

Appendix 17

Checklist

Houston-Galveston-Brazoria Pre-analysis Consensus Plan for Transportation Conformity

Purpose of Analysis

Check Those That Apply and Provide Brief Explanation In Space Provided:

- New Metropolitan Transportation Plan (demographics, horizon year, etc.)
- Modify Existing Metropolitan Transportation Plan (interim year adjustments)
- Transportation Improvement Program
- State Implementation Plan Requirement
- Other

The Houston-Galveston Area Council (H-GAC) is proposing the following plan and procedures to conduct a conformity analysis. This plan is being submitted to the interagency consultation partners for soliciting consensus before commencement of a full scale transportation conformity analysis. The plan and procedures may be revised as H-GAC proceeds with the analysis. Notification of such changes will be made to the interagency consultation partners. Specifically, the process will consist of a TIP Update as a result of project modifications. This conformity will satisfy the 8-hour conformity requirement using an approved/adequate MVEB from 2008 8-hour Reasonable Further Progress (RFP) SIP as an interim emission test for the conformity years of 2009, 2019, 2025 and 2035. In the case of this conformity, there is no Attainment Demonstration budget. The list of projects that are being modified are the following:

- IH 45N HOV Lanes FM 1960 to LP (loop) 336 S - move to 2019
 - FM 1960 to FM 2920 # 12725
 - FM 2920 to Harris/Montgomery C/L # 12724
 - Montgomery C/L to SH 242 # 12599
 - SH 242 to LP 336 S Add new project to database

- BF 1960 from 1960 w of Humble to 1960 E of Humble - Remove 4 Lane expansion from plan change to 2 lanes in all years. Modeled under 53 & 54
- Allendale Extension: Oaks Rd. and Judy St. - Remove from Plan # 13611
- Little York Between Airline and Hardy Toll Rd - Change from 6 lanes (in 2025 and 2035) to 4 Lanes (in 2019, 2025 and 2035) Cancel #14590 (6 lanes) from database Modeled under 4098
- Dulles Ave from SH 6 to US highway 90A- project incorrectly modeled as widening from 4 to 6 lanes; project will reconstruct 4 through lanes and add 2 auxiliary lanes.
- FM 2234 from FM 521 to SH 288- remove 6 lanes # 12758- Keep as 4 lanes in plan
- 105 Cleveland Bypass- modeled as widening to 6 lanes; project is to widen to 4 lanes in 2025.
- SH 105 in Montgomery County - modeled as 6 lanes; project should be 4 lanes; revise limits as Walden Road to Old River Road (0.870 miles) as 6 lanes.
- SH 87 Galveston Ferry Landing to Bolivar Ferry Landing Toll Bridge - remove from plan #12435 (model), #13866 (RTP)
- SH 242 @ IH 45 Direct Connectors - project delayed due to funding shortfall remove from 2009 network, #13513 (RTP/TIP)
- FM 646 from IH 45 to FM 517 Widen from 2 to 4 lanes remove from 2009 network, #9708 (RTP/TIP)
- FM 1314 S of Gene Campbell Blvd to 2.6 MI NW of LP 494 Widen to 4 lanes remove from 2009 network #11558 (RTP/TIP)
- FM 1314 1.0 MI S of SH 242 to S of Gene Campbell Blvd Widen to 4 lanes remove from 2009 network #496 (RTP/TIP)
- FM 1484 FM 3083 to FM 2432 Widen to 4 lanes remove from 2009 network #11186 (RTP/TIP)

Metropolitan Transportation Plan/Transportation Improvement Program

Demographics

- a. There will be no changes on demographics from the last conformity
- b.
- c.

Validation year: 2002

TIP years: 2008-2011

RTP year: 2035

Conformity Analysis Years

- a. Baseline:2002 - Budget year: 2008 (RFP)
- b. Attainment: 2019
- c. Intermediate:2009, 2025
- d. Horizon:2035

Affected Nonattainment Counties: Harris, Galveston, Brazoria, Fort Bend, Montgomery, Liberty, Chambers, and Waller

Land-Use Model: H-GAC is currently using appraisal district data fed into UrbanSim. No changes from last conformity.

Travel Demand Model: The VMT will be forecasted by using EMME/2.

