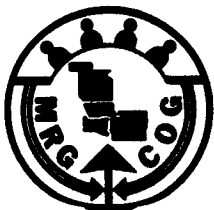


1994  
TRANSPORTATION/AIR QUALITY  
CONFORMITY FINDING



**Middle Rio Grande  
Council of Governments  
of New Mexico**

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317 Commercial N.E., Suite 300  
Albuquerque, N.M. 87102 (505) 247-1750

1 RESOLUTION

2 of the

3  
4 URBAN TRANSPORTATION PLANNING POLICY BOARD

5  
6 of the

7  
8 BOARD OF DIRECTORS

9  
10 of the

11  
12 MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS OF NEW MEXICO

13 (UTPPB R-93-24)

14 **DETERMINING CONFORMITY OF THE LONG RANGE**  
15 **MULTIMODAL INTERMODAL TRANSPORTATION PLAN**  
16 **AND THE 1993-94 TRANSPORTATION IMPROVEMENT**  
17 **PROGRAM WITH CLEAN AIR ACT IMPLEMENTATION**  
18 **PLANS.**  
19  
20

21 WHEREAS, the Clean Air Act Amendments of 1990 were passed on November 15,  
22 1990; and

23 WHEREAS, under the Clean Air Act Amendments Bernalillo County has been classified  
24 as a moderate nonattainment area for carbon monoxide; and

25 WHEREAS, the Clean Air Act Amendments call for a substantial emissions reduction  
26 from the transportation sector for areas of nonattainment; and

27 WHEREAS, the Middle Rio Grande Council of Governments (MRGCOG) , as the  
28 Metropolitan Planning Organization for the Albuquerque Metropolitan Planning Area, is required  
29 to make an affirmative determination that the transportation plans, programs, and projects are  
30 in conformity with the existing Clean Air Act implementation plans; and

31 WHEREAS, the applicable transportation plan, programs, and projects for the  
32 Albuquerque Metropolitan Planning Area are as described in the Long Range Multimodal

1 Intermodal Transportation Plan and the 1994 Transportation Program for the Albuquerque  
2 Metropolitan Area; and

3 WHEREAS, the applicable Clean Air Act implementation plan for Bernalillo County is  
4 as contained in 1982 Urban Implementation Plan Revisions, as revised; and

5 WHEREAS, the MRGCOG has completed the necessary analyses for the Long Range  
6 Multimodal Intermodal Transportation Plan and the 1993-94 Transportation Program as set forth  
7 in "Guidance For Determining Conformity of Transportation Plans, Programs, and Projects With  
8 Clean Air Act Implementation Plans During Phase I of The Interim Period" issued jointly by the  
9 U. S. Environmental Protection Agency and U. S. Department of Transportation; and

10 WHEREAS, the MRGCOG's travel demand simulation model and the MOBILE 5.0-A  
11 emissions model were used to compare the no-build with the build scenarios for both documents  
12 to indicate a decrease in emissions; and

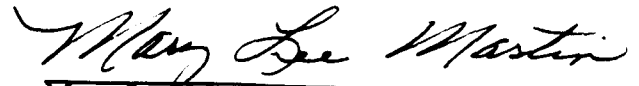
13 WHEREAS, a conformity finding must be submitted with the Transportation Program  
14 and the Long Range Multimodal Intermodal Transportation Plan to the New Mexico State  
15 Highway and Transportation Department and ultimately to the appropriate modal administrations  
16 of the U. S. Department of Transportation.

17 IT IS HEREBY DETERMINED THAT:

18 Transportation plans, programs, and projects for the Albuquerque Metropolitan Planning Area  
19 remain in conformity with Clean Air Act implementation plans for Bernalillo County.

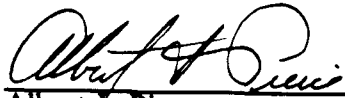
20 PASSED, ADOPTED, and APPROVED this 14th day of September 1993 by the Urban  
21 Transportation Planning Policy Board of the Board of Directors of the Middle Rio Grande  
22 Council of Governments of New Mexico.

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Mary Lee Martin, Chairman  
Urban Transportation Planning  
Policy Board (UTPPB)

ATTEST:



Albert I. Pierce  
Executive Director/Secretary

**1994 TRANSPORTATION/AIR QUALITY  
CONFORMITY FINDING**

**September 1993**

The preparation of this report was financed in part by the New Mexico State Highway and Transportation Department, in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the U. S. Department of Transportation, Federal Transit Administration.

