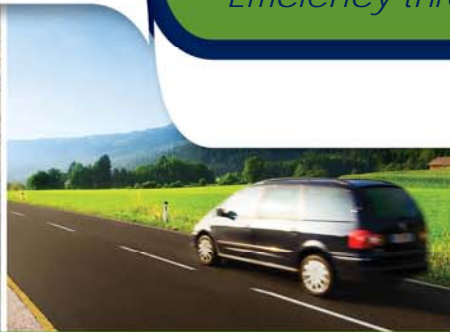


Regional Models of Cooperation

Air Quality Planning

Efficiency through technology and collaboration



U.S. Department of Transportation
Federal Transit Administration



U.S. Department of Transportation
Federal Highway Administration

Purpose & Background

Promote cooperation and coordination across MPO and State boundaries to develop a regional approach to transportation planning

Supported by:

- Planning Emphasis Area (PEA) Fiscal Year 2015
- Every Day Counts (EDC-3)

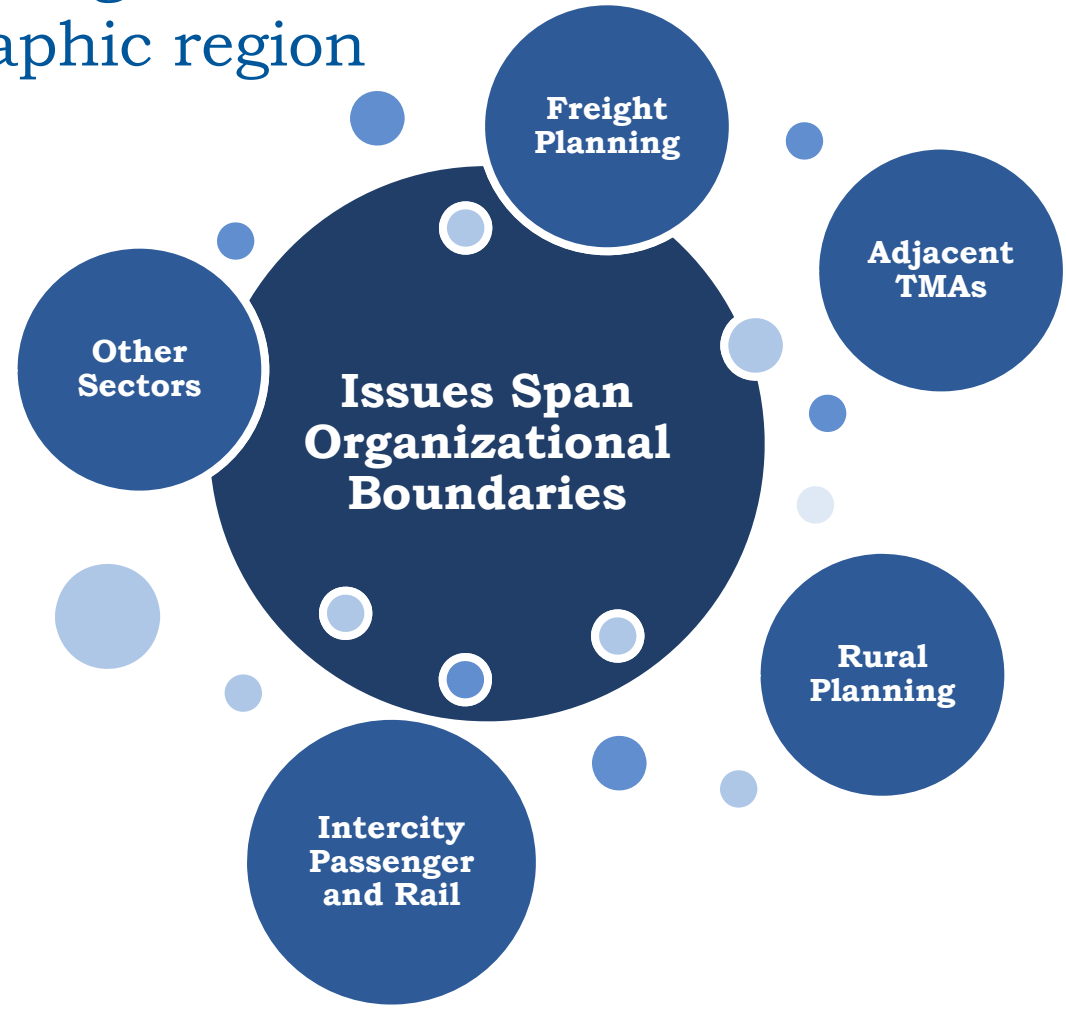


Why is Enhanced Coordination Needed?



Why is Enhanced Coordination Needed?

Recognize mutual needs, goals, and objectives of the geographic region as a whole



Regional Models of Cooperation: Implementation Activities

1. Webinar Series
2. Peer Exchange Workshops
3. Handbook



Regional Models of Cooperation Webinar Series

1. Regional Models of Cooperation Overview (Jan 27, 2015)
- 2. Air Quality Planning (August 25, 2015)**
3. Regional Transit Planning (date)
4. Safety Planning (date)
5. Congestion Management (date)
6. Freight Planning (date)
7. Data Sharing, Systems, and Tools (date)
8. Joint Planning Products (date)



Today's Speakers

- **Cecilia Ho**
Team Leader, FHWA Air Quality & Noise Team
- **Pragati Srivastava**
Administrator, Memphis MPO
- **Anna Gallup**
Program Manager, Metrolina Regional Model,
Charlotte DOT
- **Tanisha Taylor**
Senior Regional Planner, San Joaquin COG



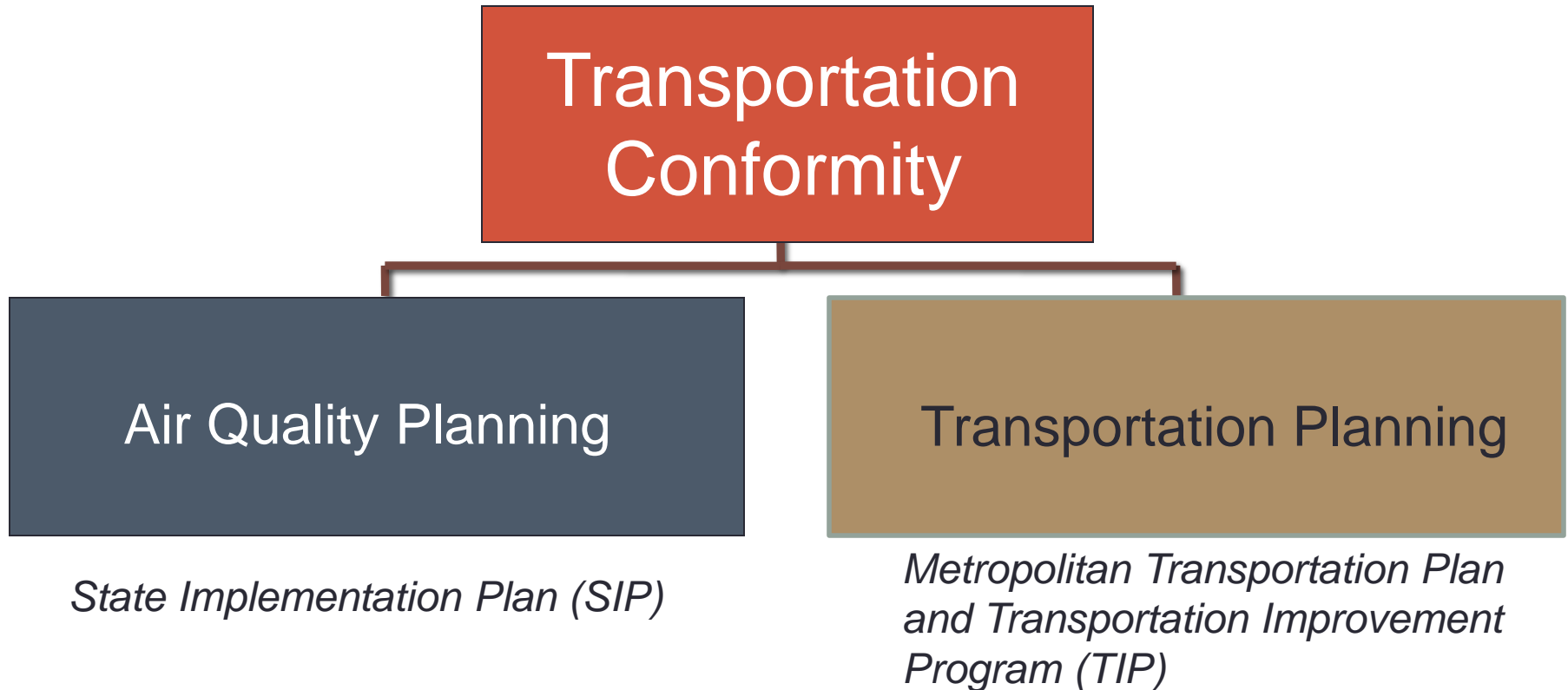
TRANSPORTATION CONFORMITY: INTERAGENCY CONSULTATION & COOPERATION

Cecilia Ho

Air Quality & Noise Team Leader

FHWA Office of Natural Environment

Transportation Conformity: A Link Between Air Quality and Transportation Planning



Interagency Consultation - Overview

- A collaborative process between organizations on key elements of transportation and air quality planning
 - Required in all nonattainment and maintenance areas
 - Formally integrated into a SIP and legally enforceable by a state court
 - Conducted for development or modification of plans, TIPs, SIPs, and conformity determinations



Interagency Consultation Process

- Ensures all agencies:
 - Meet regularly
 - Share information
 - Collaboratively make decisions
 - Key issues
 - Assumptions



Roles and Responsibilities

- Regulations require the participation of all relevant agencies in interagency consultation
 - Not all agencies are required to participate in every activity covered by interagency consultation
- Typical key participants include:
 - MPO(s)
 - State and local transportation agency
 - State and local air quality / environmental agency
 - US DOT (FHWA/FTA)
 - US EPA

Best Practices

- The consultation process works best when:
 - The process is continuous with periodic meetings
 - Key decisions are made early in the process
 - Discussions and determinations are well documented
 - Agreements
 - Assumptions
 - Meeting agendas and notes



Benefits of a Well Executed Process

- Provides a forum for state and local agencies to share information
- Allows agencies to identify and discuss key issues early in the process and to reach agreement
- Facilitates for effective consensus building and decision making



Examples of Transportation Conformity Practices

- PM quantitative hot-spot analyses
- State and local procedures to determine project of air quality concerns
- **Interagency consultation practices**
- Conformity work groups information sharing
- Conformity determination reports
- CO screening protocols

http://www.fhwa.dot.gov/environment/air_quality/conformity/practices/

Conformity Practices in Complex Areas

The screenshot shows a web browser window displaying the FHWA website. The page title is "Transportation Conformity Practices in Complex Areas". The navigation menu includes "Air Toxics", "CMAQ", "Conformity", and "It All Adds Up". The main content area features a large heading "Transportation Conformity Practices in Complex Areas" followed by an introductory paragraph and a list of four types of complex areas: Multi-State Nonattainment and Maintenance Areas, Nonattainment and Maintenance Areas Containing Multiple MPOs, and Nonattainment and Maintenance Areas with "Donut" Area(s). A sidebar on the left contains a navigation menu with categories like "Laws and Regulations", "Policy and Guidance", "Research", "Reference Material", "Models & Methodologies", "Training", and "Contacts".

U.S. Department of Transportation
Federal Highway Administration

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Air Quality

Transportation Conformity

Air Toxics CMAQ Conformity It All Adds Up

FHWA → Environment → Air Quality → Conformity → Research

Transportation Conformity Practices in Complex Areas

A key goal of the FHWA is to increase the capacity of MPOs throughout the country in meeting a host of planning requirements, including those related to air quality and transportation conformity. FHWA's Office of Natural Environment recently completed an assessment of how conformity works in certain types of nonattainment and maintenance areas, so-called "complex areas."

The purpose of this study was to further understand how MPOs have been carrying out the transportation conformity requirements in the different types of complex nonattainment and maintenance areas. Specifically, the research was designed to document how conformity determinations and regional emissions analyses are being done in these different types of areas, and to share with other MPOs and conformity stakeholders this information.

