

AMENDED

Air Quality Conformity for the
Regional 2030 Transportation Plan
and 2006-2008 TIP to Include
US-127 and Lansing Road
(Revised Chapter 16)

Prepared by:

Tri-County Regional Planning
Commission

913 W. Holmes Road, Suite 201

Lansing, Michigan 48910

Phone: (517) 393-0342

Fax: (517) 393-4424

Website: www.mitcrpc.org

ADOPTED

June 27, 2007

DISCLAIMER

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Introduction

The Clean Air Act Amendments (CAAA) of 1990 mandated better coordination between metropolitan air quality and long range transportation planning. The purpose behind this coordination is to demonstrate long range plans conform to State Implementation Plans (SIP) to reduce pollutant emissions to meet National Ambient Air Quality Standards (NAAQS). The long range plan and TIP must demonstrate vehicle emissions will not exceed the eight hour emissions budget.

Effective June 15, 2004 the Tri-County area was classified a basic non-attainment area for the new eight hour ozone standard and on May 16, 2007 the Tri-County area was redesignated to Attainment/Maintenance for ozone with a 2018 vehicle emissions budget.

Ozone is formed when volatile organic compounds (VOC) and oxides of nitrogen (NOx) combine with sunlight and high temperatures. One way to reduce ozone is to reduce VOCs and NOx emitted from automobiles in the region. VOC and NOx emissions are directly related to roadway congestion. When congestion increases and roadway speeds are lowered, VOC and NOx emissions increase. Therefore, VOC and NOx levels and, in turn, ozone levels can be decreased by reducing roadway congestion, improving traffic flow and by providing alternative transportation services such as walking, bicycling, transit and ridesharing.

The Federal Highway Administration (FHWA) and United States Environmental Protection Agency (USEPA) require demonstration that projects in the TIP and the Regional 2030 Transportation Plan do not result in mobile source emissions greater than the emissions budget. The Tri-County Regional Planning Commission (TCRPC) is the Metropolitan Planning Organization (MPO) for the Lansing area and is thus responsible for development of the plan and TIP.

TCRPC's initial conformity determination was made on the Regional 2025 Transportation Plan (RTP) and the 2004-2006 Transportation Improvement Program (TIP) which demonstrated impacts of major transportation system improvements on vehicle emissions. A joint conformity finding was issued for the above by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on June 6, 2005.

A new conformity determination was made on the Regional 2025 Transportation Plan (RTP) and the 2006-2008 Transportation Improvement Program on September 30, 2005.

For the Regional 2030 Transportation Plan and the 2006-2008 Transportation Improvement Program analysis were completed and a conformity finding was issued by

the Federal Highway Administration. An additional amendment to include the Coleman Road Extension and to update this conformity finding is, as of this writing, pending final findings. The TIP and RTP air quality conformity analysis examines changes in Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOx). Emission levels are compared to a numerical emission budget value.

In May 2007 changes to "US-127 and Lansing Road" were proposed in addition to the projects in the adopted TCRPC 2006-2008 TIP and 2030 Long Range Plan as amended. The proposed changes to US-127 project will be from Kinley Road to north county line. The project is converting the existing divided highway to a limited access freeway with a new interchange at Maple Rapids Road and a service drive extending from St. Johns north to Maple Road, all in Clinton County, with a total length of approximately 18.7 miles. The US-127 project is assumed to be open to traffic in 2030. The Lansing Road project will be approximately 2.6 miles in length, starting 2000 feet northeast of Stewart Road to 1600 feet southwest of Royston Road in Eaton County, with an open to traffic date of 2010. This 2.6 mile section will consist of conversion from a boulevard to a three lane cross section with a center left turn lane. This modeled section is for a portion of a larger project consisting of rubblizing and resurfacing from I-69 to Guinea Road. It should be noted that since the last amendment the redesignation to Attainment for the Tri-County Area was approved and a conformity budget set. The area is now a designated Maintenance area. This report demonstrates conformity of the Regional 2030 Transportation Plan and 2006-2008 TIP with the addition of these projects.

Air Quality Assessment Criteria

This Regional 2030 Transportation Plan and TIP conformity demonstration was made in compliance with all applicable conformity requirements, and the Regional 2030 Transportation Plan and 2006-2008 TIP have been determined to satisfy the following conformity criteria and procedures, as set forth in the USEPA's transportation conformity rule:

1. The conformity demonstration was based on the latest regional planning assumptions for current and future population and employment.
2. The conformity demonstration was based on the latest emission model available.
3. The conformity demonstration was made according to consultation procedures of the final conformity rule and State Implementation Plan (SIP) conformity procedures.
4. The demonstration supports the requirement that the Regional 2030 Transportation Plan and 2006-2008 TIP do not exceed the approved 8 hour Conformity Budget.

5. Each project contained in the Regional 2030 Transportation Plan and 2006-2008 TIP as amended was reviewed by the Interagency Work Group (IAWG), consistent with consultation procedures established in the Conformity State Implementation Plan. During this review, a determination was made by the IAWG that each project in the 2006-2008 TIP as amended was both consistent with the Regional 2030 Transportation Plan or was exempt from regional emissions modeling requirements in the EPA conformity rule. Hence, based on the determination the Regional 2030 Transportation Plan demonstrates conformity and that all projects in the 2006-2008 TIP as amended were included in the conformity demonstration made on the Regional 2030 Transportation Plan or are not subject to regional emissions modeling requirements. Conformity is also demonstrated as required on the 2006-2008 TIP by this analysis. Since no new additional capacity projects are contained in the Draft 2008-2011 TIP being prepared by TCPRC, the same analysis will be submitted with the 2008-2011 TIP since conformity on it is also demonstrated by this analysis.

Background

The following documentation summarizes best practices available for travel demand estimation and analysis in Clinton, Eaton and Ingham Counties. The Tri-County Regional Planning Commission has approved socioeconomic data for 2000, 2010, 2018, 2025 and 2030. This data was the basis for forecasting travel demand in the study area which, in turn, is used to generate inputs required for air quality conformity analysis. These inputs are amounts of travel expressed as vehicle miles of travel (VMT), vehicle hours of travel (VHT) and average speed by National Functional Classification (NFC) by county to provide a combination of similar functionally classified facilities grouped together to address the EPA's MOBILE 6.2 emissions model input data structure. TCRPC's regional travel demand model was used to estimate vehicle miles of travel, vehicle hours of travel and travel speeds used in this analysis. The air quality conformity analysis must be performed on a county wide basis. The urban travel demand forecast model covers all of Clinton, Eaton and Ingham Counties. For this analysis, all travel model results were aggregated by county.