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## PART I

### EXECUTIVE SUMMARY

The purpose of this report is to document the finding that the transportation plans and programs for the Albuquerque Metropolitan Planning Area (AMPA) are in conformity with the applicable Clean Air Act implementation plans for the nonattainment area of Bernalillo County. Although the AMPA is not coterminous with Bernalillo County (FIGURE 1), the transportation air quality analysis in this report addresses all of Bernalillo County.

Bernalillo County is designated as a moderate nonattainment area for carbon monoxide under the Clean Air Act Amendments of 1990. During 1991 only 1 violation of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide occurred. No violations were recorded in 1992 nor thus far in 1993. Based on the emissions inventories, a significant contributor to the problem is pollution resulting from motor vehicle travel. Consequently, it is important that future-year transportation plans and programs contribute to the attainment and maintenance of the NAAQS. The requirement for a conformity finding aids in determining that this contribution is taking place.

In terms of the AMPA, the pertinent transportation plans and programs are the Long Range Multimodal Intermodal Transportation Plan (LRMITP) and the Transportation Improvement Program for 1993-94 included in the 1994 Transportation Program for the Albuquerque Metropolitan Planning Area (TIP). These are developed cooperatively by the local governments in the AMPA through their association of local governments, the Middle Rio Grande Council of Governments (MRGCOG) as required under the Intermodal Surface Transportation Efficiency Act of 1991. The MRGCOG is the designated metropolitan planning organization for the AMPA. The MRGCOG also assists the New Mexico State Highway and Transportation Department in the development of the portion of the State Plan and State Program covering the portion of Bernalillo County outside the AMPA.

The applicable air quality plan is the 1982 Urban Implementation Plan Revisions Demonstrating Attainment of National Ambient Air Quality Standards for Carbon Monoxide in Bernalillo County by 1987 (UIP) as amended and updated.

As guidance in conformity determinations, the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) issued "Guidance for Determining Conformity of Phase I of the Interim Period". Subsequently, EPA issued a proposed general conformity rule on March 15, 1993. The latter document was used as guidance for this conformity finding.

The analysis completed included a comparison of build and no-build scenarios for 1995; 1998, the last year of the TIP; and 2015, the horizon year of the LRMITP. FIGURE 2 graphically shows the results of that comparison.