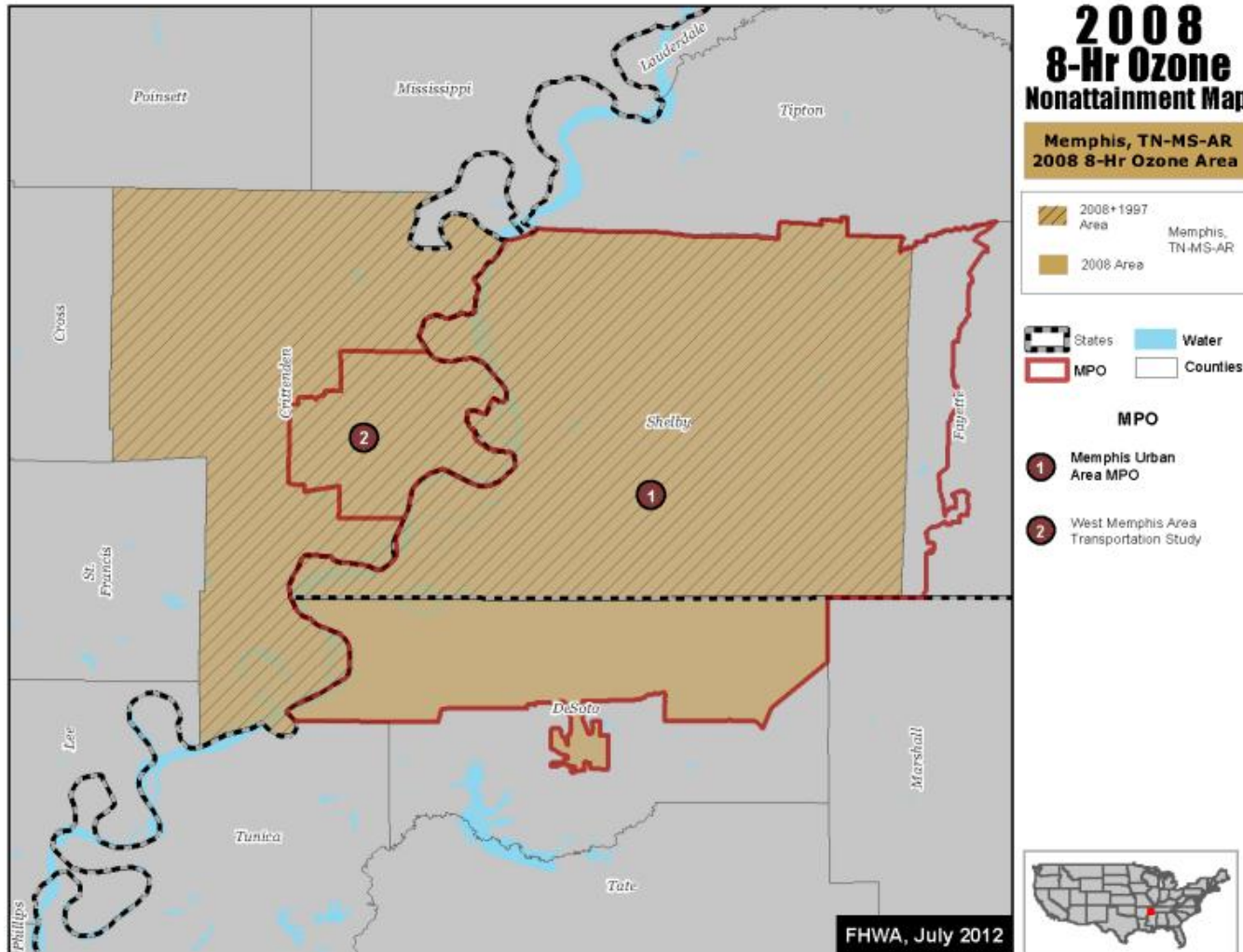
The metropolitan transportation planning process is designed around the metropolitan planning organization (MPO), the federally designated planning entity for urbanized areas with a population over 50,000. In contrast, the air quality planning process is designed around nonattainment or maintenance area boundaries, which may or may not coincide with MPO planning boundaries.

While the simplest and most straightforward situation is one where the MPO planning boundaries and the nonattainment or maintenance area boundaries coincide, FHWA has identified four types of "complex" areas where this is not the case:

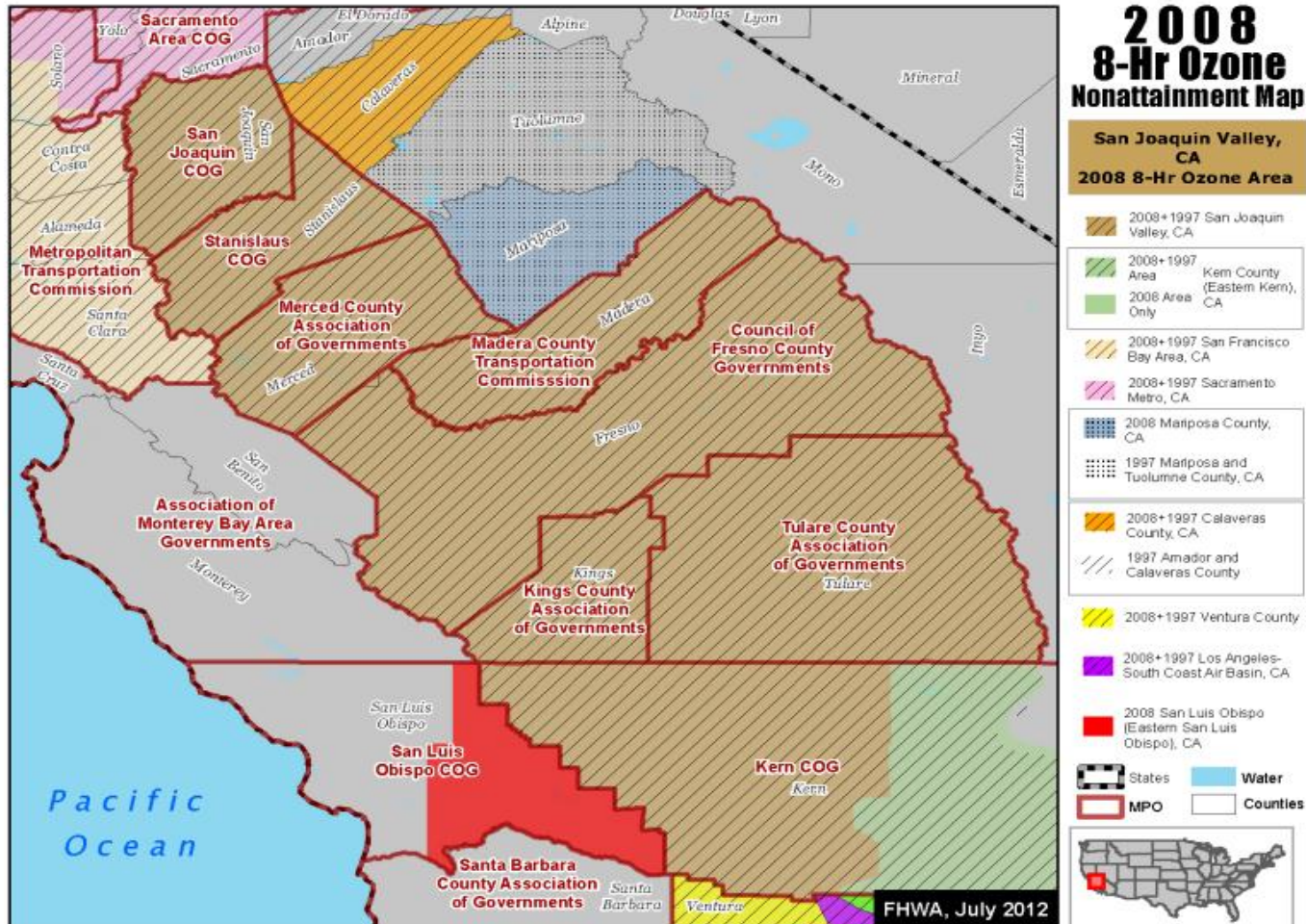
- [Multi-State Nonattainment and Maintenance Areas](#)
These areas include those where the boundaries of the nonattainment or maintenance area encompass portions of more than one state. For example, the Chattanooga, TN-GA-AL 1997 PM2.5 area encompasses one county in Tennessee, two counties in Georgia and a partial county in Alabama.
- [Nonattainment and Maintenance Areas Containing Multiple MPOs](#)
These areas include those where more than one MPO planning area is included within the boundaries of the nonattainment or maintenance area. For example, the Cleveland-Akron-Lorain, OH 2006 PM2.5 area contains the planning areas of both the Akron Metropolitan Area Transportation Study and the Northeast Ohio Areawide Coordinating Agency.
- [Nonattainment and Maintenance Areas with "Donut" Area\(s\)](#)
Donut areas are geographic areas outside a metropolitan planning area boundary, but inside the boundary of a nonattainment or maintenance area that contains any part of a metropolitan area. For example, the Atlanta, GA 1997 PM2.5 area contains three "donut" counties which are not part of the transportation planning area of the Atlanta Regional Commission or Chippinville Hill MPO.

For more information, please contact Karen Perritt or Mark Glaze.

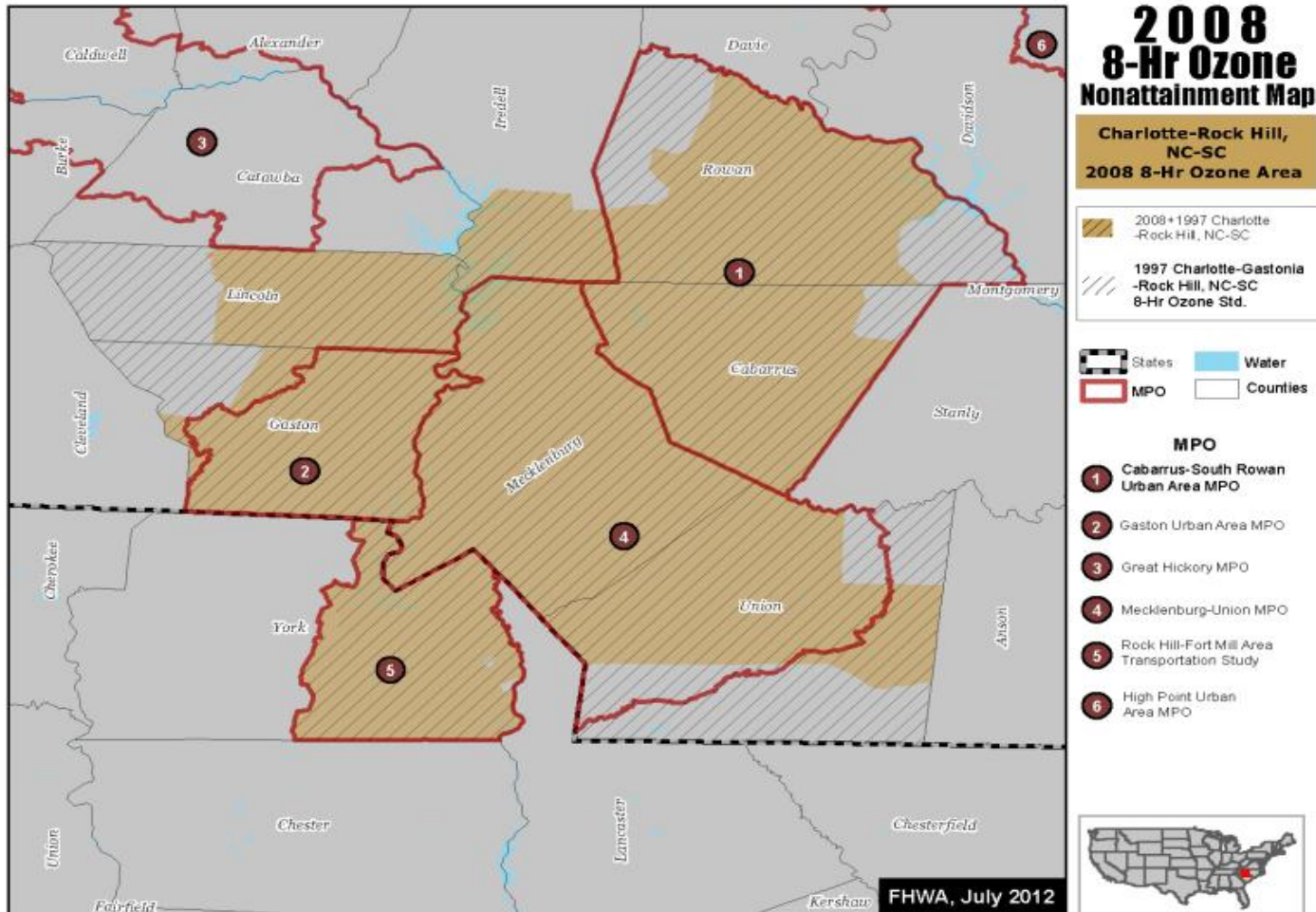
Multi-State Area: Memphis, TN-MS-AR 2008 8-hour Ozone Nonattainment Area



Multi-MPO Area: San Joaquin Valley, CA 2008 8-hour Ozone Nonattainment Area



MPO with Donut Area: Charlotte-Rock Hill, NC-SC 2008 8-hour Ozone Nonattainment Area Map



Summary

- The importance of interagency consultation cannot be over emphasized
- Interagency consultation provides opportunities to raise issues early and minimize disruption to the conformity process
- State and local agencies should initiate interagency consultation as soon as possible after a nonattainment designation

Contact information

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http://www.fhwa.dot.gov/environment/air_quality/conformity/

