



EXECUTIVE BOARD MEETING AGENDA

DATE:	January 14, 2025	TIME:	10:00 AM
PLACE:	City of Eloy – Council Chambers, City Hall, 595 N. C St., Eloy, AZ 85131 Join Virtual Call in Number - 1-408-418-9388 Access Code – 2499 720 2445 ##		
CONTACT:	Irene Higgs 520-705-5143		

EXECUTIVE BOARD MEMBERS

Chairman	Steve Miller, Pinal County Supervisor	Member	Jon Thompson, Mayor of Coolidge
Vice Chairman	Andy Sutton, Mayor of Eloy	Member	Jenny Howard, ADOT STB District 4
Sec/Treasurer	Lisa Fitzgibbons, Mayor of Casa Grande		

One or More Board Members May Attend Telephonically

ITEM	AGENDA ITEM	PRESENTER	PAGE
1	Call to Order, Roll Call, and Introductions	Chairman Steve Miller	
2	Title VI - Notice to the Public	Irene Higgs	
3	Call to the Public: This item is to provide an opportunity for citizens wishing to address the Executive Board on issues within the jurisdiction of the Sun Corridor MPO planning area that are not on the Agenda. Comments SHALL be limited to three (3) minutes or less.	Supervisor Steve Miller	
4	Pinal County Strategic Transportation Safety Plan Presentation	Michael Blakenship	1 - 18
5	Regional Transportation Advocacy Council (RTAC) (Information Only)	Kevin Adam	



ITEM	AGENDA ITEM	PRESENTER	PAGE
6	Transportation Advisory Committee (TAC) Update (Information Only): <ul style="list-style-type: none"> • Pinal County Safety Plan/SCMPO Network Screening Crash and Analysis Tools Update • Safe Routes to School Studies 	Duane Eitel	
7	Air Quality Update (Information Only)	Jason Bottjen	
8	Arizona Department of Transportation (ADOT) Planner Update (Information Only)	Will Randolph	
9	Federal Highways Administration (FHWA) Update (Information Only)	Romare Truly	
10	ADOT Southcentral District Update (Information Only)	Priscilla Thompson	
11	Pinal Regional Transportation Authority (RTA) Update (Information Only)	John Kross	
12	MPO Update (Information Only): <ul style="list-style-type: none"> • MPO Progress Report (12.1) • Federal Ledger (12.2) • Project Update (12.3) • ADOT 2025 Revised Pavement Targets (12.4) 	Irene Higgs Jason Bottjen	19 - 21 22 23 - 35 36 - 37
13	<p style="text-align: center;">Consent Agenda</p> <p style="text-align: center;">ALL ITEMS LISTED BELOW WITH AN ASTERISK (*) ARE CONSIDERED TO BE ROUTINE MATTERS AND WILL BE ENACTED BY ONE MOTION AND ONE VOTE OF THE BOARD. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS A BOARD MEMBER OR MEMBER OF THE PUBLIC SO REQUESTS, IN WHICH EVENT THE ITEM WILL BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED IN ITS NORMAL SEQUENCE ON THE AGENDA.</p> <p>Business: Possible Discussion and/or Action on the Following:</p>	Chairman Steve Miller	



ITEM	AGENDA ITEM	PRESENTER	PAGE
*13.A	Discussion and Possible Action to Approve the Meeting Minutes: • November 12, 2024		38 - 43
*13.B	Discussion and Possible Action to Approve the Advertisement of the CAG & SCMPO Human Services Transportation Coordination Plan Update for 30-day Public Review and Comment Period		44
*13.C	Discussion and Possible Action to Approve the Advertisement of the June 2025 Air Quality Project List and Conformity Analysis for 30-Day Public Review and Comment Period		45 - 54
*13.D	Discussion and Possible Action to Approve the Advertisement of the Pinal County Strategic Transportation Safety Plan Update for 30-day Public Review and Comment Period		55
14	Discussion and Possible Action to Approve the New Finding of Conformity for the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and the Regional Transportation Plan 2050 Update	Irene Higgs	59 - 150
15	Discussion and Possible Action to Approve Amendment #12 to the 2023-2027 Sun Corridor MPO Transportation Improvement Plan (TIP) and Regional Transportation Plan 2050 Update, contingent on the new finding of conformity	Irene Higgs	151 - 157
16	Election of SCMPO Regional Transportation Advocacy Council (RTAC) Board Representatives	Irene Higgs	158 - 159
17	Local Government Project Report: Casa Grande, Coolidge, Eloy, Pinal County	Chairman Steve Miller	
18	Upcoming Meetings: • RTAC Legislative Luncheon, January 27, Phoenix • CAG/SCMPO/NACOG 29th Annual Legislative Day, January 30, Phoenix • State Transportation Board Meeting, January 17, Marana • RTAC Board Meeting/Legislative Luncheon, January 27, Phoenix • Pinal RTA Board Meeting, January 27, Florence • Southwest Area Transit Conference, February 18-20, Tucson • RTAC Board Meeting, February 24, Virtual • SCMPO TAC Meeting, February 27, Casa Grande	Chairman Steve Miller	