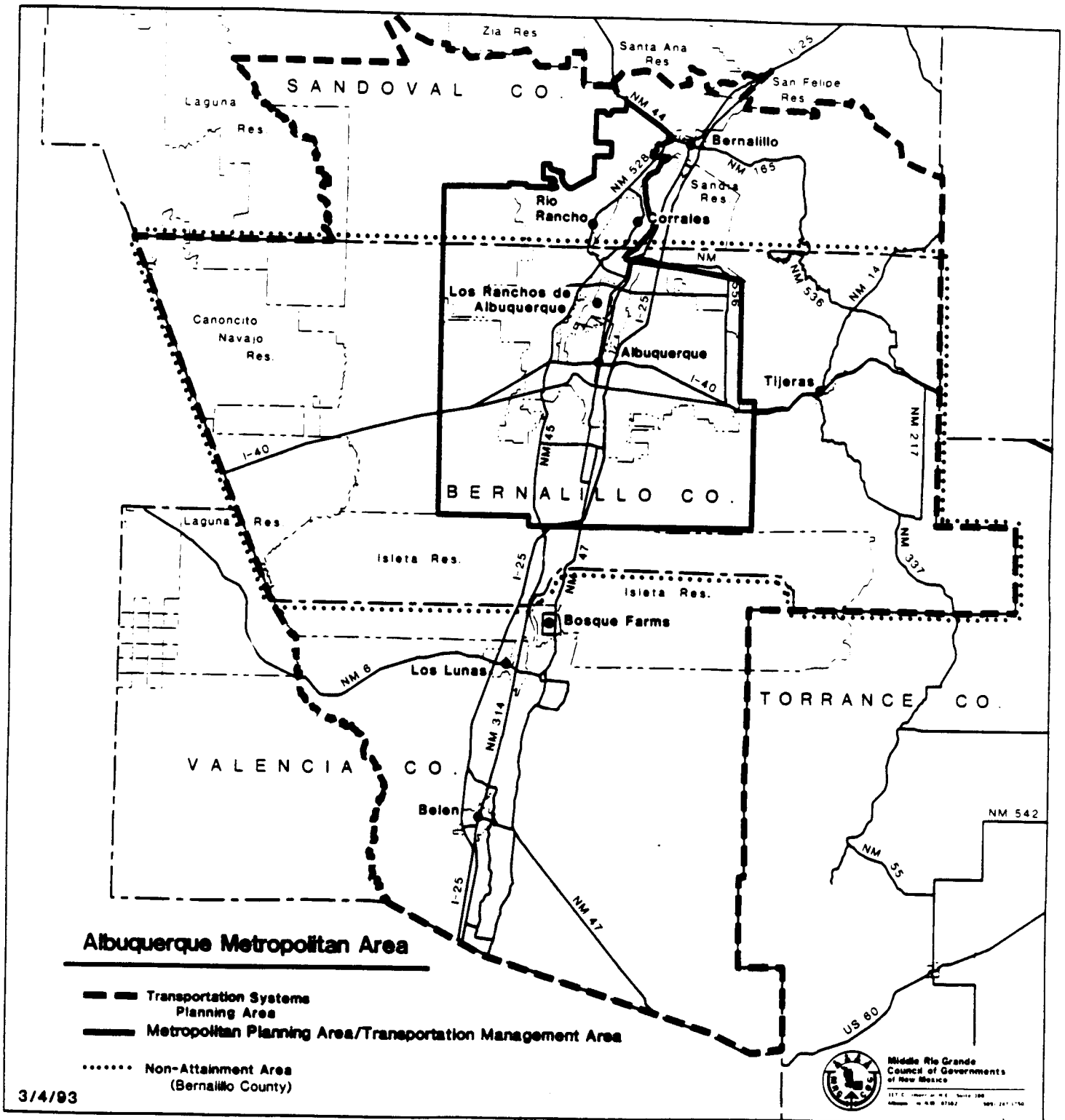


Figure 1



# Carbon Monoxide (CO) Vehicle Emissions Bernalillo County

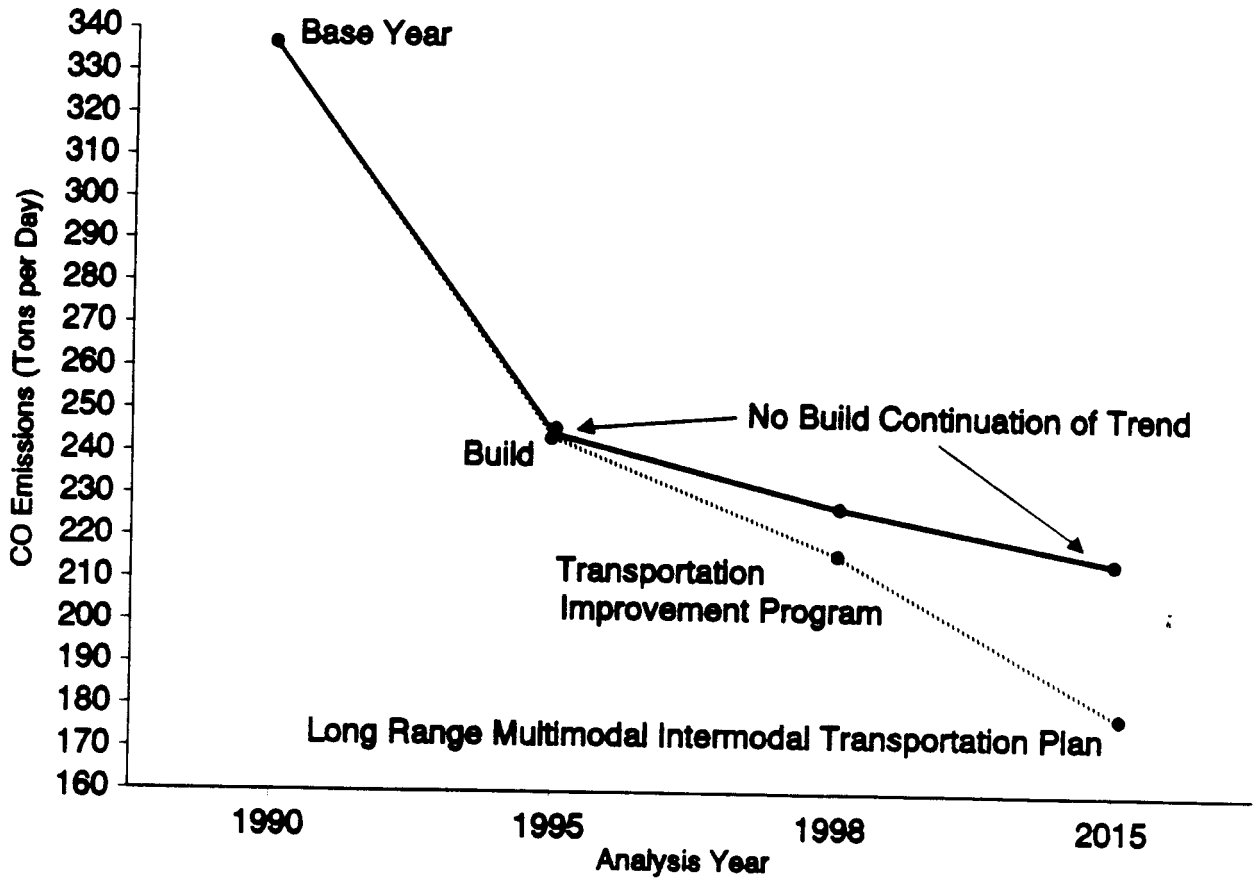


Figure 2



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Based on documentation contained in the following sections of this document, the following determinations have been made:

