

Conformity-June 2008

The Houston-Galveston Area Council is soliciting public comment on this new conformity amendment due to revisions done to the 2008-2011 Transportation Improvement Program (TIP). Below there is a detail explanation of the projects and modeling changes done that required a new conformity amendment:

- CSJ 0523-10-016 (MPO ID 498) FM 1488 from east of FM 149 at Mostyn to FM 2978 (Widen 2-lanes to 4-lanes divided - Pass Thru Financing). This project is currently scheduled to let in 2008, and as a consequence needs to be removed from the 2009 modeling network.
- CSJ 1986-01-049 (MPO ID 11558) FM 1314 from Gene Campbell Blvd to 2.6 miles northwest of Loop 494 (Widen to 4-lanes divided rural road- Pass Thru Financing). This project as well as the companion project (CSJ 1986-01-023: MPO ID 496) is currently scheduled to let in 2008, and as a consequence needs to be removed from the 2009 modeling network.
- CSJ 3049-01-013 (MPO ID 9708) FM 646 from IH 45 to FM 517, widening from 2 lanes to 4 -lane divided (PTF). This project will be let in 2008 and as a consequence needs to be taken out of the 2009 conformity network
- CSJ 3050-03-005 (MPO ID 71) FM 2978 from Montgomery County line to FM 2920, wide to 5 lane curb and gutter w/ detention pond. This project will be let in 2008, and as a consequence needs to be taken out of the conformity network.
- CSJ 1417-01-026 (MPO ID 11186) FM 1484 From FM 3083 to FM 2432 Widen to 4 lanes divided PTF. This project will be let in 2008, and as a consequence needs to be taken out of the 2009 conformity network
- This conformity amendment incorporates all the changes done for the finding of consistency, which used the METRO-light rail mode share for all the years of the conformity network
- This amendment is not taking credit of off model calculations based on TCMs and VMEPs.
- Please note that the budget year has changed due to the fact that EPA found adequate the 2008 budget for the Reasonable Further Progress State Implementation Plan for the HGB region, and in this way we are satisfying the SAFETEA-LU two year requirement for using new budgets. Since there is no network for the year 2008, the air quality results were interpolated between the calculations already done for the years 2007 and 2009.

Below there is a detail explanation of the networks and modeling parameters that did not change during this new conformity amendment:

- The validation year for the travel demand model is still 2002.
- The Land-Use Model is UrbanSim
- The VMT has been forecasted using EMME/2
- The VMT adjustments are the same as the last amendment. HPMS for all roadway facilities are 1.00 (H-GAC, August 2006) and seasonal adjustment factor 0.95942 (TTI, November 2006)
- The Emission reduction credits will be taken for the following on-road mobile SIP commitments: reformulated gasoline (mobile model), I/M programs (mobile model), Tier 2/ Low sulfur (mobile model), TxLED (TransCAD postprocessing), Temperature/Humidity correction (TransCAD postprocessing).
- Emission Model: MOBILE6.2.03 (EPA)
- Time periods: 4 time periods (H-GAC)
- Pollutants reported: NOx, VOC, CO
- Calendar dates: August 30th
- Vehicle class: EPA 28 vehicle classification
- Temperatures: hourly (TCEQ)
- Barometric pressure: hourly (TCEQ)
- Humidity: hourly (TCEQ)
- VMT mix: by time period, by road way type (TTI)
- Speed: 2.5-65 mph
- Vehicle registration: Mid-year 2006
- I/M program: ASM/OBDII, except 3 rural counties
- RVP: 6.8
- Low sulfur diesel: 15 ppm
- Timely implementation of TCM projects are the same as for the last amendment (November 2007)

The following table shows that the new updated networks conform to the new air quality budgets. The calculations for year 2007 have been added for clarification.

Analysis Year	Budget		Conformity (June 2008)			Conformity(November 2007)		
	VOC (t/d)	NOx (t/d)	VMT	VOC Emissions (t/d)	NOx Emissions (t/d)	VMT	VOC Emissions (t/d)	NOx Emissions (t/d)
2007			133,296,470.9	87.69	170.62	133,887,822.8	88.09	171.35
2008	86.77	186.13	140,126,379.0	84.02	160.62			
2009	86.77	186.13	146,956,288.0	80.35	150.62	147,409,162.9	80.7	150.86
2019	86.77	186.13	186,033,919.3	46.17	49.84	186,786,559.9	46.17	49.84
2025	86.77	186.13	211,159,187.4	42.07	39.19	211,681,750.4	42.07	39.19
2035	86.77	186.13	254,914,058.3	50.43	42.29	255,998,311.1	50.43	42.29