Modal Split/Mode Choice: The modal split for transit ridership will be accomplished through the travel demand model. **No change from last conformity**

VMT Adjustments: H-GAC will adjust the forecasted VMT to TxDOT's HPMS for all roadway facilities based on a 1.00127 validation error (Parsons Brinckerhoff, August 2006) and seasonal adjustment factor 0.97344 (TTI, May 2009)

State Implementation Plan

The Reasonable Further Progress State Implementation Plan for 2008 is the applicable SIP. The SIP motor vehicle emissions budgets deemed adequate by the Environmental Protection Agency are:

2008 RFP Budgets

- a. VOC: 86.77 tpd
- b. NOx: 186.13 tpd
- c. CO: N/A N/A
- d. PM: N/A N/A

Control Strategies

Emission reduction credits will be taken for the following on-road mobile SIP commitments.

Strategy	Methodology
a. VMEPS	MOSERS (see below: Reduction Measures)
b. TCMs	MOSERS (see below: Reduction Measures)
c. RFG	MOBILE
d. I/M programs	MOBILE
e. Tier 2/ Low Sulfur	MOBILE
f. TxLED	TransCAD postprocessing of total emissions
g. Temperature/Humidity	TransCAD postprocessing of total emissions
h.	

Mobile Source Emission Reduction Strategies

	Strategy	Category	Modeled	Post-processed	Year(s) Credited
a.	Intersection Improvements	TCM		x	
b.	Rail Service	TCM	x		
c.	High Occupancy Vehicle Lanes	TCM	x		
d.	Park-n-Ride Lots	TCM	x	x	
e.	Vanpools	VMEP		x	
f.	Grade Separations	TCM	x		
g.	Traffic Signal Improvements	TCM		x	
h.	Intelligent Transportation Systems	VMEP			
i.	Clean Cities/ Clean Vehicle Commitments	VMEP		x	
j.	Bicycle/Pedestrian Facilities	TCM		x	
k.	Employer Trip Reduction Programs	VMEP		x	
l.	Vehicle Scrappage	VMEP		x	
m.	Sustainable Development				
n.	Public Education/ Ozone Season Fare Reduction				

MOBILE Model

H-GAC will use the following MOBILE model input parameters in the conformity analysis.

	Parameter	Details	Data Source
a.	Emission Model Version(s):	MOBILE6.2	EPA
b.	Emission Model Runs:	years 2009, 2019, 2025, and 2035	
c.	Time Periods:	24 1-hour timeperiods	H-GAC
d.	Pollutants Reported:	VOC, NOx, CO	

e.	Calendar Dates:	ozone season- hourly averages from the 10 highest ozone exceedance days from 2003-2005 (no calendar dates-only averages)	TCEQ
f.	Vehicle Class:	EPA 28 classification	EPA
g.	Functional Class:	Freeways, arterials and collectors	
h.	Temperatures:	Hourly/county	TCEQ
i.	VMT mix:	By timeperiod, by roadway category	TTI
j.	Speed:	2.5-65 mph	
k.	Vehicle Registration:	Mid-Year 2008 (latest available)	TxDOT
l.	I/M Program:	ASM/OBDII, except in 3 rural counties	
m.	RVP:	6.8	
n.	Low Sulfur Diesel:	15 ppm	
o.	Local Area Parameters:	Seasonal adjustment factors,2009 HPMS factor, 2006	TTI Parsons Brinckerhoff
p.	Strategies:	RFG, I/M, Tier2, TxLED	
q.	Meteorological data:	humidity, temperature, barometric press.	TCEQ

Project Listings

A roadway listing for each year, including all projects that change roadway capacity (new roads, widenings, roadway removals, etc.) will be provided in addition to the following:

CMAQ Projects

H-GAC will include a spreadsheet in the conformity document showing status of funded CMAQ projects, including; emission reductions for each project, amount of funding for each project, and implementation dates.

Non-Federal Projects

H-GAC will identify all projects in the RTP and TIP that do not receive federal funding with their implementation dates (local initiatives, private ventures, etc.).

Exempt Projects

H-GAC will identify exempt projects in the TIP according to the specifications outlined in the Conformity Regulations (§93.126) and their implementation dates.