1. The transportation plan as endorsed generally conforms to the applicable implementation plan by supporting its broad intentions of achieving and maintaining the NAAQS;
2. No goals, directives, recommendations, or project identified in the transportation plan contradict in a negative manner any specific requirements or commitments of the applicable implementation plan for the area as it exists at this time;
3. The plan provides for the expeditious implementation of transportation control measures in the applicable implementation plan;
4. Based on a quantitative analysis, the transportation plan contributes to reductions in annual emissions of carbon monoxide in the nonattainment area, does not increase the frequency or severity of the existing violation of the NAAQS for carbon monoxide and will provide for a greater reduction in carbon monoxide and vehicle miles traveled (VMT) than if the projects included in the Plan were not implemented.
5. Based on a quantitative analysis, the implementation of the "Transportation Improvement Program for 1993 - 1998", including all projects which will be completed during that period, will provide for a greater reduction in carbon monoxide emissions and vehicle miles traveled (VMT) than if the projects in the Program were not implemented.

Based on these determinations, it is logical to conclude that the transportation plans and programs for the AMPA conform with the Clean Air Act implementation plans for the nonattainment area, Bernalillo County.

PART II  
PLANS AND PROGRAMS

Air Quality Plan

The 1982 UIP, as amended, was a plan to achieve and maintain the NAAQS for carbon monoxide largely through a reduction in mobile source emissions through alternative modes of travel, congestion management, and a motor vehicle inspection program. Although originally containing a listing of transportation control measures which were implemented many years ago, the amended document currently only lists the required motor vehicle inspection program as a specific transportation control strategy. The City of Albuquerque's Environmental Health Department (EHD) currently operates an excellent decentralized program for the Bernalillo County area. The broad intentions, however, remain the same.

The Long Range Multimodal Intermodal Transportation Plan

This plan is a realistic proposal to address the transportation needs of this area over the next 20 years within the funding limitations outlined. It provides, on a regional basis, a method of addressing future congestion, reduction of single-occupancy-vehicle (SOV) trips, enhancements to transportation facilities, and other modes of travel. The impossibility of building enough roadways to solve all the area's current or future congestion problems makes it imperative that alternative modes of transportation be developed and supported.

The LRMITP calls for a balance of transportation facilities and activities totalling approximately \$2.3 billion between now and the year 2015. The plan calls for an increase of 30 percent in transit service targeted in many cases on the morning and evening peak period travel demand. Also included is the implementation of trails needs for the next 20 years as defined in the recently adopted Trails and Bikeways Facilities Plan.

The reconstruction of I-40 and the addition of high-occupancy-vehicle (HOV) lanes between Tramway Boulevard and Coors Boulevard are included. The LRMITP includes shifts from current travel behavior such that there would be about a 10 per cent reduction of vehicle trips in the future of what could be anticipated with a continuation of current travel behavior. This reduction should result from increased transit availability, enhanced public awareness campaigns, and the availability of the proposed HOV lanes on I-40. Further, it includes construction of such major facilities as Paseo del Norte, Montano Bridge, and Unser Boulevard, as well as numerous two-lane facilities (for the most part currently existing as dirt roads) to provide access for future development.

The LRMITP clearly meets the broad intentions of the air quality plan (the UIP).

## The Short Range Transportation Program

The short range element of the transportation planning process is represented by the Transportation Improvement Program (TIP). The TIP is a program of projects compiled as an annual element (1993-94) and a four-year element (1994-98). It contains specific projects for all modes of travel. The projects consist of plans for roadway improvements, management requirements of ISTEA, public transportation improvements, transportation-related air quality activities, transportation system surveillance, and drainageways affecting streets. Within the TIP, the various projects are described individually and are grouped according to funding category.

Included among the major projects programmed in the 1993-94 TIP are the pavement rehabilitation on the Interstate and other principle arterials, right-of-way acquisition for Paseo del Norte, construction of a major bikeway facility along the Paseo del Norte/North Diversion Channel, a project for the conversion of public and private vehicles to compressed natural gas (CNG) fuel, delivery of 5 CNG powered trolleys, installation of transit passenger amenities, and the development of at least one park-and-ride transit facility. This short range program meets the broad intent of the air quality plans.