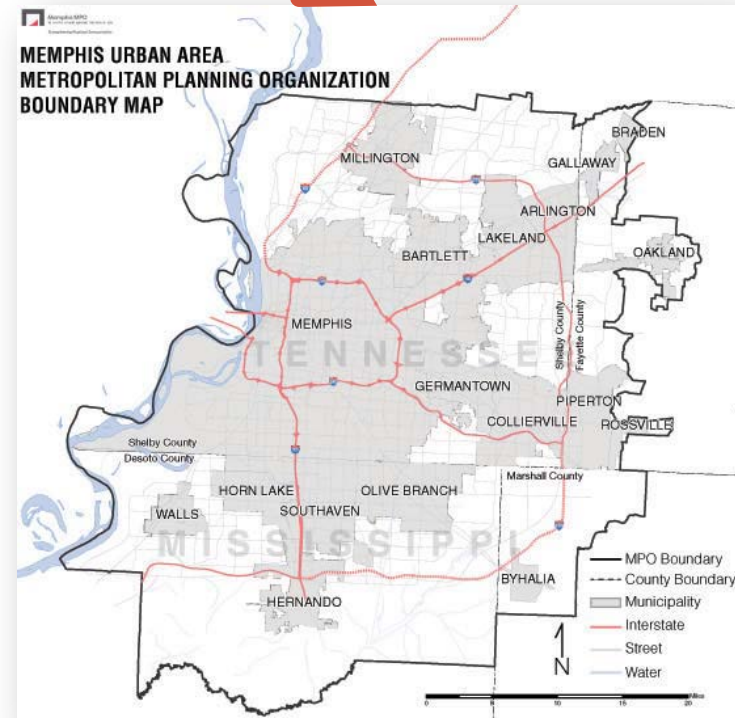
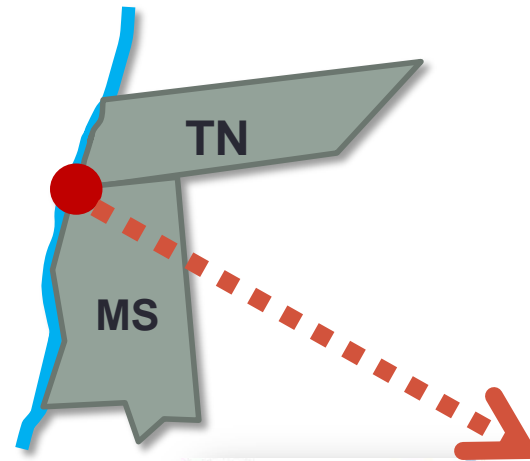
REGIONAL MODELS OF COOPERATION IN AIR QUALITY PLANNING

MEMPHIS URBAN AREA MPO

August 25, 2015

Background

- **Bi State MPO (TN and MS), includes 4 Counties :**
 - Entire Shelby Co , TN
 - Entire Desoto Co, MS
 - Partial Fayette Co, TN
 - Partial Marshall Co, MS
- **Population approx. 1.1 million**
- **Major Freight Hub**
 - 5 Class 1 Railroad
 - 4th largest Inland Port
 - 2nd busiest cargo airport in the world

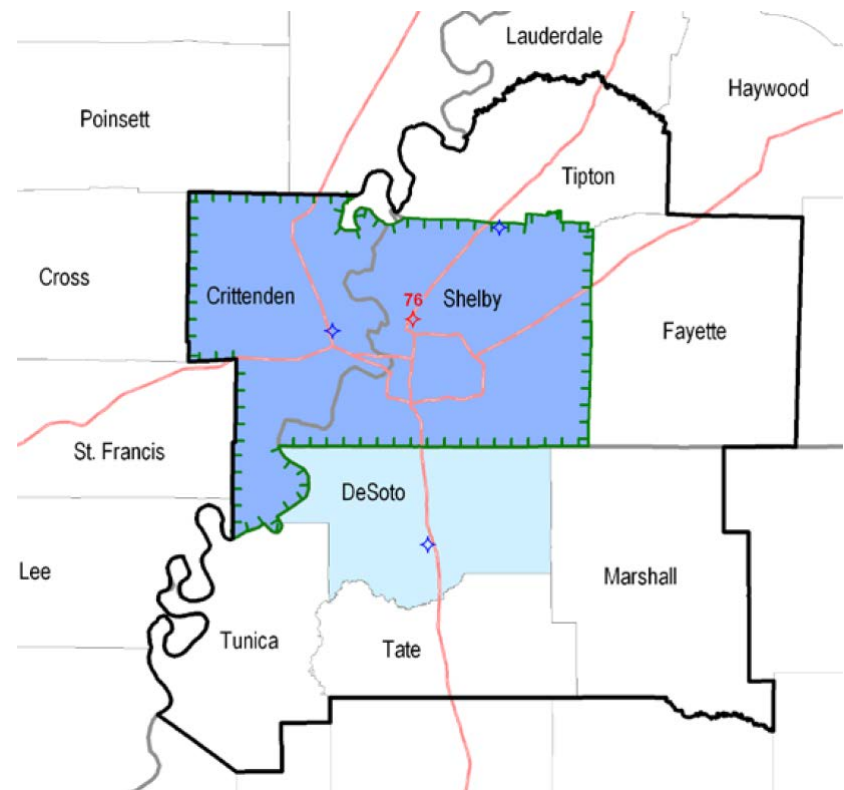


Background contd.

- **Memphis- TN-AR-MS MSA-**
 - 9 counties
 - Includes **2 MPOs**
 - Memphis Urban Area MPO (TN & MS)
 - West Memphis MPO, AR

Air Quality

- **Carbon Monoxide-** Shelby County, TN – in Maintenance, ends in 2017
- **Ozone-** Non- attainment under 2008 8 hr. Includes:
 - Entire Shelby Co and Partial DeSoto Co (**Memphis MPO**)
 - Crittenden Co (**West Memphis MPO**)

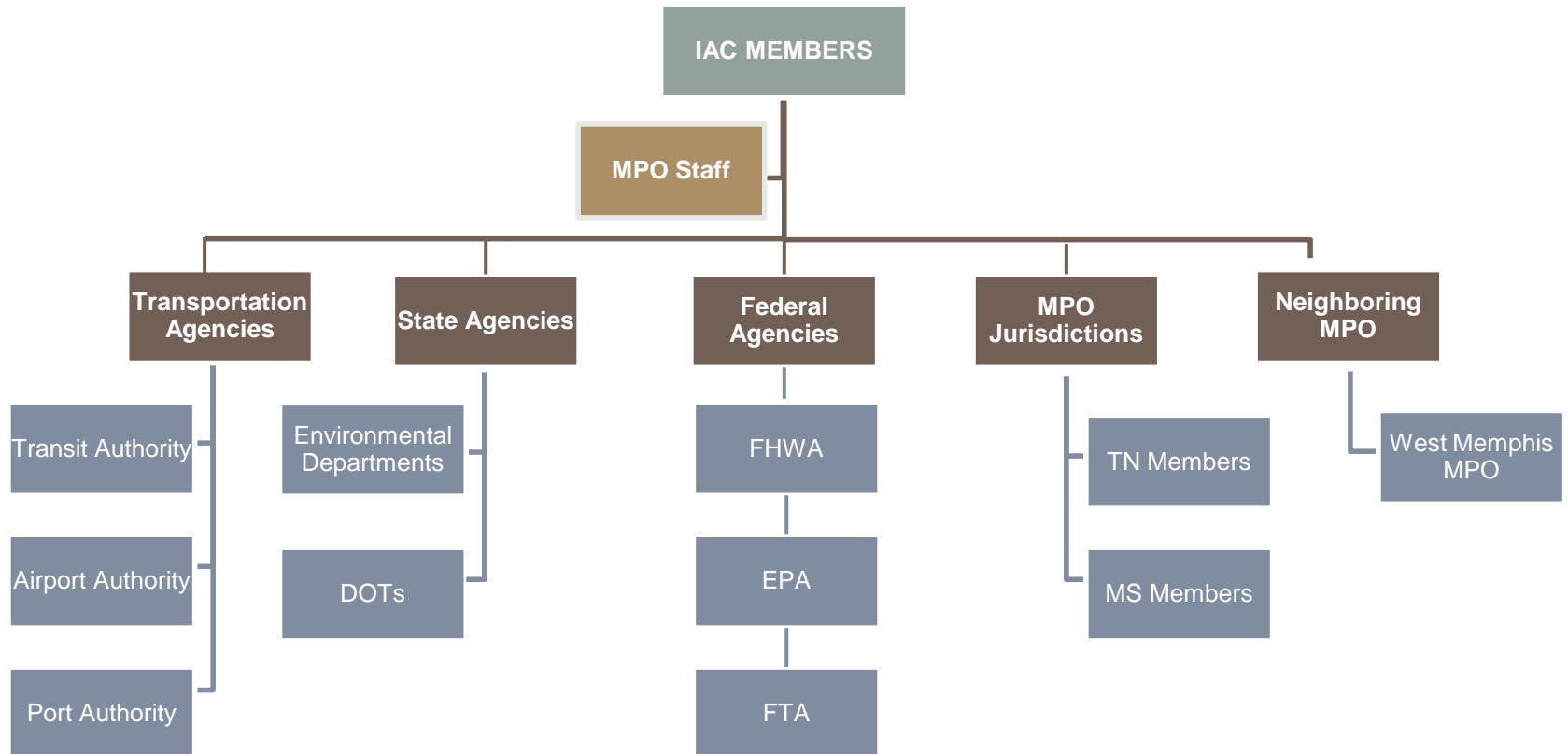


Legend

- EPA designated whole county as nonattainment
- EPA designated partial county as nonattainment
- County in separate ozone nonattainment area
- ◆ Monitor violating 2008 ozone NAAQS in 2008-2010
- ◆ Monitor attaining 2008 ozone NAAQS in 2008-2010
- ▭ 2009 Statistical Area boundary
- ▭ 1997 ozone NAAQS nonattainment area

Air Quality Coordination

- **Inter-Agency Consultation (IAC) Group:**



Air Quality Coordination cont.

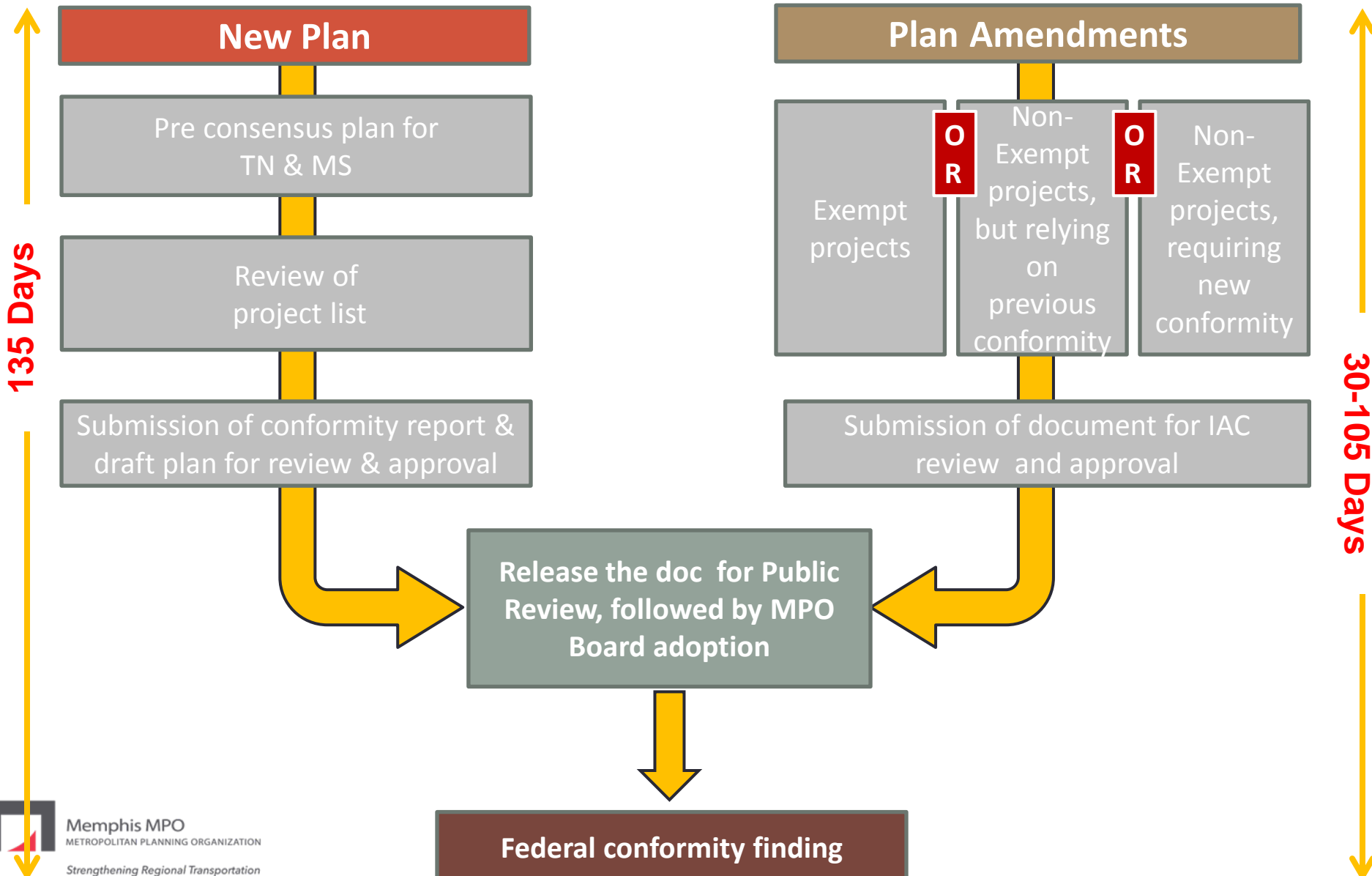
- **Requires consultation with IAC on:**
 - Development of New Plans
 - Amendments to the Plan
- **Cooperative and Consensus Based Approach**
- **MOU between the two MPOs:**
 - Separate **budgets**, separate **conformity process**, separate **plans**
 - But continued participation in each others planning process, incl. AQ
- **Budgets:**
 - No MPO level budgets (Shelby Co has budgets, Desoto Co does not)
 - Hence, separate conformity analysis

Air Quality Coordination cont.