VMT, VHT and speed data generated by the TCRPC model are normalized using county Highway Performance Monitoring System (HPMS) VMT data which provides the basis for estimation of the present and future VMT, VHT and speeds by NFC for each county. The air quality conformity analysis performed assumes that transportation projects are included in the milestone year they are presumed to be open to traffic.

Conformity Determination

The air quality conformity analysis performed for the 2030 Regional Transportation Plan and 2006-2008 TIP and 2008-2011 TIP which demonstrates and summarizes data resulting in conformity determination is shown in Table 1.

The table shows that forecast emissions for the two ozone precursors – volatile organic compounds (VOC) and nitrogen oxides (NOx) are all well below the established budget for all analysis years. This demonstrates conformity of the Regional 2030 Transportation Plan as amended. Since the 2006-2008 TIP projects were reviewed by the Interagency Work Group and each project was determined to be both drawn from the Regional 2030 Transportation Plan or exempt from regional emissions model analysis, the determination made that the Regional 2030 Transportation Plan demonstrates conformity also permits a determination that the 2006-2008 TIP as amended demonstrates conformity.

As noted, since no additional projects were included in the 2008-2011 TIP that were not included in this same analysis, the analysis will be resubmitted to demonstrate conformity on that document which also will permit a determination that the 2008-2011 TIP demonstrates conformity when it is submitted separately.

Table 1: Results of Regional Transportation Conformity Analysis for the Lansing Metropolitan Maintenance Area, 8 Hour Ozone Standard, Regional 2030 Transportation Plan and 2006-2008 Transportation Improvement Program

Scenario	Emissions*		DAILY VMT**
	VOC	NO _x	
8 hour Conformity Budget	25,691.90	48,145.10	
2010 Action	11,484.2966	18,287.3341	13,512.0
2018 Action	7,592.3934	8,795.4292	14,777.4
2025 Action	6,375.1629	6,576.7127	16,130.8
2030 Action	6,418.3559	5,888.7190	16,720.5

* Units for emissions are shown as kilograms/day.

**Modeled Vehicle Miles of Travel (VMT) (in (000's))

The remainder of this report provides additional technical details and documentation as necessary to support this determination.

Modeling Procedures

TCRPC has developed and calibrated a travel demand model which covers all of Clinton, Eaton and Ingham Counties. The travel demand model uses the standard four-step transportation modeling process, as follows.

- 1- Trip generation model;
- 2- Trip distribution model;
- 3- Mode choice model; and
- 4- Highway assignment model.

Each of these steps and calibration of the TCRPC Travel Demand Model is summarized in more detail in Chapter 9 of the Regional 2030 Transportation Plan.

In general, trip generation is performed based on population, retail and non-retail employment, households and vehicles available for base and future forecast years for 834 internal traffic analysis zones. Trip generation rates are from National Cooperative Highway Research Program (NCHRP) Project Report 365 and local rates for special generators, such as Lansing Community College, Michigan State University and automobile manufacturing plants.

Trip distribution is based on the gravity model derived from Newton's law of gravity. Person trips are next converted to vehicle trips using auto occupancy factors and a time of day model allocates trips to time periods for AM Peak, PM Peak and Off Peak periods. A park-walk model is also used to refine distribution based on parking locations in the Lansing CBD, MSU, East Lansing and some other special generators, which relates attractions to available parking supply and walk distance to employment zones.

Mode choice is then determined based on a multinomial logit model which allocates trips to auto or bus transit modes based on trip purpose, highway and transit travel times, routing and frequency of transit service and transit/parking costs.

In assignment, auto and transit trip tables are assigned to the highway or transit network using an equilibrium capacity restrained assignment algorithm based on interzonal travel times.

The model generates traffic volumes based on area type, facility type, number of lanes, speeds, national functional classification and highway capacity (derived from the 1997 Highway Capacity Manual) by time period of day. Time period data has been aggregated to daily totals for this emissions analysis. The TCRPC model has been calibrated to meet accepted industry standards as determined by MDOT and FHWA based on comparing traffic volumes to assigned volumes for a base year and is considered valid for forecasting future travel demand.

The adopted Regional 2030 Transportation Plan was based on results of a land use scenario analysis and eight separate transportation network evaluations. As a result of the land use scenario analysis completed as part of the national demonstration "**Regional Growth: Choices for Our Future**" (refer to Chapter 2 of the plan) project, a "wise growth" land use scenario was adopted which reallocates adopted trend forecasts into a more environmentally friendly city-centered development pattern. The Commission also adopted mechanisms to tie future federal transportation investments to implementation of this regionally preferred land use scenario.

The adopted transportation network alternative includes a series of "medium" strategic transit system improvements which were simulated by reductions in headways based on each transit route's ridership propensity.

The adopted transportation network scenario (refer to Chapter 11 of the plan) also assumed a series of strategically applied demand reduction measures, management and operations improvements, ITS and other traffic flow improvements, mode shift to non-motorized travel modes and additional trip reductions due to higher density mixed use development which result from the "wise growth" land use scenario. These measures were simulated by a net reduction of ten percent of regional trip rate growth through 2030, which was applied strategically to the zonal trip table. These strategic

demand reductions ranged from zero percent on external links and up to 18 percent in MSU and CBD areas based on density and demand reduction propensity – for example, higher trip reductions were assumed for MSU's north campus zones due to the University's intent to remove parking from north campus to fringe commuter lots.

In addition, the adopted transportation network included all roadway capacity improvements in the financially constrained plan.

Additional details on this land use scenario and transportation alternatives analysis are documented in Chapters 2 and 11 of this Regional 2030 Transportation Plan.

Since these demand reductions and transit improvements were part of the adopted transportation plan for 2030, they were also assumed in conformity model runs. Based on decisions made in the consultation process by the Interagency Work Group, no attempt was made to proportion or disaggregate transit service improvements and demand reductions to interim milestone year analysis networks. However, adjustments were made to milestone year demographic forecasts to reflect consistency with the 2030 wise growth land use pattern using a simple proportional interpolation technique, as also agreed to by the Interagency Work Group.

Highway Performance Monitoring System (HPMS) Data

The Environmental Protection Agency (EPA) and the United States Department of Transportation (USDOT) have both endorsed HPMS as the appropriate source of VMT estimates. HPMS is the FHWA's annual program to collect roadway data in all 50 states to assess the condition of the highway system in terms of traffic congestion, accessibility, and pavement condition. The FHWA requires traffic counts to determine the area wide VMT for all urban areas. MDOT supplements the counts outside the urbanized area with additional counts in small cities, rural areas, and especially in rural areas of counties with nonattainment status. These supplemental traffic counts follow the same random selection procedures as those inside the urban areas.

