikes Peak Area Council of Governments has been designated as the Metropolitan Planning Organization (MPO) for transportation planning in the Colorado Springs Urbanizing Area. The Pikes Peak Area Council of Governments created the Urban Area Policy Committee (UAPC) and authorized the UAPC to carry out the functions and responsibilities of the MPO. One of these responsibilities is making an air quality conformity determination for regional long-range transportation plans and transportation improvement programs.

The United States Environmental Protection Agency (EPA) and the United States Department of Transportation have jointly developed "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," commonly called the transportation conformity rule. Conformity ensures that transportation plans, programs, and projects will not produce new air quality violations, worsen existing violations, or delay timely attainment or maintenance of national ambient air quality standards. The conformity determination of the *Destination 2025 Plan* is based on these criteria.

The EPA reclassified the Colorado Springs area as a maintenance area for carbon monoxide in October 1999. The maintenance area has been defined as the same as the transportation planning area shown in Figure 10-1.

10.1 Conformity Criteria

The Clean Air Act Amendments of 1990 (CAAA) require all conformity determinations to be "based on the most recent estimates of emissions, and such estimates shall be based on the most recent population, employment, travel and congestion estimates as determined by the Metropolitan Planning Organization..."

Travel demand modeling for the urbanizing area is developed by PPACG using the best methodology available. The travel demand forecasts and the regional air quality analyses described herein are based on the population and employment forecasts developed by PPACG and documented in the "Socio-economic and Zonal Forecasts 2000-2025." The small area forecasts were approved by the PPACG Board of Directors in October 2000 and represent the most current forecasts for small area populations and employment for this region. The base year interval for the forecasts is 1990-1995 and they made use of the 1990 Census data.

10.2 Conformity Methodology

To determine whether the *Destination 2025 Plan* in conformity with the CAAA and the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area*, the projects in the transportation plan must contribute, as a whole, to a reduction in future carbon monoxide emissions. The carbon monoxide emissions from on-road mobile sources in the future must be less than the carbon monoxide emissions budget established in the maintenance plan. The maintenance plan was amended in February 2001 to end the oxygenated fuels program and to revise the emissions budget from 212 to 270 tons/day.

In preparing model networks for travel demand forecasting, base year and analysis year scenarios were identified. The base year scenario for the 2025 Plan consists of the transportation system and programs that existed at the end of 2000. The analysis year scenarios for 2007, 2015 and 2025 consist of the future transportation systems that will result from the implementation of the proposed TIP, the long-range transportation plan, and other expected regionally significant projects.

The *Destination 2025 Plan* analysis year scenarios include all of the projects in the base year scenario and new projects programmed for completion by the end of the analysis years. These projects are identified in the memo included in Appendix A. The I-25 capacity improvement projects were modeled as six and eight through lanes. However, actual capacity improvements are to be determined through an environmental assessment of that corridor. Once the assessment study is completed, final capacity improvements will be amended into the long-range plan and the current transportation improvement program.

The transportation networks for the 2000, 2007, 2015 and 2025 scenarios were submitted to the Colorado Department of Public Health and Environment's Air Pollution Control Division (APCD) and the Colorado Department of Transportation for review of the Mobile 5b analysis. Required input into the Mobile 5b model was provided by APCD except for the vehicle miles traveled (VMT) and average speed by roadway classification and land-use type provided by PPACG. The roadway functional classification for the transportation model is divided into seven categories: freeway, expressway, major arterial, minor arterial, collector, centroid connector, and ramps. The land-use area categories are: central business district (CBD), CBD fringe, residential, outlying business district, and rural.