- **Data:**

- Memphis MPO Regional Travel Demand Model (TDM)
- Memphis MPO Regional Land Use Model
- Some common Input
 - Metrological data from the airport
 - MOVES Model Technique (Inventory Method)
 - Age Distribution
 - Vehicle Type VMT
 - Some Model Years

Air Quality Process



Example of Documentation

Plan Development

TDOT Projects													
S No	Project Name	Termini	Horizon Year	Project Description	Status	Lead Agency	Length	Func Class	Can it be modeled?	ADT	Regionally Significant	L RTP Amendment Needed	Remarks
1	I-40	Interchange @ Canada Road	E+C	Interchange improvements including replacing bridges, reconstructing acceleration and deceleration lanes and tapers	Non-Exempt	TDOT	NA	Urban Interstate	Yes	83,350	Yes	No	
2	I-40	HPP-ID# 1359 and 4945, Interchange @ I-240 East of Memphis (Phase 2)	E+C	Construct I-40 flyover ramp	Non-Exempt	TDOT	NA	Urban Interstate	Yes	134,240	Yes	No	
3	I-55	Interchange at Crump Boulevard	2020	Interchange modification	Non-Exempt	TDOT	NA	Urban Interstate	Yes	48,173	Yes	No	
4	I-240	Interchange at Airways Blvd	2030	Interchange modification	Non-Exempt	TDOT	NA	Urban Interstate	Yes	147,032	Yes	Yes	Amend LRTP to remove reference to Plough Blvd in termini

Plan Amendments

August 2015 Proposed TIP Amendments - Memphis MPO															
S NO	TIP ID#	Lead Agency	County	Funding Source	Project Name	Proposed Changes	New Federal Funds				Old Federal Funds				Conformity Exempt
							2014	2015	2016	2017	2014	2015	2016	2017	
1	TN-IM-2011-01	TDOT	Shelby	NHPP	I-55 Interchange at Crump Blvd	Amend the project by adding \$31,500,000 in NHPP federal funds and \$3,500,000 in state funds for FY 2016 Construction. The total project cost has increased so additional construction funds are needed.	\$4,630,419		\$60,750,000		\$4,630,419		\$29,250,000		Non-Exempt

TIP Document

New TIP Page

Adopted 09-12-2013

TIP # TDOT PIN # Horizon Year Lead Agency

County Length LRTP # Conformity

Project Name Total Cost

Termini/Intersection

Project Description

Obligated Funds	Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
\$1,448,000 / 03.21.14	2014	CONST	STP-M	\$3,620,000	\$2,896,000		\$724,000

TABLE OF CONTENTS
INTRODUCTION
TIP #

IAC – what makes things works

- **Communication** - email, conf calls or one to one phone calls
- **Timely delivery** of information/ documentation
- Provide **easy to read** information e.g. summary documents
- **Education**
 - EPA's presentation in Desoto Co before non-attainment designation
 - MPO 101 for members
- Build **relationships** with the agencies responsible for SIPs and budget's
 - Helped us with our timeline for MS amendments
 - Our model is used for their budgets development, their budgets effect our plans
- **Statewide IAC calls** – hosted by federal agencies- participants include MPOs. State agencies and neighboring state



IAC – Some challenges

- **Level of understanding varies –**
 - For Example- request for Project changes (scope/funding) and its impact on conformity
 - Misunderstanding of the time required by the process
- **Additional dedicated staff time needed for coordination**
- **Timeline–**
 - For example-interpretation of conformity status exempt vs non-exempt
- **Project Delays due to review times involved**

Benefits



Transportation Improvement Program (TIP)

Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

Filter data by...

Lead Agency: All

Project Group: All

Funding Type: All

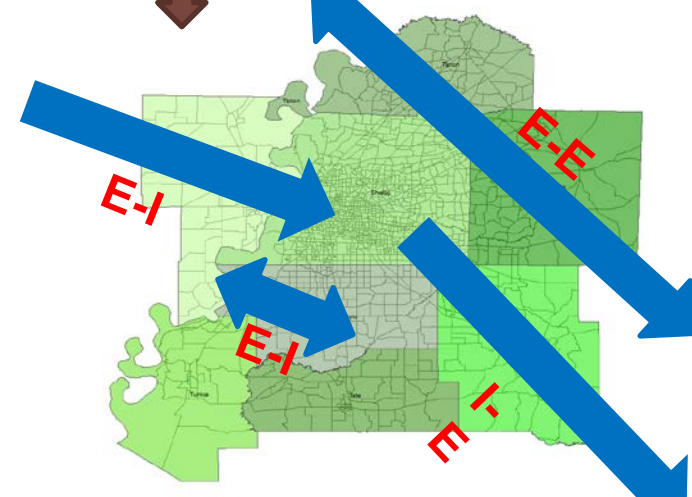
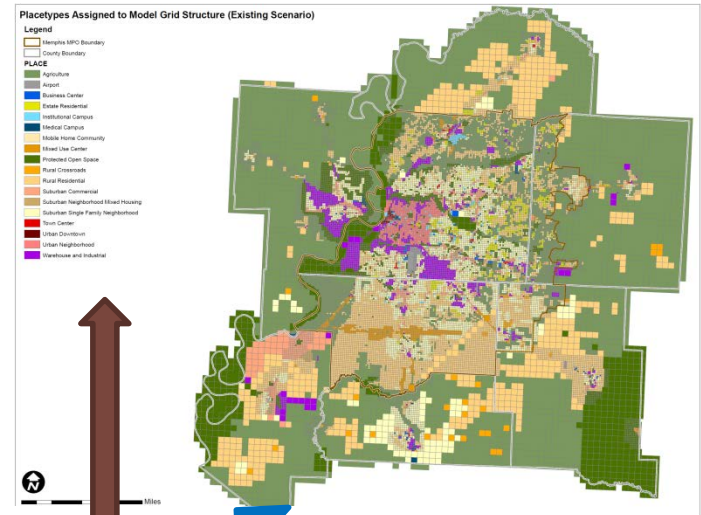
Legend

- Local
- State

Print map: Save data: Export PDF Download CSV

Switch map to: RTP Overall

Name	TIP ID	Type	FY	Location	Description	Remarks	Proj Group	Admin Level	Lead Agency	Total Cost
Hampton Drive @ Goodman Road Signalization	MS-LTP-2014-09	STR	2014	Hampton Drive and Goodman Road	Signalization	Install new Drway traffic signal	Signalizatio	Local	Mem Lake	100000
Frayser Boulevard @ Thomas Street Signalization	STP-M-2009-08	STR	2014	Frayser Boulevard and Thomas Street	Signalization	Multimodal detection, pedestrian countdown timers	Signalizatio	Local	Memph	332000
Central Avenue @ McLean Boulevard Signalization	STP-M-2009-08	STR	2014	Central Avenue and McLean Boulevard	Signalization	Multimodal detection, pedestrian countdown timers	Signalizatio	Local	Memph	332000
Walker Avenue @ Third Street Signalization	STP-M-2009-08	STR	2014	Walker Avenue and Third Street	Signalization	Multimodal detection, pedestrian countdown timers	Signalizatio	Local	Memph	332000
Watkins Avenue @ Thomas Street Signalization	STP-M-2009-08	STR	2014	Watkins Avenue and Thomas Street	Signalization	Multimodal detection, pedestrian countdown timers	Signalizatio	Local	Memph	332000
Malloy Avenue @ Florida Street Signalization	STP-M-2009-08	STR	2014	Malloy Avenue and Florida Street	Signalization	Multimodal detection, pedestrian countdown timers	Signalizatio	Local	Memph	332000
Marsh Avenue @ Thomas Street Signalization	STP-M-2009-08	STR	2014	Marsh Avenue and Thomas Street	Signalization	Multimodal detection, pedestrian countdown timers	Signalizatio	Local	Memph	332000



Takeaways

- **Read the SIP** – Be aware of changes that can impact schedule
- **Timeline** – Have a good Idea of timeframe needed to complete tasks related to conformity
- **Roles** – Have a clear idea regarding participants responsibilities. If needed have an MOU
- **Data** – If possible, have same data used for conformity as well as SIP
- **Education** – IAC Members have different backgrounds/levels of expertise
- **Tracking** - Technical nature of air quality planning, document plan and amendment review, correspondence, etc.
- **Communicate** – Keep everyone is informed, Emails, Conference Calls, etc.



Contact

Ms. Pragati Srivastava,

MPO Administrator

Pragati.Srivastava@memphistn.gov

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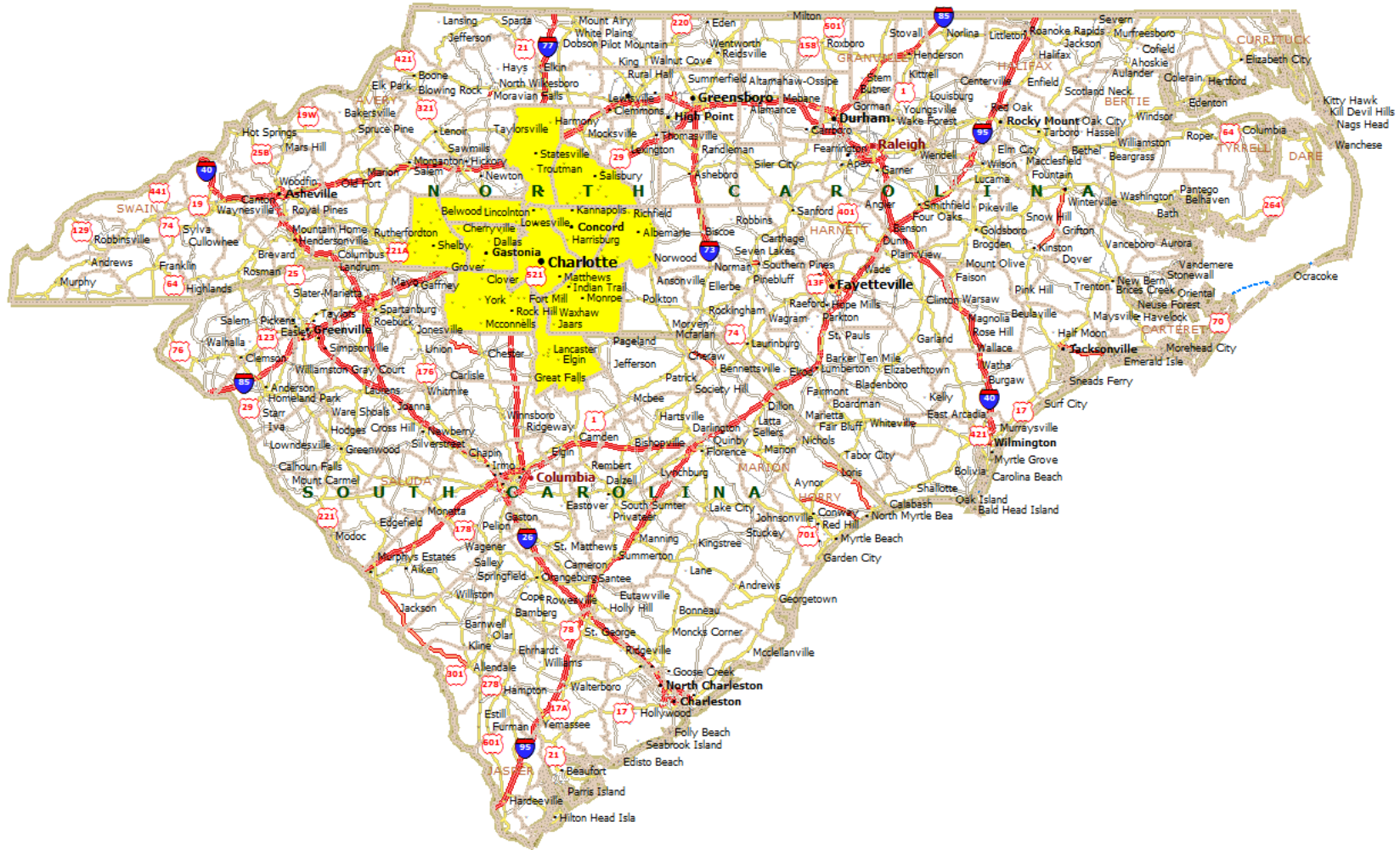