**PART III**  
**CONFORMITY ANALYSIS**

**Analysis Procedures**

Under the proposed conformity procedures, transportation plans and programs must satisfy the following criteria and procedures in order to be found to conform to the applicable implementation plan for the relevant pollutant in the nonattainment area.

1. The conformity determination must be based on the latest planning assumptions in force at the time of conformity;
2. The conformity determination must be based on the latest emission estimation model available;
3. Transportation plans and programs must provide for the timely implementation of TCMs from the applicable implementation plan;
4. Transportation plans and programs must contribute to emissions reductions in Ozone and CO nonattainment area; and
5. Transportation plans and programs must be consistent with the motor vehicle emissions budgets in the applicable implementation plan.

The MRGCOG staff and the City of Albuquerque Environmental Health Department (EHD) staff have been working cooperatively for many years. The MRGCOG staff is responsible for the travel surveillance and forecasting activities while the EHD staff is responsible for air quality surveillance and forecasting. The MRGCOG provided the transportation data, VMT, and speed by functional classification used in developing the mobile source emission inventory included in the 1990 Base Year Emissions Inventory submitted to EPA for 1990. In developing the inventory the MRGCOG used extensive traffic count data included in the Highway Performance Monitoring System maintained for the area. This cooperative effort among the staff of the respective agencies provides for consistency between transportation and air quality planning.

In preparing the conformity determination, the following assumptions were utilized:

- a. The analysis years chosen were 1995, 1998 (last year of TIP), and 2015 (horizon year for the Long Range Multimodal Intermodal Transportation Plan);
- b. A build/no-build scenario was analyzed for each analysis year;

- c. The officially approved 1990 and 2015 socioeconomic data sets which were developed by the MRGCOG in cooperation with the local governments and the the University of New Mexico were utilized as the basis for estimating 1995 and 1998 socioeconomic data sets and the 2015 analysis. The 1990 data set is based on the Census data;
- d. Mobile 5.0-A which is the most current emission estimation air quality model approved by EPA was used in preparation of the CO emissions;
- e. The validated transportation modelling protocol including the appropriate networks as utilized in the transportation systems planning process mandated by DOT was utilized for all the analyses; and
- f. Since not all of Bernalillo County (the nonattainment area) is within the AMPA and therefore, not included in the modelling network separate calculations for the balance of Bernalillo County were completed.

The base year (1990) vehicle emissions were developed utilizing the exact base data provided to the Environmental Health Department for the base year emissions inventory submitted to EPA several years ago. The emission factors were taken from MOBILE 5.A using inputs provided by EHD. The inputs were the same as those used in obtaining the emission rates from MOBILE 4.1 used in the base year inventory including a decentralized motor vehicle inspection program.

For the 1995 analysis, a no-build transportation network was developed by adding to the current existing network those projects currently under construction which would be completed by 1995. The build network included the no-build network plus those projects from the TIP, regardless of funding source, which likely would be operational by 1995. The socioeconomic data set developed was based on the 1990 census-based data set which was updated to reflect development which has occurred since then and is anticipated in the next two years. VMT by functional class and speeds were obtained using the validated transportation forecasting models. (The total VMT estimated for 1990 was within less than 1% when compared to the total VMT used in the base year inventory.)

The 1998 analysis was accomplished in a similar manner using the 1995 no-build as the 1998 no-build. The build included all projects in the TIP which would anticipated to be operational by 1998. The 1998 socioeconomic data set was developed using the 1990, 1995 and 2015 data sets as a basis. TABLE 1 shows the roadway projects added for 1995 and 1998.

The 2015 analysis also utilized the 1995 no-build network as the 2015 no-build network. The build network and assumptions were those documented in the LRMITP. The socioeconomic data set was that used in the systems planning process.

TABLE 1

Projects added to the "No-build" Network  
to Define the 1998 and 1995 "Build Networks

<u>Project</u>	<u>Model Representation</u>	
*Alameda	Coors to 2nd	Construct 2 additional lanes
Broadmoor	High Resort to Northern	Construct new 4 lane collector
Eubank	Academy to Paseo del Norte	Construct new 4 lane principle arterial
I-25	Paseo del Norte to Tramway	Construct 2 additional lanes
I-25	Rio Bravo to Chantilly	Construct 2 additional lanes
Irving	Golf Course to Chantilly	Construct 1 additional lane
Paseo del Norte	Barstow to Tennyson	Construct 2 additional lanes
Paseo del Norte	I-25 to E. of Wyoming	Construct 2 additional lanes
*I-25	Sunport Interchange	Construct new interchange
*Sunport	I-25 to Yale	Construct new 4 lane principal arterial
Unser	Paradise to Sandoval C.L.	Construct new 4 lane principal arterial
*Unser	St. Joseph's to Dellyne	Construct new 4 lane principal arterial

\* Indicates projects added to the "No-build" network to define the 1995 "Build" network.