The HPMS data used is from MDOT's Universe file and is stratified by NFC. MDOT is currently undertaking a data improvement process to update the HPMS Universe, non-sample traffic data.

To maintain consistency between HPMS and modeled VMT, and among milestone years, the 2000 HPMS VMT distribution was used to normalize the 2010, 2018, 2025 and 2030 distribution of VMT among functional classes. Thus, the 2000 total HPMS VMT remained the same while future modeled VMT distribution changed to reflect HPMS VMT. Shown in Tables 2 thru 13 are original 2000 HPMS VMT and normalized modeled VMT for 2000, 2010, 2018, 2025 and 2030 for Clinton, Eaton and Ingham Counties.

Modeled VMT and speeds for each county, Clinton, Eaton and Ingham, are summarized in Tables 2 thru 13. Speeds were generated by dividing normalized VMT by VHT. Actual MOBILE 6.2 input factors are shown in the two right hand columns in these tables. Values shown in the first three columns are VMT that has been aggregated from national functional types to the four categories listed which meet the requirements of Mobile 6.2. Due to rounding values may not match precisely.

Table2: Clinton County – Year 2010 Vehicle Miles of Travel & Speed

CLINTON COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2010
2010	2000 VMT	2000 VMT	2010 VMT	2010 VMT	SPEED
NFC					
Rural Interstate/Freeway	613,327	629,310	992,338	967,134	60.3
Rural Major & Minor Arterial/Collector/Local Street	1,463,435	1,447,128	1,705,365	1,792,136	48.5
Urban Interstate/Freeway	456,448	411,836	252,969	301,418	54.8
Urban Principal & Minor Arterial/Collector/Local Street	427,598	342,997	306,281	373,812	40.5
TOTALS	2,960,810	2,831,258	3,256,952	3,434,499	50.7

Table 3: Clinton County – Year 2018 Vehicle Miles of Travel & Speed

CLINTON COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2018
2018	2000 VMT	2000 VMT	2018 VMT	2018 VMT	SPEED
NFC					
Rural Interstate/Freeway	613,327	629,310	1,125,604	1,097,016	58.8
Rural Major & Minor Arterial/Collector/Local Street	1,463,435	1,447,128	1,858,066	1,957,579	48.3
Urban Interstate/Freeway	456,448	411,836	281,251	334,259	53.8
Urban Principal & Minor Arterial/Collector/Local Street	427,598	342,997	331,284	404,165	40.2
TOTALS	2,960,810	2,831,258	3,596,205	3,793,019	50.2

Table 4: Clinton County – Year 2025 Vehicle Miles of Travel & Speed

CLINTON COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2025
2025	2000 VMT	2000 VMT	2025 VMT	2025 VMT	SPEED
NFC					
Rural Interstate/Freeway	613,327	629,310	1,279,475	1,246,978	55.7
Rural Major & Minor					
Arterial/Collector/Local Street	1,463,435	1,447,128	2,025,688	2,133,855	48.1
Urban Interstate/Freeway	456,448	411,836	309,850	366,293	53.5
Urban Principal & Minor					
Arterial/Collector/Local Street	427,598	342,997	358,767	438,441	39.6
TOTALS	2,960,810	2,831,258	3,973,780	4,185,567	49.5

Table 5: Clinton County – Year 2030 Vehicle Miles of Travel & Speed

CLINTON COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2030
2030	2000 VMT	2000 VMT	2030 VMT	2030 VMT	SPEED
NFC					
Rural Interstate/Freeway	613,327	629,310	1,375,601	1,340,663	52.8
Rural Major & Minor					
Arterial/Collector/Local Street	1,463,435	1,447,128	2,061,639	2,191,251	47.3
Urban Interstate/Freeway	456,448	411,836	326,331	384,777	53.2
Urban Principal & Minor					
Arterial/Collector/Local Street	427,598	342,997	367,782	450,086	39.3
TOTALS	2,960,810	2,831,258	4,131,353	4,366,778	48.3

Table 6: Eaton County – Year 2010 Vehicle Miles of Travel & Speed

EATON COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2010
2010	2000 VMT	2000 VMT	2010 VMT	2010 VMT	SPEED
NFC					
Rural Interstate/Freeway	487,300	586,368	790,367	656,833	60.2
Rural Major & Minor					
Arterial/Collector/Local Street	1,003,104	991,247	1,104,888	1,135,022	45.2
Urban Interstate/Freeway	742,680	664,295	669,610	748,622	54.0
Urban Principal & Minor					
Arterial/Collector/Local Street	794,644	712,901	725,369	820,969	39.7
TOTALS	3,027,728	2,954,816	3,290,235	3,361,445	47.7

Table 7: Eaton County – Year 2018 Vehicle Miles of Travel & Speed

EATON COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2018
2018	2000 VMT	2000 VMT	2018 VMT	2018 VMT	SPEED
NFC					
Rural Interstate/Freeway	487,300	586,368	887,629	737,662	60.0
Rural Major & Minor Arterial/Collector/Local Street	1,003,104	991,247	1,207,848	1,243,568	45.0
Urban Interstate/Freeway	742,680	664,295	736,913	823,866	53.9
Urban Principal & Minor Arterial/Collector/Local Street	794,644	712,901	777,346	885,177	39.6
TOTALS	3,027,728	2,954,816	3,609,735	3,690,274	47.6

Table 8: Eaton County – Year 2025 Vehicle Miles of Travel & Speed

EATON COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2025
2025	2000 VMT	2000 VMT	2025 VMT	2025 VMT	SPEED
NFC					
Rural Interstate/Freeway	487,300	586,368	1,001,223	832,064	59.2
Rural Major & Minor Arterial/Collector/Local Street	1,003,104	991,247	1,298,827	1,333,879	44.8
Urban Interstate/Freeway	742,680	664,295	817,377	913,825	53.6
Urban Principal & Minor Arterial/Collector/Local Street	794,644	712,901	832,645	953,722	39.0
TOTALS	3,027,728	2,954,816	3,950,071	4,033,490	47.3

Table 9: Eaton County – Year 2030 Vehicle Miles of Travel & Speed

EATON COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2030
2030	2000 VMT	2000 VMT	2030 VMT	2030 VMT	SPEED
NFC					
Rural Interstate/Freeway	487,300	586,368	1,071,797	890,715	58.5
Rural Major & Minor Arterial/Collector/Local Street	1,003,104	991,247	1,355,088	1,396,079	44.7
Urban Interstate/Freeway	742,680	664,295	866,708	968,977	53.3
Urban Principal & Minor Arterial/Collector/Local Street	794,644	712,901	850,684	970,751	38.8
TOTALS	3,027,728	2,954,816	4,144,278	4,226,522	47.2