Regional Cooperation in the Metrolina Region

August 25, 2015



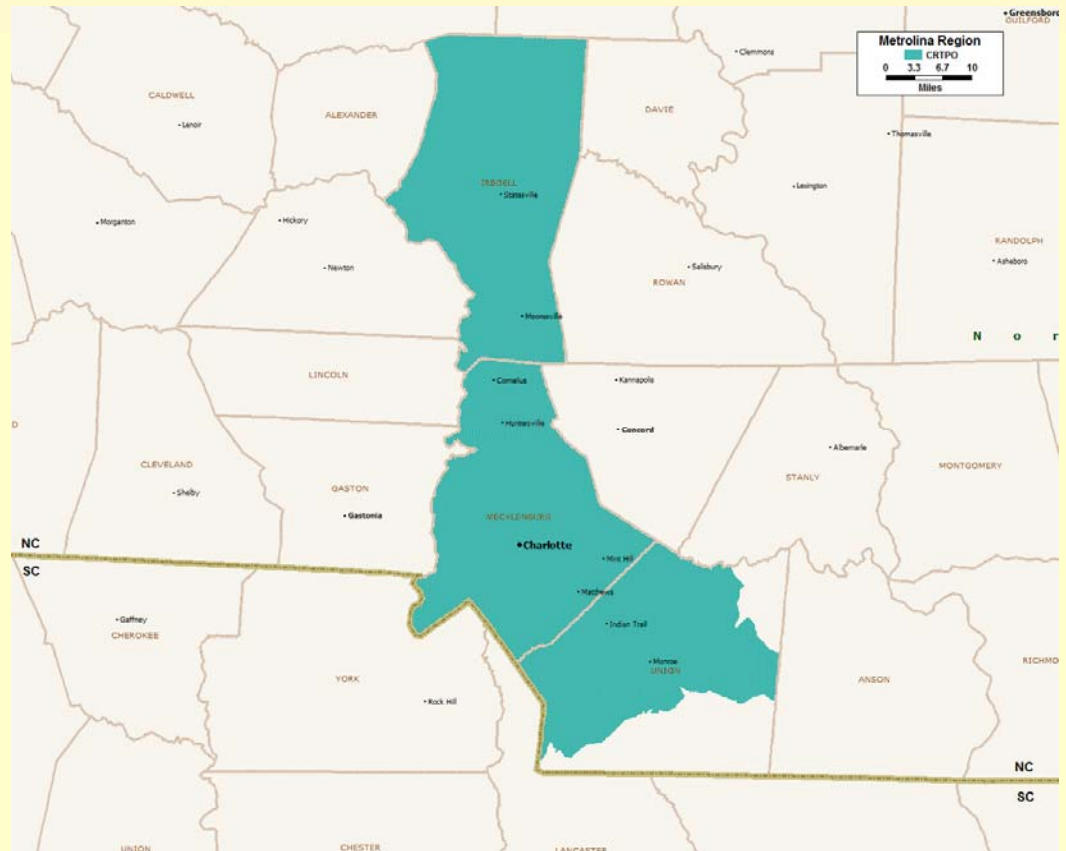
Metrolina Region





Metrolina Region

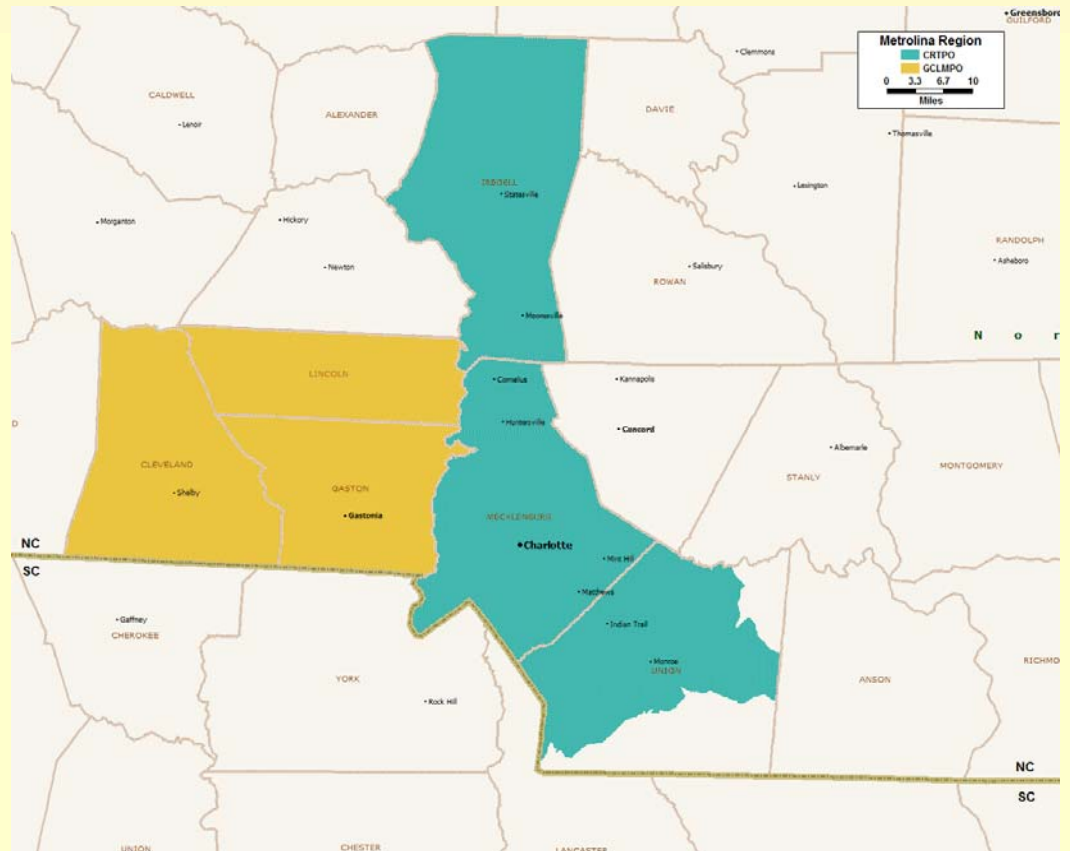
- Charlotte Regional TPO (CRTPO)





Metrolina Region

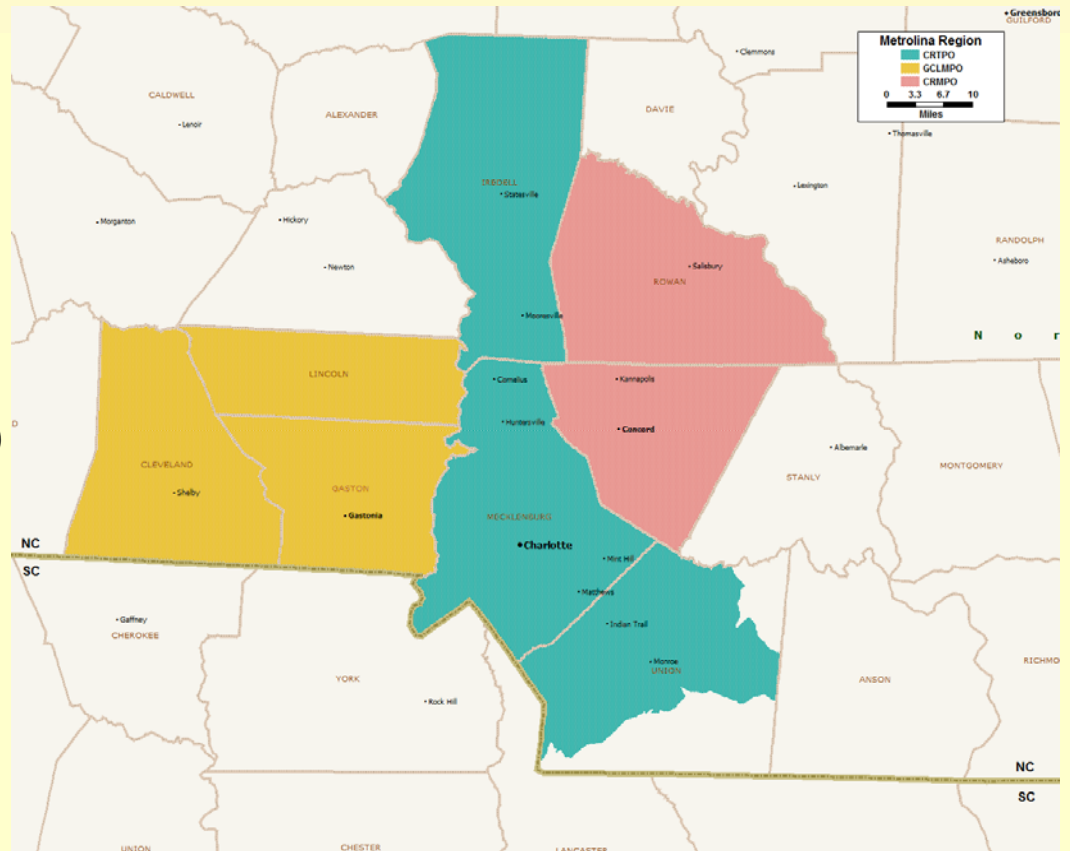
- Charlotte Regional TPO (CRTPO)
- Gaston-Cleveland-Lincoln MPO (GCLMPO)





Metrolina Region

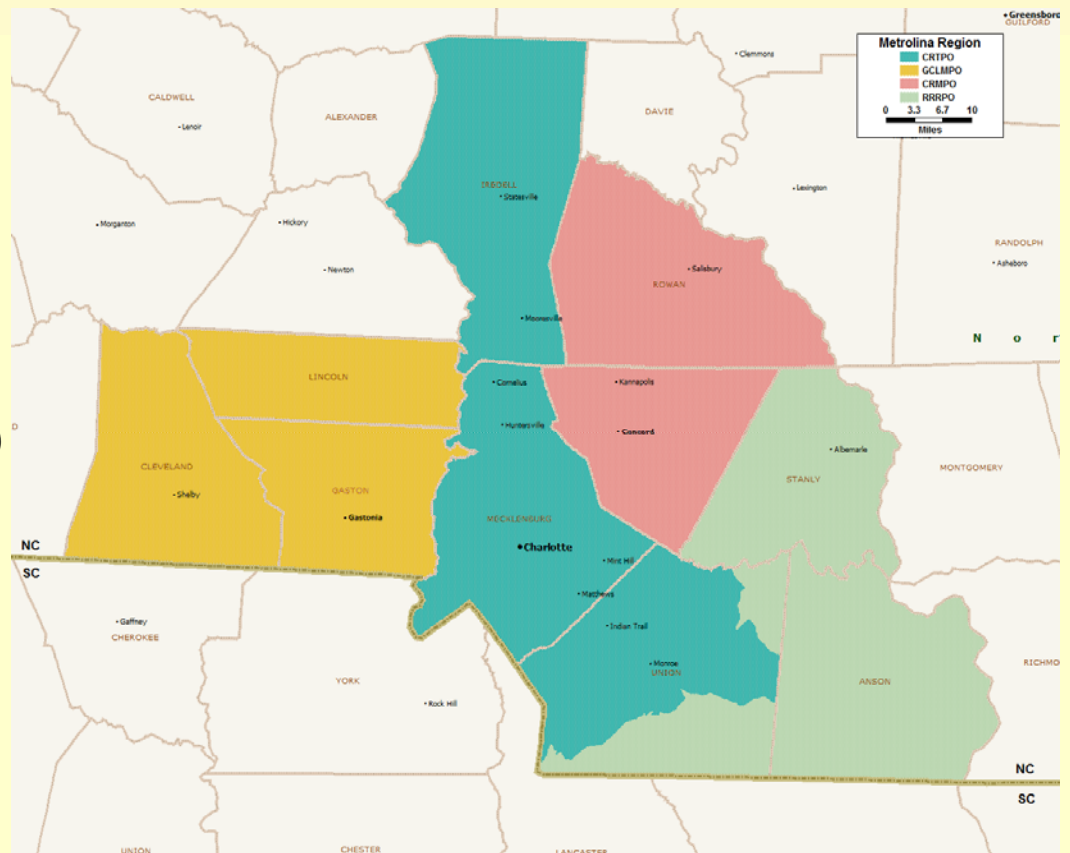
- Charlotte Regional TPO (CRTPO)
- Gaston-Cleveland-Lincoln MPO (GCLMPO)
- Cabarrus-Rowan MPO (CRMPO)