The modelling was accomplished for the AMPA. The emissions for the balance of Bernalillo County were estimated based on the 1990 base year inventory data, programs of improvements developed for that area in conjunction with the NMSHTD and growth forecasted to occur in those areas. TABLE 2 shows the additional roadway capacity included in the LRMITP.

TABLE 3 shows the comparisons for the various years. The table clearly shows that the implementation of the plans and programs proposed for the AMPA do not exacerbate the air quality and are more beneficial than if these plans and programs were not implemented.



TABLE 2a

**LONG RANGE PLAN  
NEW ROADWAYS NEEDED TO CONSTRUCT  
CONSTRAINED 2015 NETWORK**

ROADWAY	MILE S	LANES ADDED	ROADWAY	MILES	LANES ADDED
118th, Central to Gibson West	1.9	2	Pajarito, Unser to Coors	1.0	2
19th, Golf Course to 20th	1.1	2	Paradise, Universe to La Paz	0.6	2
20th, Southern to Westside/McMahon	2.0	6	Paseo del Norte, Golf Course to Coors	1.1	2
86th, Central to Sage	.2	2	Paseo del Norte, Golf Course to Universe	2.4	4
98th, Central to Rio Bravo	3.3	2	Paseo del Norte, Universe to PDV	3.0	2
98th, So. of Ladera No. to Unser	2.3	2	Paseo del Volcan, Idalia to Rio Bravo	15.1	2
Alameda, Barstow to Ventura	2.6	4	Rainbow, Northern to Unser	7.8	2
Alameda, Ventura to Tramway	0.6	2	Rio Bravo, PDV to Unser	3.2	2
Alexander, Carmony to Yale	0.3	2	Rio Bravo, Unser to Coors	0.9	4
Alexander, Osuna to 1/4 mi. No. of Montgomery	0.8	2	San Rafael/San Francisco, Holbrook to Tramway	1.0	2
Blake, 98th to 1/2 mile East	0.4	2	So. Eubank to KAFB	1.2	2
Broadmoor, High Resort to Northern	1.2	4	Southern, Rainbow to PDV	2.5	2
Browning, Modesto to PDN	0.9	2	Tingley, Bridge to Alcalde	1.5	2
Canal, NM528 to Corrales Road	4.7	2	Tower, 118th to Bridge	3.5	2
Eagle Ranch Road, Coors to PDN	0.5	4	Universe, Southern to PDN	3.7	2
Eubank, Modesto to PDN	1.3	2	Unser, Blake to Gun Club	1.9	2
Eubank, PDN to Academy	1.0	4	Unser, Central to Blake	2.7	4
Gibson West, 118th to 98th	1.2	2	Unser, Dellyne to Ouray	2.3	4
Gibson, Louisiana to Juan Tabo	3.2	6	Unser, Paradise to Atrisco Dr.	2.8	4
Gun Club, Unser to Coors	1.7	2	Unser, Rainbow to Montano	1.1	4
Idalia, PDV to NM44	9.6	2	Unser, Westside/McMahon to Irving	0.8	4
Irving, Universe to La Paz	3.0	2	Uptown Loop, East side	0.0	4
Ladera, PDV to Unser	4.1	2	Ventura, Alameda to Modesto	0.5	2
Lowell, Modesto to PDN	1.0	2	Ventura, Alameda to PDN	0.8	4
Ellison, Coors By Pass to Alameda	0.5	6	Westside, Golf Course to NM528	0.8	4
McMahon, Universe to Unser	1.5	2	Westside, Rainbow to Golf Course	3.4	2
McMahon, Unser to Coors By Pass	2.3	4	Lomas Larga	5.0	2
Modesto, Ventura to Tramway	3.0	2	Sunport, I-25 to Yale	1.1	4
Montano, Coors to East of Rio Grande	1.2	2			
Montano, East of Rio Grande to 4th	1.5	2			
Northern, 20th to Rainbow	2.3	2			