Table 10: Ingham County – Year 2010 Vehicle Miles of Travel & Speed

INGHAM COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2010
2010	2000 VMT	2000 VMT	2010 VMT	2010 VMT	SPEED
NFC					
Rural Interstate/Freeway	853,968	882,506	843,358	816,085	59.8
Rural Major & Minor Arterial/Collector/Local Street	1,191,299	1,091,126	1,289,470	1,432,973	48.0
Urban Interstate/Freeway	974,925	1,204,570	1,526,139	1,244,254	49.3
Urban Principal & Minor Arterial/Collector/Local Street	3,559,746	3,210,710	3,305,888	3,673,640	31.7
TOTALS	6,579,938	6,388,919	6,964,855	7,166,952	38.8

Table 11: Ingham County – Year 2018 Vehicle Miles of Travel & Speed

INGHAM COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2018
2020	2000 VMT	2000 VMT	2018 VMT	2018 VMT	SPEED
NFC					
Rural Interstate/Freeway	853,968	882,506	933,130	902,953	58.3
Rural Major & Minor Arterial/Collector/Local Street	1,191,299	1,091,126	1,425,428	1,580,350	47.9
Urban Interstate/Freeway	974,925	1,204,570	1,653,100	1,346,908	47.1
Urban Principal & Minor Arterial/Collector/Local Street	3,559,746	3,210,710	3,559,828	3,954,216	31.1
TOTALS	6,579,938	6,388,919	7,571,485	7,784,427	38.1

Table 12: Ingham County – Year 2025 Vehicle Miles of Travel & Speed

INGHAM COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2025
2025	2000 VMT	2000 VMT	2025 VMT	2025 VMT	SPEED
NFC					
Rural Interstate/Freeway	853,968	882,506	1,041,147	1,007,478	55.0
Rural Major & Minor Arterial/Collector/Local Street	1,191,299	1,091,126	1,621,260	1,776,487	47.5
Urban Interstate/Freeway	974,925	1,204,570	1,746,390	1,422,827	46.6
Urban Principal & Minor Arterial/Collector/Local Street	3,559,746	3,210,710	3,798,172	4,224,818	30.3
TOTALS	6,579,938	6,388,919	8,206,968	8,431,608	37.4

Table 13: Ingham County – Year 2030 Vehicle Miles of Travel & Speed

INGHAM COUNTY	HPMS	MODELED	MODELED	NORMALIZED	2030
2030	2000 VMT	2000 VMT	2030 VMT	2030 VMT	SPEED
NFC					
Rural Interstate/Freeway	853,968	882,506	1,102,120	1,066,478	52.0
Rural Major & Minor Arterial/Collector/Local Street	1,191,299	1,091,126	1,667,595	1,842,644	47.3
Urban Interstate/Freeway	974,925	1,204,570	1,808,793	1,473,422	45.7
Urban Principal & Minor Arterial/Collector/Local Street	3,559,746	3,210,710	3,866,356	4,297,598	30.7
TOTALS	6,579,938	6,388,919	8,444,864	8,680,142	37.5

Modeled Vehicle Miles of Travel (VMT)

Modeled VMT from the TCRPC model by urban and rural functional classifications are compared to 2000 HPMS VMT for each functional class. Adjustment factors are calculated for each NFC to fit the modeled VMT estimate to the HPMS VMT estimate. Adjustment factors are then applied to all forecast years to appropriately scale the forecasts.

Conformity Analysis

TCRPC consultants, staff and MDOT staff cooperatively prepared estimates of VMT and speed for Clinton, Eaton and Ingham Counties to use as inputs to the MOBILE 6.2 emissions model. The conformity analysis is performed using the MOBILE 6.2 program. MOBILE 6.2 is a computer program that estimates volatile organic compounds (VOC) and oxides of nitrogen (NOx) emission factors for diesel and gasoline-fueled highway motor vehicles. The model was developed by the United States Environmental Protection Agency (USEPA). MOBILE 6.2 calculates emission factors for eight individual vehicle types and MOBILE 6.2 emission factor estimates depend on various conditions, such as: ambient temperatures, average travel speed, operating modes, fuel volatility and mileage accrual rates. Many variables affecting vehicle emissions are specified by the model user. The analyses cover 2010, 2018, 2025 and 2030. The analysis is based on comparing total emissions as calculated by the MOBILE 6.2 emissions model using data from the Regional 2030 Transportation Plan and 2006-2008 Transportation Improvement Program projects to the approved 8 hour conformity budget.

A summary of critical MOBILE 6.2 input assumptions are shown below:

1. Ambient temperature = 86.8° F
Maximum temperature = 95.0° F

Minimum temperature = 71.0° F

2. Reid Vapor Pressure value = 9.0
3. Emission factors are based on an off-peak time of day during July.
4. The national default vehicle fleet distribution was assumed.

Tables 14 through 16 show emissions of VOC and NO_x with implementation of projects included in the Regional 2030 Transportation Plan and 2006-2008 Transportation Improvement Program. A complete listing of these projects as modeled is shown in Table 18 at the end of this chapter.

Table 14: Clinton County – Year 2010, 2018, 2025 & 2030 VOC & NOX Emissions

Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2010	735.1639	1,523.9905
Rural Major & Minor Arterial/Collector/Local Street	2010	1,433.5520	2,279.6330
Urban Interstate/Freeway	2010	234.9774	448.3398
Urban Principal & Minor Arterial/Collector/Local Street	2010	313.1569	445.0597
TOTALS		2,716.8503	4,697.0232
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Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2018	508.4857	717.4078
Rural Major & Minor Arterial/Collector/Local Street	2018	944.1927	1,109.3515
Urban Interstate/Freeway	2018	158.1453	210.4147
Urban Principal & Minor Arterial/Collector/Local Street	2018	204.0105	216.8818
TOTALS		1,814.8343	2,254.0561
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Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2025	443.6773	524.9637
Rural Major & Minor Arterial/Collector/Local Street	2025	786.3783	838.6265
Urban Interstate/Freeway	2025	132.2842	154.8274
Urban Principal & Minor Arterial/Collector/Local Street	2025	170.6194	164.6118
TOTALS		1,532.9594	1683.0296
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Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2030	467.6720	472.8700
Rural Major & Minor Arterial/Collector/Local Street	2030	786.5318	745.3307
Urban Interstate Freeway	2030	134.7787	139.1478
Urban Principal & Minor Arterial/Collector/Local Street	2030	170.3074	147.4075
TOTALS		1,559.2900	1,504.7561