Metrolina Region

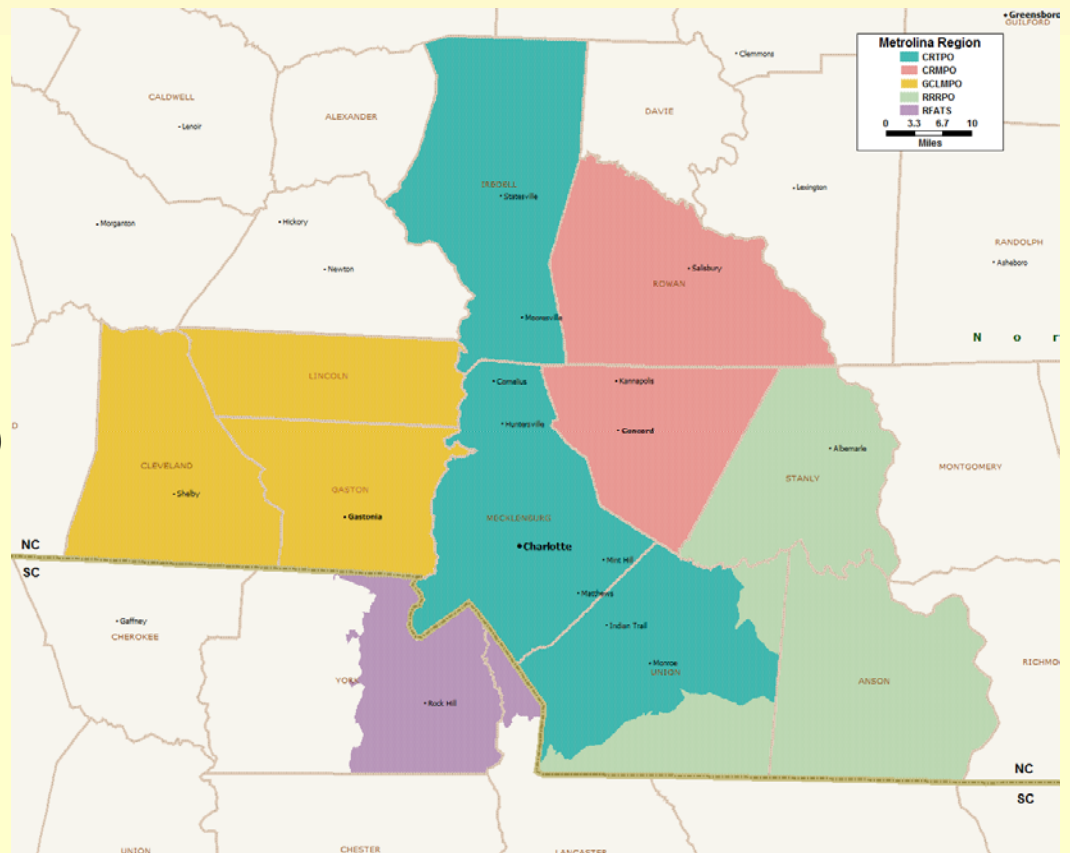
- Charlotte Regional TPO (CRTPO)
- Gaston-Cleveland-Lincoln MPO (GCLMPO)
- Cabarrus-Rowan MPO (CRMPO)
- Rocky River RPO (RRRPO)





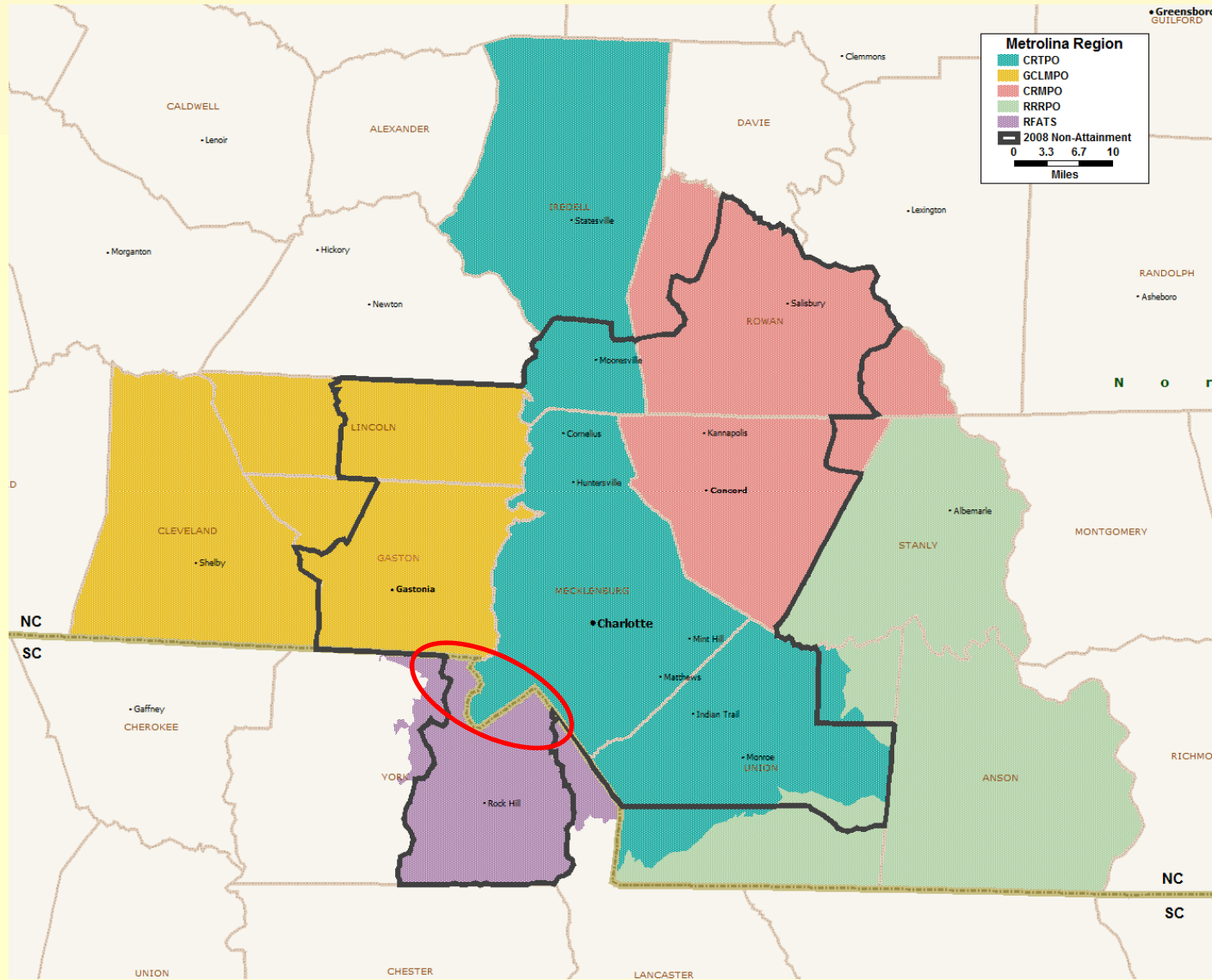
Metrolina Region

- Charlotte Regional TPO (CRTPO)
- Gaston-Cleveland-Lincoln MPO (GCLMPO)
- Cabarrus-Rowan MPO (CRMPO)
- Rocky River RPO (RRRPO)
- Rock Hill – Fort Mill Area Transportation Study (RFATS)



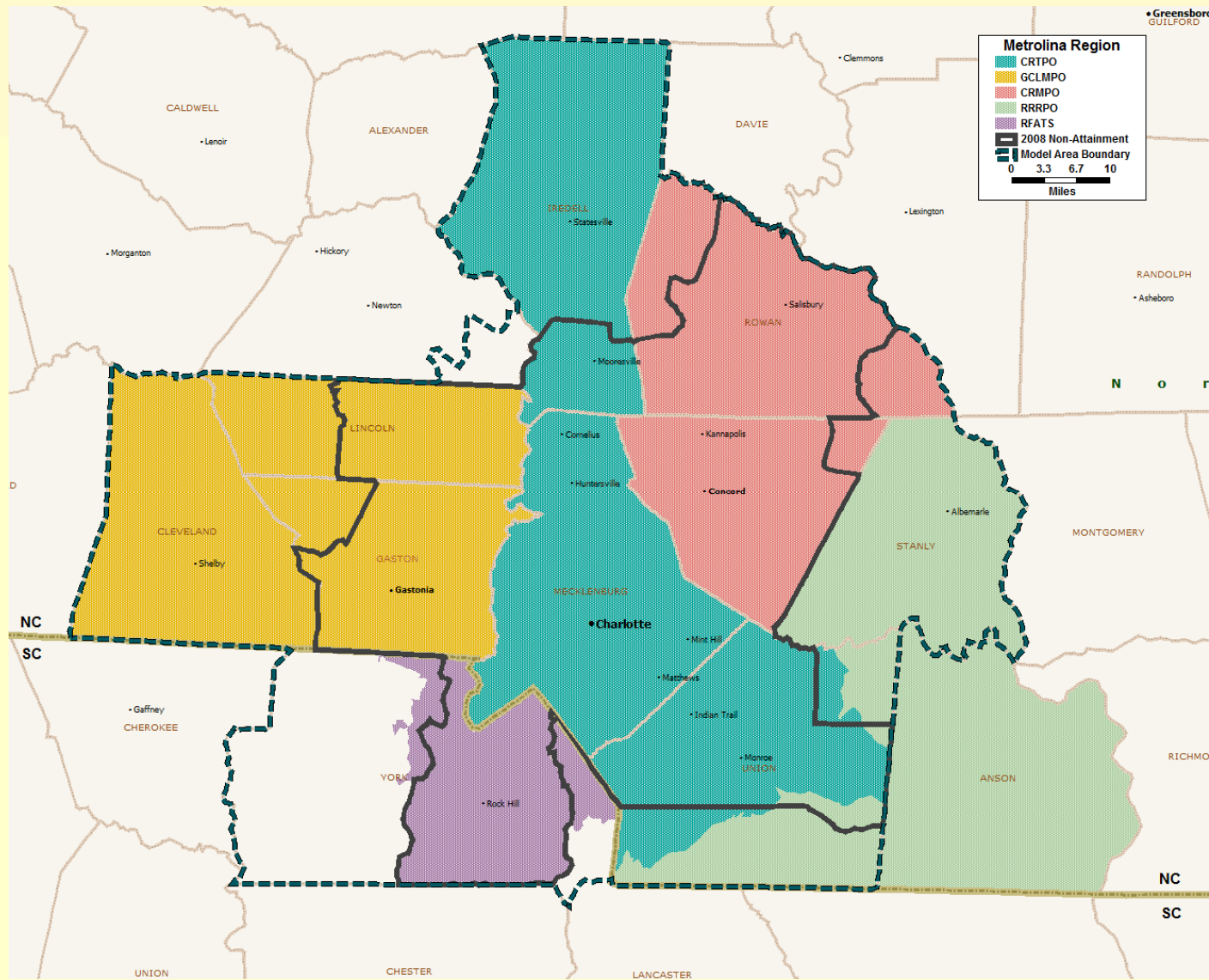


Charlotte Non-Attainment Area





Metrolina Regional Travel Demand Model Area





Regional Partners

- Charlotte Regional TPO (CRTPO)
- Gaston-Cleveland-Lincoln MPO (GCLMPO)
- Cabarrus-Rowan MPO (CRMPO)
- Rocky River RPO (RRRPO)
- Rock Hill – Fort Mill Transportation Study (RFATS)
- Charlotte Department of Transportation (CDOT)
- Centralina Council of Governments
- Catawba Council of Governments
- NC Department of Transportation (NCDOT)
- SC Department of Transportation (SCDOT)
- NC Department of Environment and Natural Resources (NCDENR)
- SC Department of Health and Environmental Control (SCDEHC)
- Federal Highway Administration (FHWA)
- Environmental Protection Agency (EPA)



Regional Cooperation

- MPO and RPO Technical and Policy Committees
- Charlotte Regional Alliance for Transportation (CRAFT) Technical and Policy Committees
- Metrolina Regional Travel Demand Model Technical and Policy Committees
- Interagency Consultation Process