TABLE 2b

**LONG RANGE PLAN -  
ADDITIONAL LANES NEEDED TO CONSTRUCT  
CONSTRAINED 2015 NETWORK**

ROADWAY	MILES	LANES ADDED
20th. Southern to Northern	2.0	2
2nd. I-40 to Alameda	6.0	2
Alameda, I-25 to Wyoming	0.6	2
Alameda, NM 528 to Coors	0.4	2
Arenal. Coors West	0.4	2
Arenal, Unser East	0.4	4
Coors, Alameda to Coors By Pass	1.0	2
Coors, Central to Don Felipe	5.7	2
Coors, PDN to Quail	4.7	4/2
Eagle Ranch Rd. Irving to Coors By Pass	0.7	4
Edith, Alameda to Osuna	2.4	2
Eubank, Juan Tabo to Montgomery	0.8	2
Girard, Gibson South 1/4 mile	0.5	2
Golf Course, Southern to Paseo del Norte	4.3	2
Irving, Golf Course East	0.5	1
Isleta. Bridge to Rio Bravo	2.8	2
Louisiana, 1/4 mile North of PDN to PDN	0.3	2
Lowell, San Rafael to Academy	0.8	2
NM528, McMahon to Coors	0.4	2
Osuna, 4th to I-25	3.0	2
Ouray, Ladera to Coors	0.6	2
Paradise, Eagle Ranch to just past Unser	2.4	2
Paseo del Norte, 2nd to Jefferson	1.7	2
Paseo del Norte, I-25 to Tramway	4.9	4
Paseo del Norte/2nd St. Interchange		
Rio Bravo, Coors to I-25	4.3	2
San Pedro, PDN to San Antonio	1.0	2
St. Josephs, Unser to Ladera	0.9	2
Sunport, I-25 to Yale		
Tramway, Alameda to PDN	1.0	2
University, John to 1 mile so.	1.0	1
Unser, Irving to Paradise	0.4	2
Western Trail, Unser to Coors	0.4	2
I-25, Paseo del Norte to Irving	2.0	2
I-40, HOV lanes	13.0	2