Table 15: Eaton County – Year 2010, 2018, 2025 & 2030 VOC & NOX Emissions

Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2010	499.4415	1,032.4994
Rural Major & Minor Arterial/Collector/Local Street	2010	925.0297	1,395.7961
Urban Interstate/Freeway	2010	585.4113	1,096.4965
Urban Principal & Minor Arterial/Collector/Local Street	2010	691.2313	972.8475
TOTALS		2,701.1140	4,497.6397
Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2018	340.8863	489.6701
Rural Major & Minor Arterial/Collector/Local Street	2018	610.4468	685.6075
Urban Interstate/Freeway	2018	389.7042	519.4343
Urban Principal & Minor Arterial/Collector/Local Street	2018	448.7495	473.7796
TOTALS		1,789.7869	2,168.4917
Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2025	293.2906	363.5257
Rural Major & Minor Arterial/Collector/Local Street	2025	501.3793	512.9676
Urban Interstate/Freeway	2025	329.9086	386.7464
Urban Principal & Minor Arterial/Collector/Local Street	2025	372.7126	357.5360
TOTALS		1,497.2913	1,620.7760
Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2030	304.7319	329.6719
Rural Major & Minor Arterial/Collector/Local Street	2030	509.2024	467.6739
Urban Interstate Freeway	2030	339.3262	350.7603
Urban Principal & Minor Arterial/Collector/Local Street	2030	368.6543	317.5975
TOTALS		1,521.9150	1465.7036

Table 16: Ingham County – Year 2010, 2018, 2025 & 2030 VOC & NOx Emissions

Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2010	621.2996	1,272.6425
Rural Major & Minor Arterial/Collector/Local Street	2010	1,149.3193	1,814.1173
Urban Interstate/Freeway	2010	995.1962	1,690.5844
Urban Principal & Minor Arterial/Collector/Local Street	2010	3,300.5171	4,315.3268
TOTALS		6,066.3323	9,092.6712
Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2018	419.0993	586.6671
Rural Major & Minor Arterial/Collector/Local Street	2018	763.7655	892.7964
Urban Interstate/Freeway	2018	656.1224	783.5392
Urban Principal & Minor Arterial/Collector/Local Street	2018	2,148.7843	2,109.8780
TOTALS		3,987.7717	4,372.8809
Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2025	359.2005	420.7205
Rural Major & Minor Arterial/Collector/Local Street	2025	656.9786	695.5246
Urban Interstate/Freeway	2025	531.2109	565.4907
Urban Principal & Minor Arterial/Collector/Local Street	2025	1,796.8014	1,591.1712
TOTALS		3,344.1915	3,272.9071
Functional Classification	Year	VOC Kg/Day	NOx Kg/Day
Rural Interstate/Freeway	2030	373.3999	373.9351
Rural Major & Minor Arterial/Collector/Local Street	2030	661.4021	626.7557
Urban Interstate Freeway	2030	536.2732	503.6826
Urban Principal & Minor Arterial/Collector/Local Street	2030	1,766.0756	1,413.8857
TOTALS		3,337.1509	2,918.2593

Conformity Determination

The following table, derived from tables 2 thru 16 (above), and as shown earlier, clearly demonstrates Regional 2030 Transportation Plan and 2006-2008 Transportation Improvement Program projects (as amended) result in lower emissions in each milestone year than the budget, consistent with USDOT/USEPA conformity rules. As amended, neither the 2006-2008 TIP or the 2008-2011 TIP contain no capacity projects which are not either included in this Regional 2030 Transportation Plan conformity analysis or are not subject to regional emissions modeling, based on a review by the IAWG, which further supports this determination. These results support the determination that the plan, the TIP and the projects contained therein, have demonstrated conformity with applicable requirements of the State Implementation Plan and in accord with the Clean Air Act and SAFETEA-LU.

Table 17: Results of Regional Transportation Conformity Analysis for the Lansing Metropolitan Maintenance Area, 8 Hour Ozone Standard, Regional 2030 Transportation Plan and 2006-2008 Transportation Improvement Program

Scenario	Emissions*		DAILY VMT**
	VOC	NO _x	
8 hour Conformity Budget	25,691.9000	48,145.10	
2010 Action	11,484.2966	18,287.3341	13,512.0
2018 Action	7,592.3934	8,795.4292	14,777.4
2025 Action	6,375.1629	6,576.7127	16,130.8
2030 Action	6,418.3559	5,888.7190	16,720.5

* Units for all emissions are shown as kilograms/day.

**Modeled Vehicle Miles of Travel (VMT) in (000's)

Public Participation and Consultation Processes

Notice of public availability of this revised conformity determination was published in the Lansing State Journal on May 30, 2007. Opportunities were made available for the public to comment and materials were provided in accord with the adopted Metropolitan Transportation Planning Public Participation Plan as revised and adopted on February 28, 2007. A copy of the notice is attached. Any related comments considered by the Commission at the time of action are also attached.

In accord with the Conformity State Implementation Plan, a consultation process between the Metropolitan Planning Organization, the MDOT, the MDEQ, local public transit agencies, FHWA and EPA, acting as the Interagency Work Group (IAWG), was used to review and determine the scope of work and all projects and methods considered in this conformity determination. Copies of the minutes from prior IAWG meetings are included in Chapter 16 of the Regional 2030 Transportation Plan.

Additional Technical Documentation

Copies of MOBILE 6.2 input and output files and other technical documentation have been transmitted to MDOT/FHWA separately accompanying transmittal of the adopted plan.

MPO Action

Results of this conformity analysis were presented and considered by the Capital Area Regional Transportation Study (CARTS) Technical Advisory Committee on June 5, 2007 and by the Transportation Review Committee on June 13, 2007. Based on recommendations of their advisory committees, the Tri-County Regional Planning Commission considered and accepted results of this conformity analysis and made a finding and determination of conformity on June 27, 2007 and directed staff to finalize this report and submit it to appropriate state and federal agencies. A certification of Commission action is attached.

All of these meetings were open to public comment and any comments presented at these meetings were considered at the time of action. A summary disposition of any comments received is attached.

Based on all materials contained in this document, the Tri-County Regional Planning Commission has made a finding and a determination that the Regional 2030 Transportation Plan, 2006-2008 TIP and the 2008-2011 TIP demonstrate conformity with the State Implementation Plan.