Regional Cooperation

- **MPO and RPO Technical and Policy Committees**
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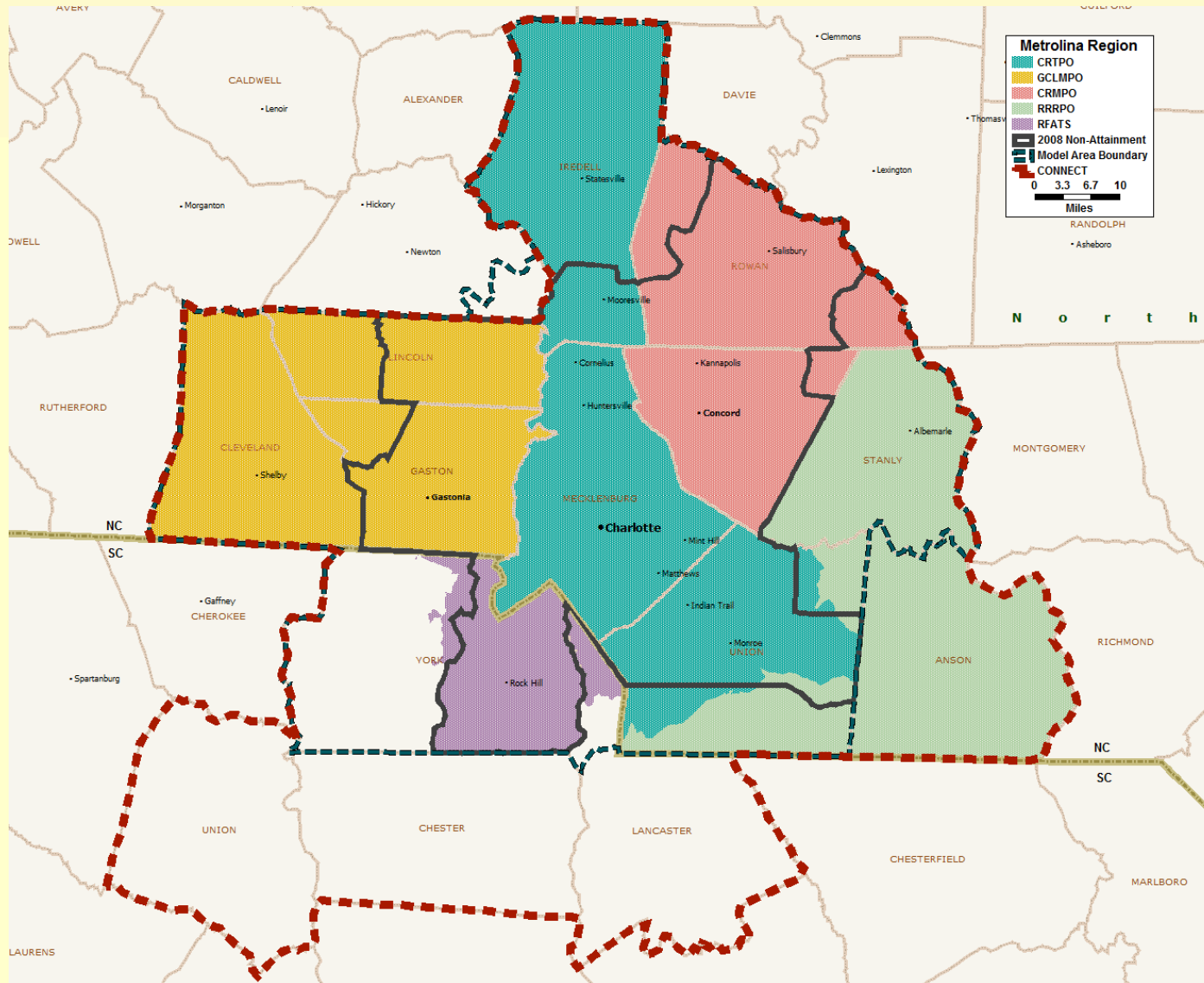


Regional Cooperation

- MPO and RPO Technical and Policy Committees
- Charlotte Regional Alliance for Transportation (CRAFT) Technical and Policy Committees
- Metrolina Regional Travel Demand Model Technical and Policy Committees
- **Interagency Consultation Process**



CONNECT Our Future



Challenges



Sheer Number of
Entities

“Voluntary”
Participation

Benefits



Saves Time and Money

Consistency

Opportunities for Regional Initiatives

Share Information / Data Seamlessly

Quick Response

Better Results

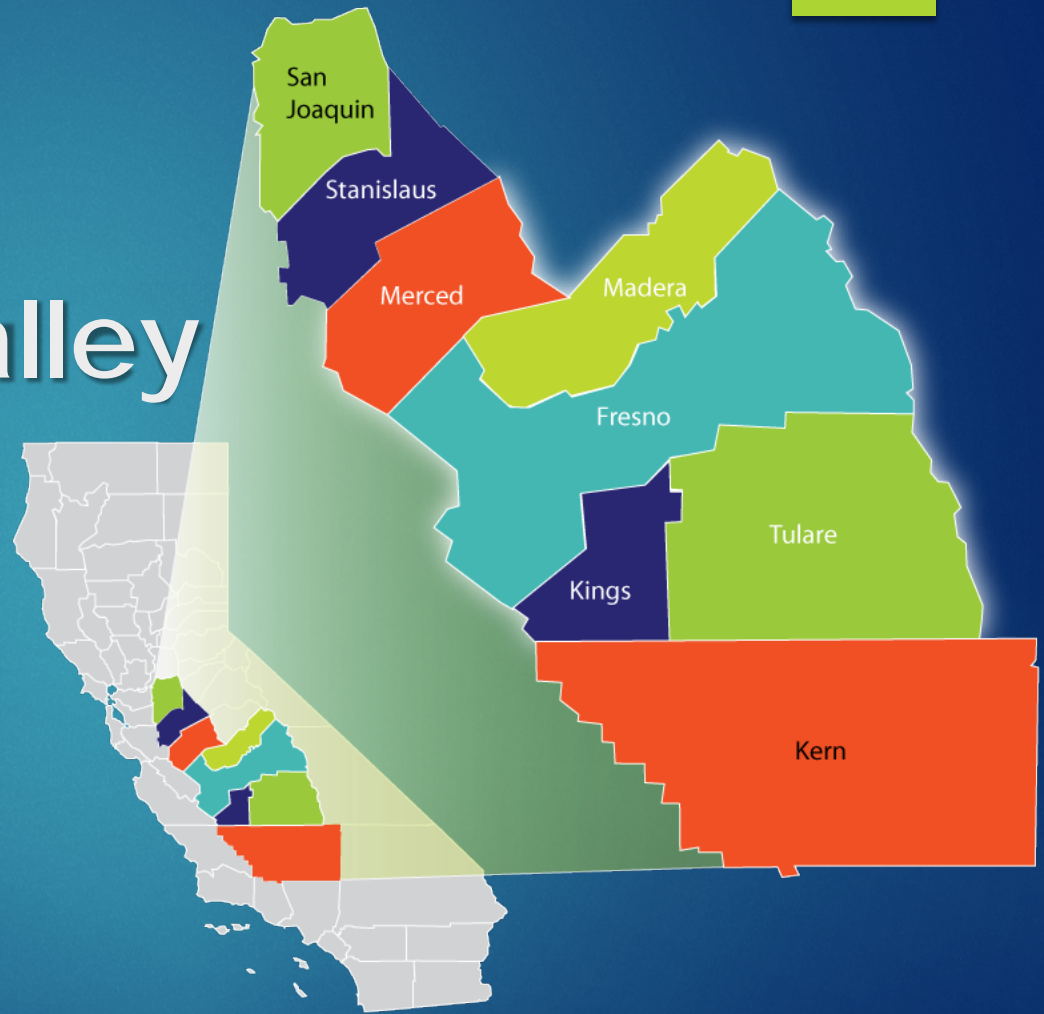


Contact Information

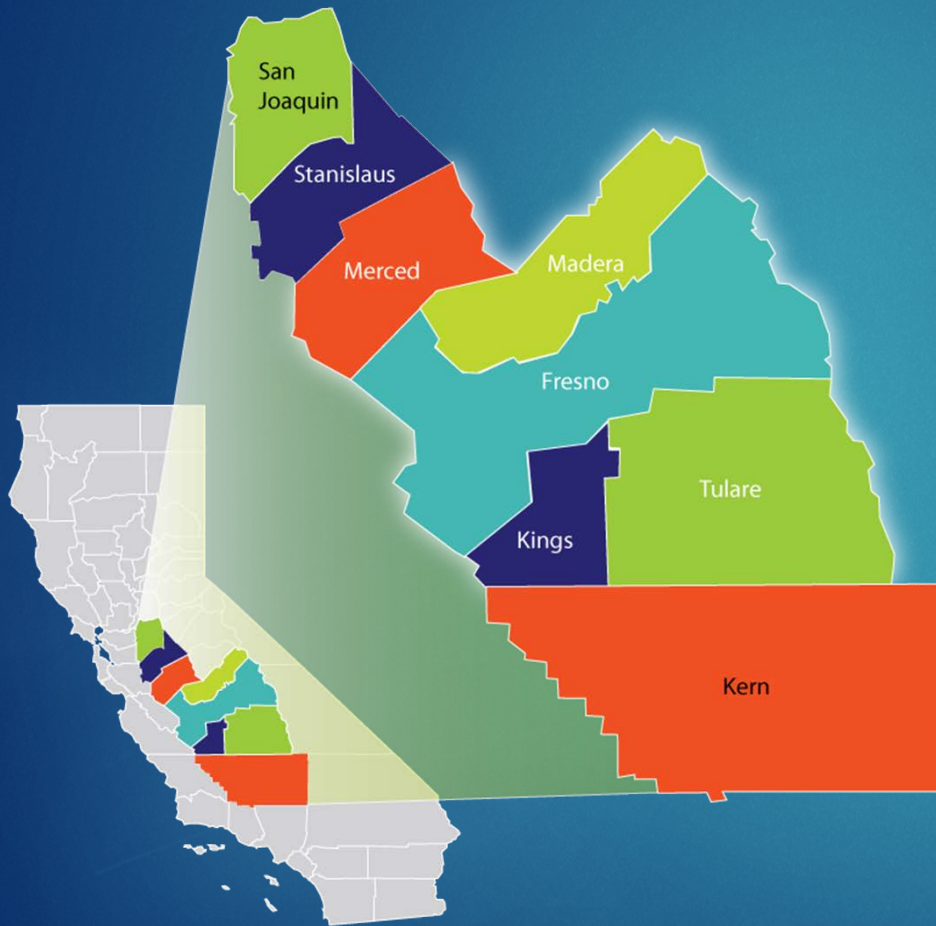
Anna Gallup
Metrolina Regional Model Program Manager
agallup@charlottenc.gov
(704) 336-8034

San Joaquin Valley

EIGHT MPOS, THREE AIR BASINS



Overview...



- ▶ The Basics
- ▶ Air Quality Designations
- ▶ Why Coordinate
- ▶ Example of Coordination
- ▶ Other Coordinated Efforts

The Basics....

San Joaquin Valley MPOs



Who Are The Partners?



Air Quality Designations...



PM10 Standard – Maintenance

1997 PM2.5 Standards – Nonattainment

2006 24-Hour PM2.5 Standards – Nonattainment

2012 Annual PM2.5 Standards – Nonattainment

8-Hour Ozone Standard – Nonattainment

Carbon Monoxide – Maintenance (Select Urban Areas)



Why Coordinate Planning Efforts?



1. It Takes All 8 For 1 To Conform
2. Same Requirements
3. Provides a Coordinated Voice
4. Reduces Risk
5. Effective Decision Making
6. Resource Sharing
7. Increased Efficiencies
8. Cost Savings
9. Facilitates Coordination on Other Mutual Interests



Coordination Example...



- ▶ New Emissions Model – EMFAC2011
 - ▶ As a Result, the MPOs Anticipated a Need for Updated 1997 PM2.5 and 1997 8-Hour Ozone Standard Conformity Budgets to Conform Plans and TIPS
 - ▶ Updating the Budgets Required A Minimum 90-Day EPA Adequacy Process
 - ▶ Budgets Needed to Be Updated Prior to MPO Adoption of 2008 Ozone Conformity Demonstration
- ▶ EPA required All 8 MPOs Demonstrate Conformity to the 2008 8-Hour Ozone Standard by July 21, 2013



Coordination Example Cont...

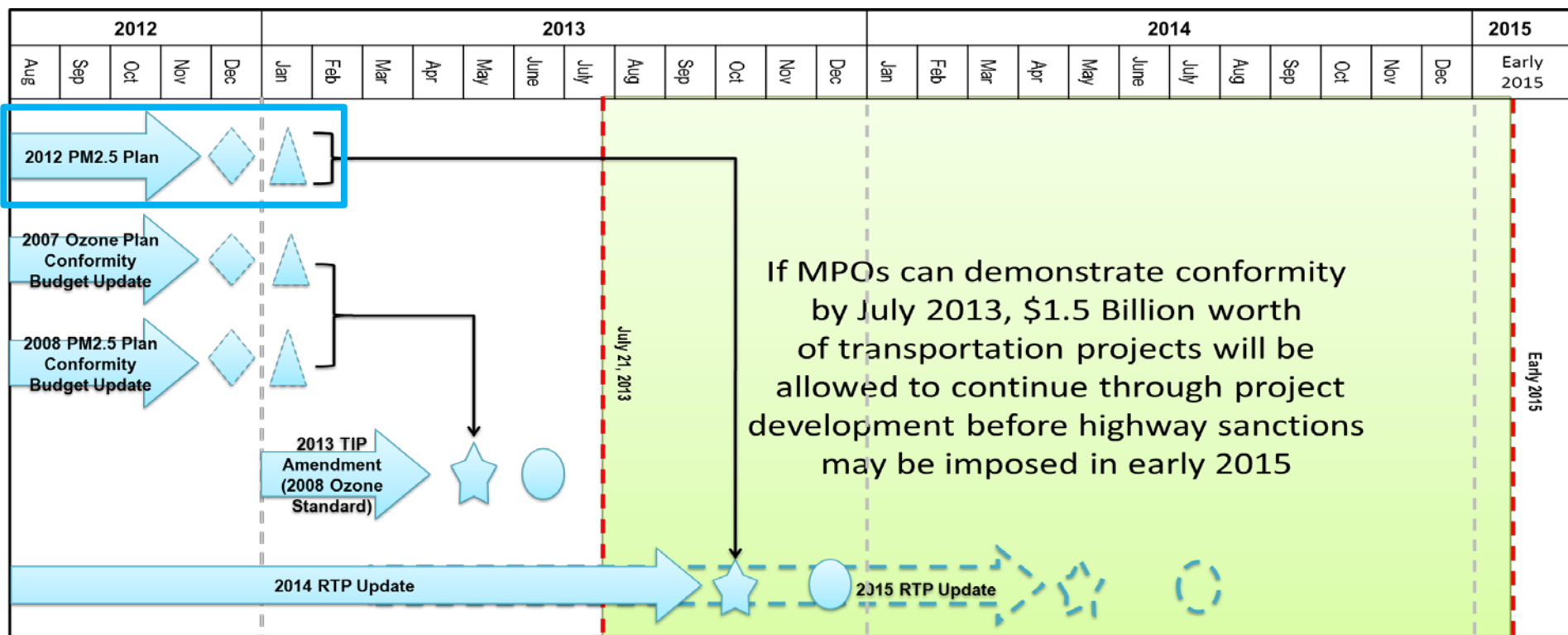
- ▶ Federal Approval (FHWA and FTA) of All 8 MPO Conformity Analyses was Required at the Same Time and No Later Than July 21, 2013 to Prevent A Lapse
- ▶ The SJV 2012 PM2.5 Plan Needed to Be Submitted By December 14, 2012 to Prevent the Imposition of Highway Sanctions (Anticipated in Early 2015)
- ▶ RTP Updates Underway for All 8 MPOs
- ▶ Coordination of Conformity Budget Updates for the 1997 Ozone and 1997 PM2.5 Standard Vital to Success