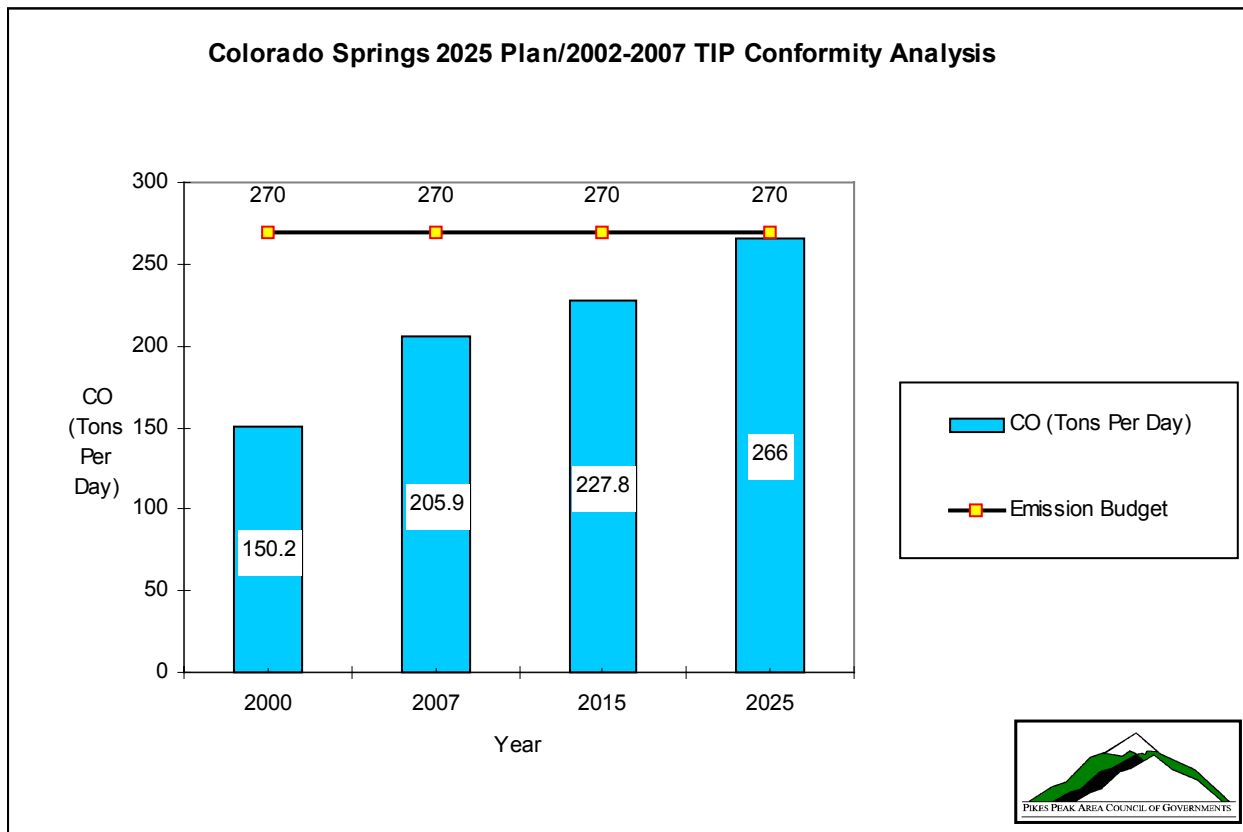
For this conformity determination, Mobile 5b was used as the air emissions model because it was used in the recent revision of the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area*. Included in the air emissions modeling are emission credits for the fuel detergent program, the automobile technician certification program, the basic inspection/maintenance program, the national low emission vehicles program, and increased credit for inspection and repairs made at the same location. Credit for the oxygenated fuels program is included for 2000 but not for the other analysis years since the program ended in February 2001.

A summary of the analyses is shown in Figure 10-2 and Figure 10-3. More detailed transportation and air emission modeling results are also included in Appendix A.

Figure 10-2
Summary of the Destination 2025 Plan Mobile 5b Analysis

Year	VMT	CO Emissions
2000	10,505,764 miles/day	150.2 tons/day
2007	13,903,722 miles/day	205.9 tons/day
2015	16,227,350 miles/day	227.8 tons/day
2025	19,002,935 miles/day	266.0 tons/day

Figure 10-3
Carbon Monoxide Emissions, 2000 - 2025



10.3 Conformity Finding

The analysis indicates carbon monoxide emissions will be lower than the established emissions budget of 270 tons/day in each of the analysis years. Thus the *Destination 2025 Plan* meets the conformity requirements as set forth in federal law.

At its regular meeting in November 2001, the Urban Area Policy Committee, acting as the Metropolitan Planning Organization for the Pikes Peak Area Council of Governments, determined the *Destination 2025 Plan* does conform with the Clean Air Act Amendments of 1990 and the *Carbon Monoxide Maintenance Plan for the Colorado Springs Attainment/Maintenance Area*. A copy of the resolution can be found in Chapter 11.