Table 18: List of proposed projects for “Air Quality Conformity Analysis”**2010**

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
2010*	Ingham	Ingham County	Lake Lansing Road	Wood to Kerry	.40	Widen from 4 to 5 lanes	No	No
2010*	Clinton/Ingham	Clinton/Ingham Counties	Williams/Wood	Lake Lansing to State	1.28	Widen from 2 to 3 lanes	No	No
2010*	Eaton	Eaton County	Creys Road	Woodstream to Willow	.50	Widen from 2 to 3 lanes	No	No
2010	Eaton	Eaton County	Willow Highway	Canal to Creys	1.00	Widen from 2 to 3 lanes	No	No
2010*	Eaton	Eaton County	Millett Road	Canal to Creys	1.00	Widen from 2 to 3 lanes	No	No
2010	Eaton	Eaton County	Nixon Road	St. Joe to Rockbridge	.50	Widen from 2 to 3 lanes	No	Yes
2010	Eaton	Eaton County	Michigan Avenue	Canal to Creys	1.00	Construct new 3 lane road	No	Yes
2010	Eaton	Eaton County	Nixon Road	Rockbridge to M-43	.50	Widen from 2 to 3 lanes	No	Yes
2010	Eaton	Eaton County	Canal Road	Mt. Hope to Davis	2.00	Widen from 2 to 4 lanes	No	Yes
2010*	Eaton	Eaton County	Davis Highway	Guinea to Canal	1.00	Widen from 2 to 3 lanes	No	Yes
2010*	Eaton	Eaton County	Willow Highway	Creys to Elmwood	1.00	Widen from 2 to 3 lanes	No	No
2010*	Eaton	MDOT	M-43	John Earl Drain to 200' W of Saginaw Street	--	Widening for center left turn lane and overlay	Yes	No
2010	Ingham	East Lansing	Lake Lansing Road	US 127 to Harrison	.78	Add E.B. and S.B. right turn	No	No

Air Quality Conformity for US-127 and Lansing Road

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
						lanes at Coolidge and Lake Lansing; add E.B. and W.B. left turn lanes at Harrison and widen Lake Lansing from 4 to 5 lanes from Marfitt to Abbott		
2010*	Ingham	East Lansing/Clinton County	Abbott Road	Lake Lansing to Coleman	.71	Widen from 2 to 4 lanes w/median	No	Yes
2010	Ingham	Ingham County	Hagadorn Bridge	Bridge over Red Cedar River	.27	Widen from 4 to 6 lanes	No	Yes
2010*	Ingham	Ingham County	Farm Lane	Mt. Hope to Trowbridge	.75	Widen from 2 to 4 lanes with grade separation of two railroads	No	Yes
2010*	Ingham	Ingham County	Old Lansing Road	Waverly to US 27 BR	.66	Widen from 2 to 3 lanes	No	No
2010*	Ingham	Ingham County	Okemos Road	Jolly Oak to Mt. Hope	1.90	Widen from 4 to 5 lanes	No	Yes
2010	Ingham	Ingham County	Okemos Road	Sandhill to I-96	.50	Widen from 2 to 3 lanes	No	No
2010*	Ingham	Lansing	Washington Avenue	Edgewood to Miller	1.02	Add left turn lane	No	No

Air Quality Conformity for US-127 and Lansing Road

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
2010*	Ingham	Lansing	Walnut Street	St. Joe to Saginaw	.85	Minor widening of 3' to 9'	No	No
2010*	Ingham	Lansing	Cavanaugh Road	Aurelius to Dunckel	.54	Widen from 2 to 3 lanes	No	No
2010	Ingham	Lansing	Jolly Road	Pennsylvania to Cedar	.50	Widen from 4 to 5 lanes	No	No
2010*	Ingham	Lansing	Pine Street	St. Joe to Saginaw	.85	Minor widening of 3' to 9'	No	No
2010*	Ingham	Lansing	Dunckel Road	Jolly to I-496	.66	Widen from 2 to 5 lanes	No	Yes
2010*	Eaton	Eaton County	Millett Road Overpass	Bridge over I-69/96		Widen bridge to 4 lanes	No	No
2010*	Ingham	East Lansing	Harrison s.b.	Trowbridge to Crescent		Add left turn lane	No	No
2010*	Ingham	Lansing	Michigan Avenue (at Howard)	Westbound to southbound crossover west of Saginaw		Build crossover	Yes	No
2010	Clinton/Ingham	East Lansing	Coleman Road	Two way road addition extending from Wood Road on the west to Coleman/West Road intersection on the east	0.78	Build	No	Yes

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
2010	Eaton	MDOT	Lansing Road	2000' northeast of Stewart Road to 1600' southwest of Royston Road	2.6	Convert 4 lane divided to 2 lane with center left turn lane	No	No

2018

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
2018	Clinton	Clinton County	DeWitt Road	I-69 to Herbison	.75	Widen to 3 lanes	No	No
2018	Clinton	Clinton County	Airport Road	Grand River Ave to Howe	5.00	Widen to 3 lanes	No	Yes
2018	Eaton	Eaton County	St. Joe Highway bridge	Bridge over I-96	--	Widen from 2 to 4 lanes	No	Yes
2018	Eaton	Eaton County	Mt. Hope Avenue	M-100 to Canal	4.10	Widen From 2 to 3 lanes	No	Yes
2018	Eaton	Eaton County	Mt. Hope Avenue	Canal to Creyts	1.00	Widen from 2 to 3 lanes	No	Yes

Air Quality Conformity for US-127 and Lansing Road

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
2018	Eaton	Eaton County	Creyts Road	Lansing Road to Dimondale village limit	2.00	Widen from 2 to 4 lanes	No	Yes
2018	Eaton	Eaton County	St. Joe Highway	M-100 to Canal	4.10	Widen from 2 to 3 lanes	No	Yes
2018	Eaton	Eaton County	Willow Highway	Canal to M-100	4.10	Widen from 2 to 3 lanes	No	Yes
2018	Ingham	East Lansing	Harrison Road	Forest to Mt. Hope	.50	Widen from 2 to 4 lanes	No	Yes
2018	Ingham	East Lansing	Forest Avenue	Harrison to College	.75	Widen from 2 to 4 lanes	No	Yes
2018	Ingham	Ingham County	Jolly Road	Collins to College	.75	Widen from 2 to 4 lanes	No	Yes
2018	Ingham	Ingham County	Jolly Road	College to Hagadorn	1.00	Widen from 2 to 4 lanes	No	Yes
2018	Ingham	Ingham County	Lake Lansing Road	I-69 BL to Bois Isle	.79	Widen from 2 to 4 lanes	No	No
2018	Ingham	Ingham County	Waverly Road	Miller to Jolly	1.00	Widen from 2 to 4 lanes	No	Yes
2018	Ingham	Lansing	Washington at Mt. Hope	Intersection approaches	.10	Add n.b. and s.b. left turn lanes; head up intersection	Yes	No
2018	Ingham	Lansing	Willow Street	Sunset to MLK	.63	Widen from 2 to 3 lanes	No	No
2018	Ingham	Webberville	Webberville/Mason Court extension	Grand River to existing Mason Court stub	.56	Construct two lane roadway into business park	No	No