How to Articulate the Issue In an Easily Understandable Manner





San Joaquin Valley MPO Important Milestone Dates

2012 PM2.5 Plan

- Required to address the 2006 PM2.5 Standard.
- Must be submitted to EPA by December 14, 2012 or 2 year highway sanction clock begins (after EPA publication in Federal Register)
- Highway Sanctions anticipated early 2015
- Identifies conformity budgets MPOs must meet to expend money on regionally significant transportation projects.

2007 Ozone and 2008 PM2.5 Plan Conformity Budget Update

- MPOs are anticipated to need updated conformity budgets to demonstrate conformity by July 2013 due to updates to the ARB EMFAC model used to estimate emissions
- **Note:** The need to update these conformity budgets is dependent on the impact of the PM2.5 plan conformity budget quantification methodology. Update may be unnecessary.

2013 TIP Amendment

- Needed to demonstrate conformity to the 2008 8-hour Ozone Standard
- 8 Valley MPOs need to adopt new conformity analysis
- If one MPO is unable to adopt a new conformity analysis **all 8 lapse**
- Regionally significant projects cannot advance beyond the phase of work they are currently in (e.g. projects in ROW cannot advance to construction).

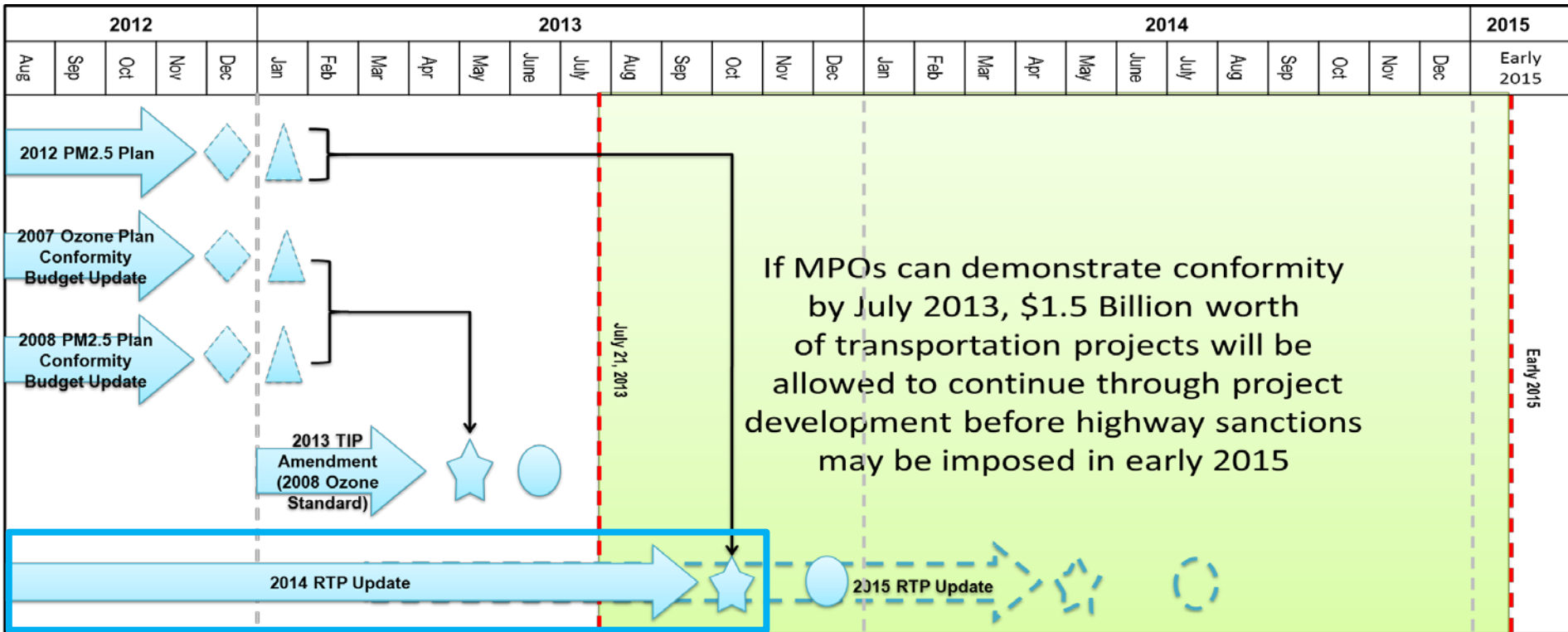
July 2013 and/or Early 2015

- **July 21, 2013** – If MPOs unable to demonstrate conformity, all 8 MPOs lapse
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LAPSE

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San Joaquin Valley MPO Important Milestone Dates

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2007 Ozone and 2008 PM2.5 Plan Conformity Budget Update

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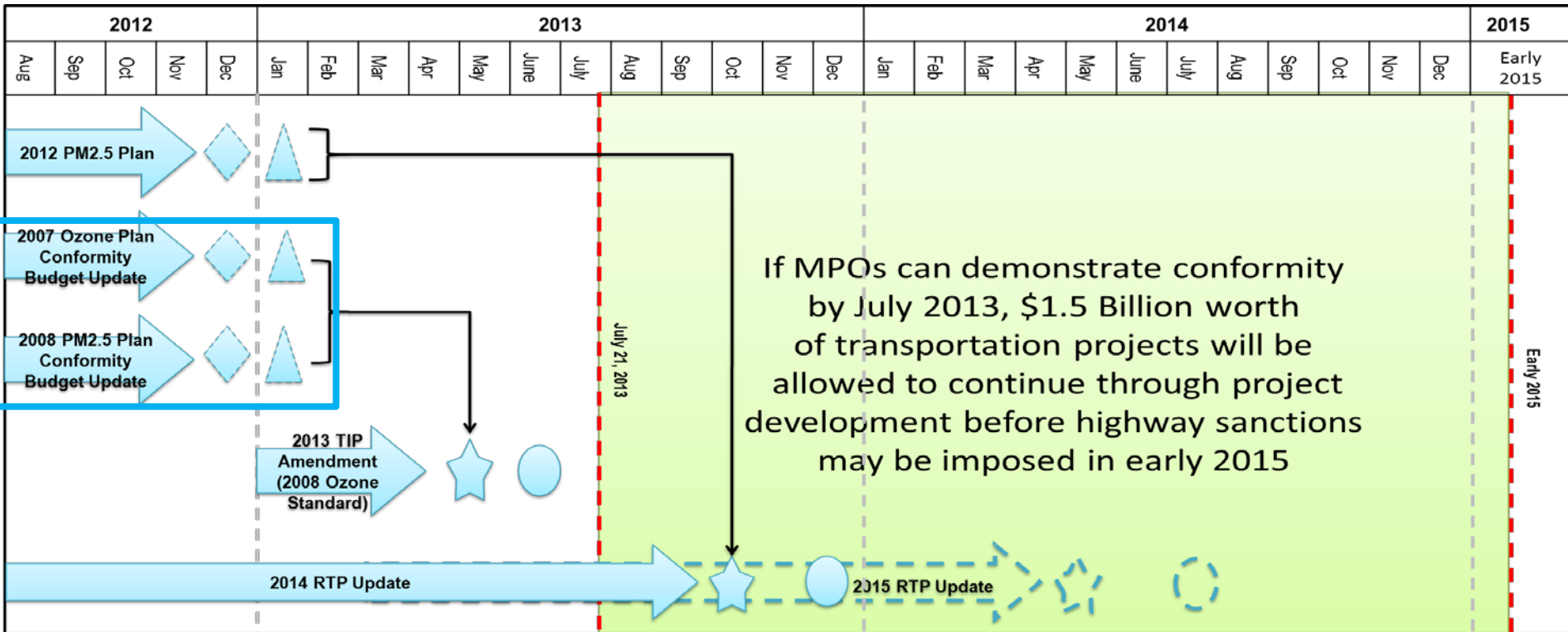
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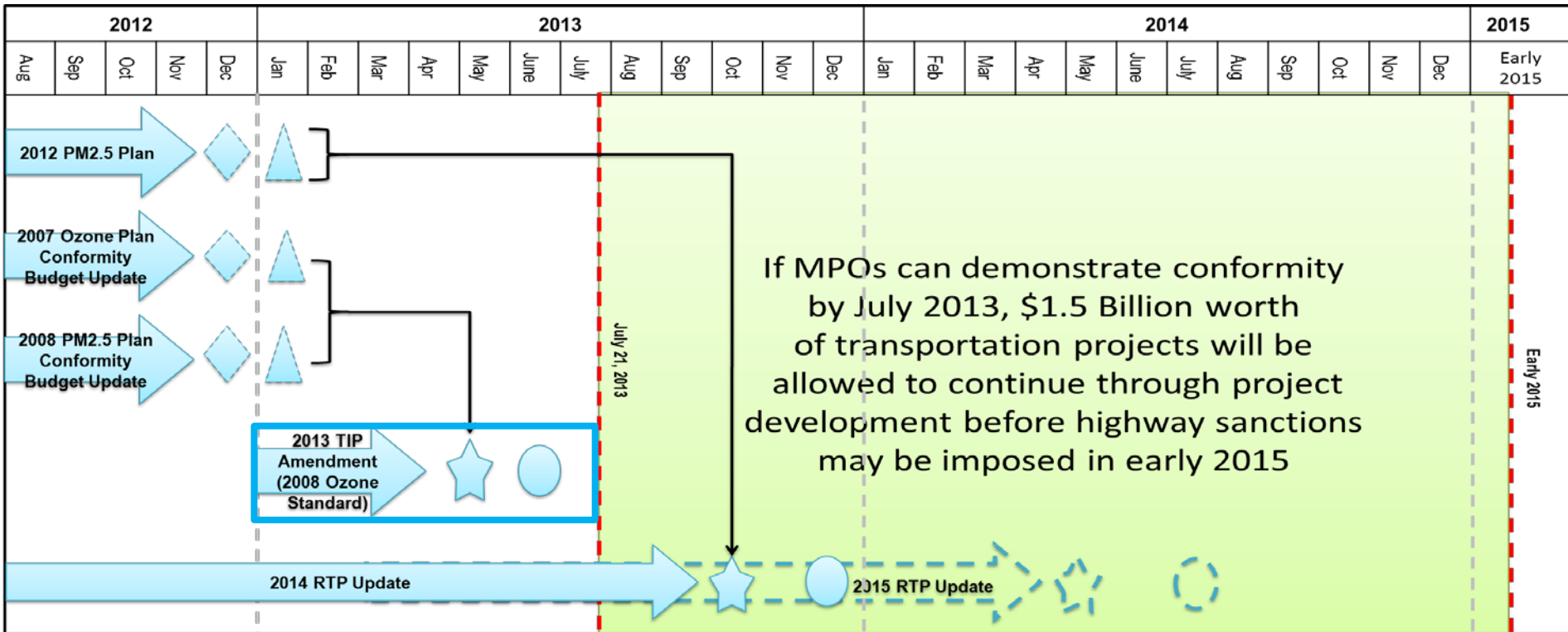
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Other Coordinated Efforts...





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Questions?

- **Please enter your questions into the Q&A Pod on your screen**
 - The moderator will direct your question to the appropriate presenter.
 - Slides from today' presentation are available in the download pod
- **For more information on the Regional Models of Cooperation initiative, please visit:**
http://www.fhwa.dot.gov/planning/regional_models/



Thank You!

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