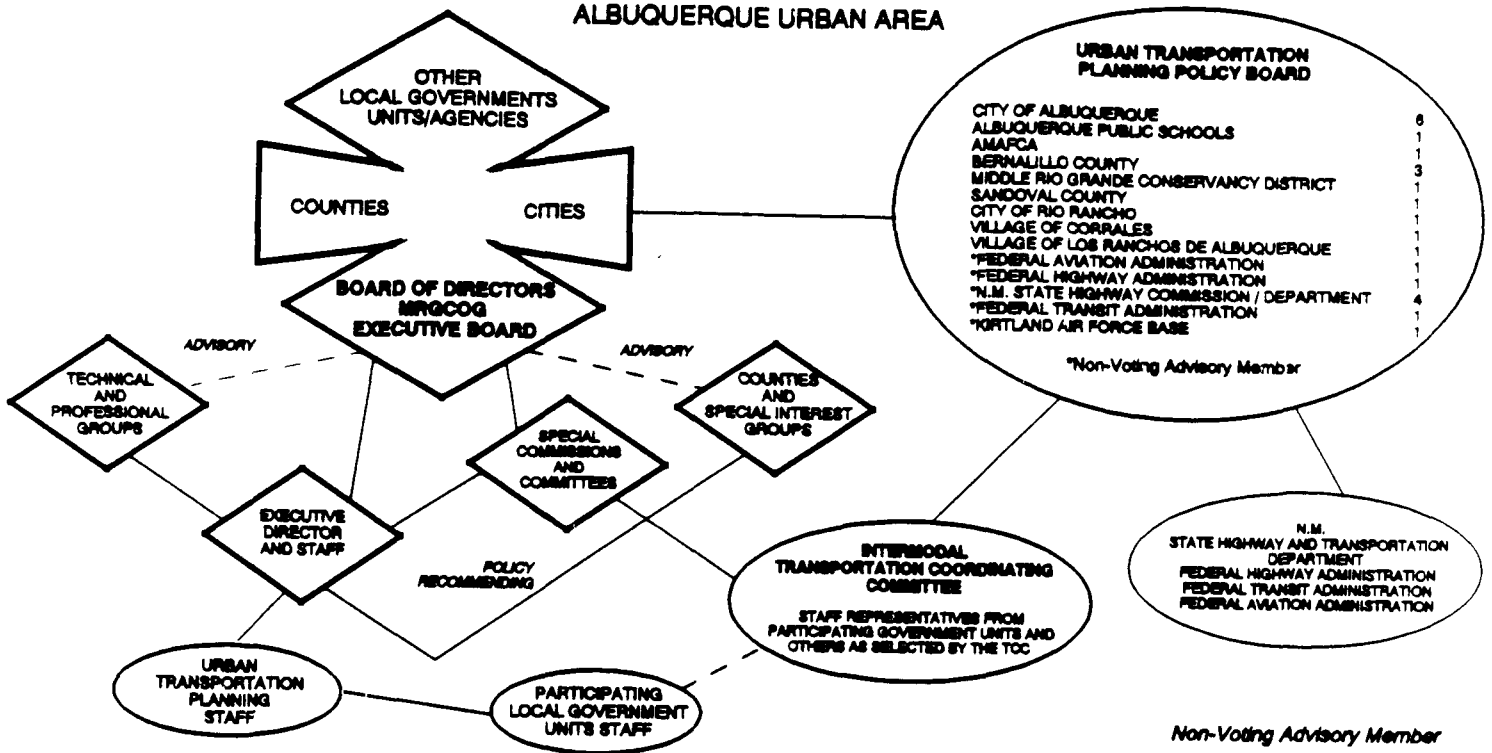
TABLE 3

"NO BUILD" vs. "BUILD"  
BERNALILLO COUNTY

	1990 Base (calculated)	1995 No-Build	1995 Build	1998 No-Build	1998 Build	2015 No-Build	2015 Build
Population	480,577	508,422	508,422	525,897	525,897	597,141	597,141
Employment	244,330	262,415	262,415	273,903	273,903	334,653	334,653
VMT	10,886,833	11,679,822	11,679,011	13,131,025	12,821,552	16,608,293	14,601,440
CO Emissions (tons/day)	335.51	244.75	244.67	228.80	217.31	214.72	179.61

# MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS ORGANIZATION FOR MANAGEMENT AND CONDUCT URBAN TRANSPORTATION PLANNING PROGRAM

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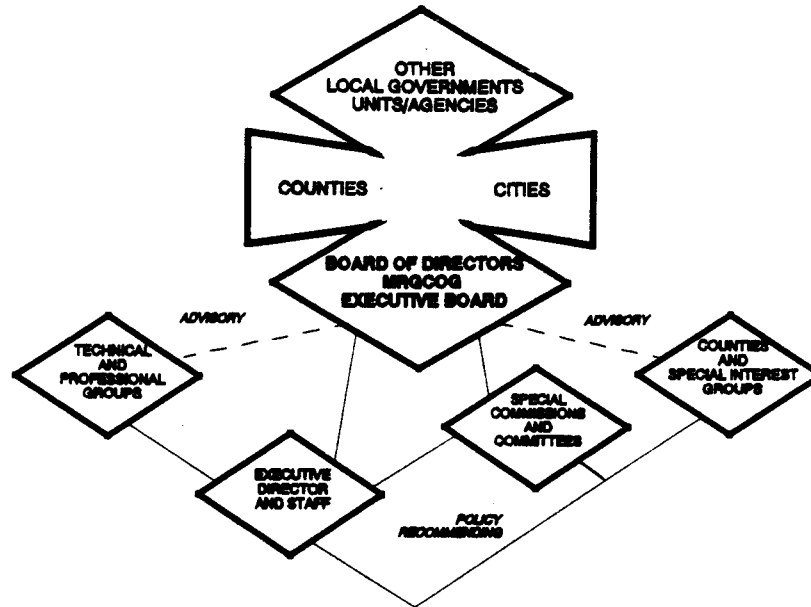
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Bob Hopper



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An association of local government entities working cooperatively toward desirable areawide development



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Federal Highway Admin.  
Dept. of Finance & Admin.  
N.M. Municipal League  
State Highway & Transportation Dept.  
University of New Mexico  
Forest Service, U.S.D.A.  
N.M. Assn. of Counties  
Kirtland Air Force Base  
State Highway Commission

### \*EXECUTIVE BOARD

PROGRAM ADMINISTERED BY: Albert I. Pierce, Executive Director

### BERNALILLO

\*Ernest A. Aguilar

Mayor

### BOSQUE FARMS

\*Carl R. Allen

Mayor

### CORRALES

Gary Kanin

Mayor

### CUBA

Randy Velarde

Mayor

### LOS LUNAS

Thomas Mondragon

Representative

### LOS RANCHOS DE ALBUQUERQUE

Julian Padilla

Trustee

### MIDDLE RIO GRANDE CONSERVANCY DISTRICT

\*Hector Gonzales

Board Member

### MUNICIPALITIES, TORRANCE COUNTY

\*Karen Alarid

Clerk/Treasurer, City of Moriarty

### RIO RANCHO

Pat D'Arco

Mayor

### TJERAS

Juan Griego

Mayor

### ASSOCIATE MEMBERS

Amrep S.W. Inc.  
Valley Improvement Association, Inc.  
N.M. State Land Office

Jim Wall, Representative  
Bob Davey, Representative  
Ray Powell, Jr., Representative

### SPECIAL ADVISORY COMMISSIONS TO THE BOARD OF DIRECTORS

Transportation  
Coordinating Committee  
(TCC)

Aviation  
Advisory Committee

Overall Economic  
Development Committee