2025

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
2025	Clinton	Clinton County	Clark Road	Wood to Chandler	2.00	Widen to 3 lanes	No	Yes
2025	Clinton	Clinton County	Herbison Road	Airport Road to US 127 BR	3.24	Widen to 3 lanes	No	Yes
2025	Clinton	Clinton County	State Road	Chandler to Webster	1.75	Construct new 2 lane road	No	Yes
2025	Clinton	Clinton County	Grand River Avenue	M-100 to I-69	5.50	Widen to 3 lanes	No	Yes
2025	Eaton	Eaton County	Canal Road	Delta Commerce to Willow	.70	Widen from 2 to 4 lanes	No	No
2025	Eaton	Eaton County	Nixon Road bridge	Bridge over Grand River and connection to North River Highway	--	Construct 2 lane bridge	No	No
2025	Eaton	Eaton County	East-West Collector	Mall Drive West to Creyts	.65	Construct new 3 lane roadway	No	Yes
2025	Eaton	Eaton County	Snow Road bridge	Bridge over I-496	--	Widen from 2 to 4 lanes	No	No
2025	Eaton	Eaton County	East-West Collector	Creyts to Canal	1.00	Construct new 3 lane roadway	No	Yes
2025	Ingham	Ingham County	Holt Road	US 127 to Hagadorn	.66	Widen from 2 to 4 lanes	No	Yes
2025	Ingham	Lansing	Lake Lansing	West of US 127 BR (East Street) to city limit	.75	Widen from 3 to 4/5 lanes	No	Yes
2025	Ingham	Mason	Columbia Street	State to Park	.10	Construct connector street	No	Yes

2030

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
2030	Clinton	Clinton County	Francis Road	I-69 to Clark	1.00	Widen from 2 to 4 lanes	No	Yes
2030	Clinton	Clinton County	Round Lake Road	US 127 BR to US 127	1.20	Widen from 3 to 4 lanes	No	Yes
2030	Clinton	Clinton County	Chandler Road	Coleman to Clark	3.44	Widen to 4 lanes	No	Yes
2030	Ingham	East Lansing	Coleman Road	Coolidge to city limits	.33	Widen from 2 to 3 lanes	No	Yes
2030	Ingham	East Lansing	Coolidge Road	Lake Lansing to Abbey Road	.28	Widen from 4 to 5 lanes	No	Yes
2030	Ingham	East Lansing	Coleman Road	Coolidge to Lake Lansing	.54	Widen from 2 to 3 lanes	No	Yes
2030	Ingham	East Lansing	Coolidge Road	Abbey Road to State Road	1.60	Widen from 2 to 3 lanes	No	Yes
2030	Ingham	East Lansing	West Road	Lake Lansing and Abbey Road	.86	Widen from 2 to 3 lanes	No	No
2030	Ingham	Ingham County	Okemos Road	Central Park Drive to Haslett	1.40	Widen from 2 to 4 lanes	No	Yes
2030	Ingham	Ingham County	Marsh Road	Central Park to Tihart	.57	Widen from 4 to 5 lanes	No	No
2030	Ingham	Ingham County	Holt Road	Washington to Eifert	1.20	Widen from 2 to 4 lanes	No	Yes
2030	Ingham	Ingham County	Hagadorn Road	Bennett to Mt. Hope	1.00	Widen from 2 to 4 lanes	No	Yes
2030	Ingham	Lansing	Waverly Road	Jolly to Moores River	1.85	Widen to 5 lanes (add center turn lane)	No	Yes

Conformity Period#	County	Submitting Agency	Road	Location	Miles	Improvement	Exempt from Regional Emissions Model?##	Project Regionally Significant?##
2030	Ingham	Mason	Jefferson Street	Columbia to north city limit	1.00	Widen from 2 to 3 lanes	No	Yes
2030	Clinton	MDOT	US-127	Kinley Road to north county line	18.7	Convert existing divided highway to limited access freeway with new interchange at Maple Rapids Road also extend the service drive from St. Johns north to Maple Rapids Road	No	Yes

* Projects currently open to traffic or in the 2006-2008 TIP which were modeled in the 2010 conformity analysis but were built before 2006.

Conformity periods were determined in consultation with the Interagency Work Group. This column indicates year the project was assumed to open to traffic as grouped in conformity periods. Projects listed between 2003 and 2010 were assumed to open in the 2010 modeling period. Projects listed as 2018 were assumed to open to traffic between 2011 and 2018. Projects listed as 2025 were assumed to open to traffic between 2019 and 2025. Projects listed as 2030 were assumed to open between 2026 and 2030.

Projects listed as "exempt" do not require a regional emissions analysis to proceed, but have been included in conformity model runs. A change in status may not require updating the regional emissions analysis. Determination was made by staff consistent with definitions on exempt project list.

All "regionally significant" projects must be modeled to complete a conformity determination. To remove these projects or change their scope may require a new conformity analysis. This determination was made by the Interagency Work Group.

**NOTICE OF PUBLIC INVOLVEMENT
OPPORTUNITY**

**REGIONAL 2030 TRANSPORTATION PLAN
SUPPLEMENT, AMENDMENTS AND
AMENDED AIR QUALITY CONFORMITY
FINDINGS**

The Safe Accountable Fair and Efficient Transportation Equity Act – A Legacy for Users (SAFTEA-LU) and revised implementing regulations contained in 23 CFR 450 and 500 and 49 CFR 613 established additional requirements for Metropolitan Planning Organizations (MPO's) and a compliance deadline of July 1, 2007. Examples of these requirements include new Regional Transportation Plan and Transportation Improvement Program (TIP) update cycles, consideration of environmental mitigation, an expanded consultation process, consistency with state and local land use and economic development plans, additional public participation requirements and other items.

The Tri-County Regional Planning Commission has prepared a draft Regional 2030 Transportation Plan Supplement which documents that the Regional 2030 Transportation Plan, the Regional 2006-2008 Transportation Improvement Program and the draft Regional 2008-2011 Transportation Improvement Program were prepared consistent with the new requirements. The Commission will take action on this Supplement and to re-endorse the Regional 2030 Transportation Plan as amended at their June 27 regularly scheduled meeting.

The Tri-County Regional Planning Commission is the MPO for the Lansing Metropolitan area, including all of Clinton, Eaton and Ingham Counties. In addition, the Tri-County Regional Planning Commission is also responsible for making findings that the Regional 2030 Transportation Plan and Regional 2006-2008 TIP, as amended, also meet applicable conformity requirements of the Clean Air Act, as amended. The Michigan Department of Transportation (MDOT) is proposing Regional 2030 Transportation Plan and Regional 2006-2008 TIP amendments to convert U.S. 127 from an existing divided highway to a limited access freeway from Kinley Road to the North Clinton County line with an interchange at Maple Rapids Road and extension of the Service Drive from St. Johns to Maple Rapids Road. MDOT is also planning on converting Lansing Road from a four lane divided road to two lanes with a center left turn lane from 2000 feet northeast of Stewart Road to 1600 feet southwest of Royston Road in Eaton County. These projects are being added to the Regional 2030 Transportation Plan and the 2006-2008 TIP. Documentation that the amended Regional 2030 Transportation Plan and amended 2006-2008 TIP (which both must consider all

regionally significant projects in their air quality conformity analysis) will still meet conformity requirements when these regionally significant projects are constructed will also be presented for action at the June 27 meeting of the Tri-County Regional Planning Commission.

Action on the Plan Supplement and revised conformity finding will take place in June through the planning process with the following opportunities for public comment: Capital Area Regional Transportation Study (CARTS), Tuesday, June 5, 2007, 9:30 a.m., Ingham County Human Services Building, Conference Room A. The Transportation Review Committee (TRC) will review CARTS' recommendations at its regularly scheduled June 13 meeting beginning at 4:00 p.m. in the Southwind Conference Room, 913 W. Holmes Road. The Commission will hear public comments and act on the Plan Supplement and conformity finding beginning at 7:30 p.m. on June 27 in Conference Room A of the Ingham County Human Services Building.

Public Participation Process

Documentation regarding this Plan Supplement and conformity finding will be available beginning May 30, 2007 from the TCRPC offices. All meetings of the Commission and its advisory committees are open to the public and reasonable opportunity to present comments, ask questions, or provide input will be accepted at any of these meetings consistent with the rules of these respective bodies. In addition, any written comments submitted prior to final adoption will be considered by the Commission at the time of action. Notices and materials for Commission or advisory committee meetings will be provided to interested parties on receipt of a written request which includes the complete name and address of the interested party. TCRPC will furnish reasonable auxiliary aids and services to individuals with disabilities upon 48 hours notice. Individuals with disabilities requiring auxiliary aids or services should contact TCRPC at the address below or the TDD Michigan Relay Center at 1(800)649-3777. For additional information on opportunities for public involvement on the updated air quality conformity finding, the Regional 2030 Transportation Plan, the Plan Supplement, the Regional 2006-2008 TIP, or the air quality conformity analysis, contact the Tri-County Regional Planning Commission, 913 W. Holmes Road, Suite 201, Lansing, MI 48910, phone (517)393-0342 or (517)393-6386, fax 393-4424, email: sskinker@mitcrpc.org, or visit the website at: www.mitcrpc.org.

MINUTES
INTERAGENCY WORK GROUP

DATE: May 8, 2007 (Tuesday)
TIME: 9:30 a.m.
PLACE: Federal Highway Administration, Michigan Division Office
315 W. Allegan, Room 201
Lansing, MI 48933

Attendance: Jim Cramer, FHWA; Paul Hamilton, TCRPC; Steve Skinker, TCRPC; Mike Leslie (USEPA by telephone connection); Cindy Durrenberger, FHWA; Ray Lenze, MDOT; Jennifer Osborne, MDOT; Sarah Koepke, FHWA

The meeting was called to order by Acting Chair Paul Hamilton at 9:30 a.m. Hamilton welcomed those in attendance.

Hamilton stated that the purpose of this meeting was to consider possible air quality conformity implications for two MDOT projects. MDOT has revised their scope for the Lansing Road project (I-69 to east of Guinea Road). This project calls for rubblizing and is currently identified in the 2006-2008 TIP and Regional 2030 Transportation Plan as a preserve project for 2008. MDOT's latest proposal is to convert this entire cross section to three lanes including a continuous center turn lane. At present Lansing Road ranges from two to four lanes. Letting for this project is anticipated in March, 2008. This project's change of scope will need to be amended into the TIP and Plan.

MDOT also has received an earmark of \$4.5 million for US 127 from Kinley Road to the Gratiot County line. Initial efforts are underway to secure needed right of way, but eventually US 127 will be transformed from an at grade divided highway into a limited access freeway. This project will include the addition of an interchange at Maple Rapids Road and also several grade separations. This project is anticipated for construction in 2029 and would be open to traffic in 2030. Following discussion, consensus emerged that both projects will need to be modeled. Cramer stated that the Lansing Road project will require conformity runs for 2010, 2018, 2025 and 2030. The US 127 freeway will only need to be modeled for 2030.

Due to the TIP development action cycle in June it is expedient for a conformity analysis to be undertaken quickly so that it can also be acted on in June. Lenze indicated that MDOT will do this work in house and have the draft analysis available for the committees in June.

Hamilton indicated that a legal notice would be placed in the Lansing State Journal in May to welcome public participation in consideration of the plan and TIP amendment, once a revised conformity determination has been made.

There being no further business, the IAWG adjourned at approximately 9:55 a.m.



**50 Years of Service
1956 - 2006**

Tri-County Regional Planning Commission

913 West Holmes-Suite 201
Lansing, Michigan 48910
Telephone (517) 393-0342
Web Page: www.mitrpc.org
Email: tcrpc@acd.net
Fax: (517) 393-4424

REGULAR MEETING TRI-COUNTY REGIONAL PLANNING COMMISSION

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Larry Martin

EXECUTIVE DIRECTOR
Jon W. Coleman

DATE: June 27, 2007
TIME: 7:30 p.m.
PLACE: Ingham County Human Services Bldg
Conference Room A
5303 S. Cedar
Lansing, MI 48910

ATTENDANCE AT TIME OF ACTION

Present: Russel Bauerle, Larry Martin, Phil Chisholm, J. William Hawes, Fred Marquardt, Glenn Freeman, III, Joseph Guenther, Susan McGillicuddy, Harold Leeman, Ralph Monsma, Shirley Rodgers, Marsha Small

Absent: David Pohl, Art Luna, Dianne Holman, Tina Weatherwax-Grant, Kevin Beard, Derrick Quinney, Carol Wood

US 127 and Lansing Road: Revised Conformity Findings on the Regional 2030 Transportation Plan and 2006-2008 TIP and Amendments

It was **MOVED** by C/Bauerle, and **SUPPORTED** by C/Leeman, to approve the revised conformity determination and addition of these projects to the Plan and TIP.

MOTION CARRIED - (Opposed: C/Guenther, C/McGillicuddy, C/Monsma)

The above is a true and certified record of action taken at the June 27, 2007 regular meeting of the Tri-County Regional Planning Commission.

Jon W. Coleman
Executive Director

JWC/mh