ITEM	AGENDA ITEM	PRESENTER	PAGE
19	<p>Adjourn to Executive Session Arizona Revised Statutes A.R.S. §38-431.03(A)</p> <p>A. Discussion or consideration of employment, assignment, appointment, promotion, demotion, dismissal, salaries, disciplining, or resignation of public officer, appointee, or employee (A.R.S § 38-431 (A)(1))</p> <p>A.1) Discussion of Hiring New MPO Staff A.2) Cost of Living Increase</p> <p>Any records or documents distributed to the Executive Board or any conversations occurring during executive session shall be kept confidential. Legal action involving a final vote or decision shall not be taken at an executive session.</p>	Chairman Steve Miller	
20	Future Agenda Items	Chairman Steve Miller	
21	<p>Next Sun Corridor MPO Executive Board Meeting:</p> <ul style="list-style-type: none"> • March 11, 2025 - City of Casa Grande Council Chambers, 510 E. Florence Blvd., Casa Grande, AZ 85122 	Chairman Steve Miller	
22	Adjourn	Chairman Steve Miller	

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and other nondiscrimination laws and authorities, the Sun Corridor Metropolitan Planning Organization (SCMPO) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Irene Higgs, SCMPO's Title VI Coordinator at ihiggs@scmpo.org or (520)705-5143. Requests should be made at least 48 hours prior to the meeting so that accommodations may be arranged.

En conformidad con el Título VI del Decreto de los Derechos Civiles de 1964, el Decreto de Americanos con Discapacidades (ADA por sus siglas en inglés), y otras leyes y autoridades contra la discriminación, la organización de planificación metropolitana Sun Corridor Metropolitan Planning Organization (SCMPO por sus siglas en inglés) no discrimina basándose en raza, color, origen nacional, género/sexo, edad o discapacidad. Las personas que requieran una adaptación razonable basada en idioma o discapacidad se deben comunicar con Irene Higgs, Coordinadora del Título VI de SCMPO en ihiggs@scmpo.org ó llamando al (520)705-5143. Las solicitudes se deben hacer por lo menos 48 horas antes de la reunión para que se puedan organizar las adaptaciones.

In an effort to determine who attends our meetings and to improve participation in the planning process, the SCMPO ask that you please fill out the following voluntary survey:

Survey - English <https://forms.gle/M2grgU4HQtc2v9QA>



ITEM	AGENDA ITEM	PRESENTER	PAGE
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En un esfuerzo por determinar quién asiste a nuestras reuniones y a fin de mejorar la participación en el proceso de planificación, la organización SCMPO le pide que por favor llene la siguiente encuesta voluntaria:

Survey - Spanish <https://forms.gle/NLaJxW25RU6bSsQ19>

Pinal County Strategic Transportation Safety Plan Update

Sun Corridor MPO Executive Board

January 14, 2025



1



Background

360 people died and 10,473 people were injured in 22,429 reported crashes over the past 5 years (2018-2022) in Pinal County

2

Safe Streets and Roads for All (SS4A)

- This Pinal County Strategic Transportation Safety Plan (STSP) update will meet all SS4A criteria and can be used for pursuing SS4A Implementation funds
- Pinal County was awarded SS4A Planning funds in 2024 which will be used to supplement this STSP update

SS4A	Safe Streets and Roads for All Action Plan Components	SS4A	Safe Streets and Roads for All Action Plan Components
	<p>Leadership Commitment and Cost Setting</p> <p>An official public commitment (e.g., resolution, policy, ordinance) will be high-ranking official public governing body (e.g., Mayor, City Council, Town Council, etc.) Policy Board, etc.) to an official goal of zero roadway fatalities and serious injuries. The commitment must include a goal of funding for addressing roadway fatalities and serious injuries and funding source, or both, of the following:</p> <ul style="list-style-type: none"> ☐ An explicit plan for securing new roadway fatalities and serious injuries; OR ☐ An explicit percentage reduction of roadway fatalities and serious injuries by a specific date with an overall goal of preventing roadway fatalities and serious injuries. <p>Funding Strategy</p> <p>A commitment, both verbal and written, to provide or secure funds through the oversight of the Action Plan Committee, Transportation, and/or other relevant departments.</p> <p>Public Outreach</p> <p>Analysis of existing conditions and historical trends that provide a baseline level of roadway fatalities and serious injuries across a jurisdiction, locally, state, or region. Review an analysis of locations where they are highest and the severity of the crashes, as well as contributing factors and crash types to inform local agencies, developers, private industry, transit users, etc. Analysis of systems and safety needs is also performed, as needed (e.g., high-use road features, specific safety needs of various road users, public health perspectives, analysis of the built environment, demographic, and structural issues, etc.). To the extent possible, the analysis should include an emphasis on the conditions, without regard for jurisdiction. Based on the analysis, performance, or potential identification of higher-risk locations, the analysis should include an emphasis on the conditions, without regard for jurisdiction.</p> <p>Engagement and Collaboration</p> <p>Multi-stakeholder engagement with the public and relevant stakeholders, including the private sector, academia, and other relevant organizations, to ensure that the needs and perspectives of all stakeholders are considered and incorporated into the Action Plan. Collaborative processes are included in the process. Plans and programs are coordinated and aligned with other governmental plans and planning processes to the extent possible.</p>		<p>Public Commitment</p> <p>Plan development using inclusive and transparent processes. "Inclusive and transparent" are defined through site and other analysis in collaboration with appropriate agencies. Publicity includes both public participation and initial safety needs assessments of the proposed projects and strategies.</p> <p>Public and Technical Outreach</p> <p>Identification of appropriate public, business, and/or community groups to consult, coordinate with, and involve in the process, as well as identify the lead and other stakeholders that will address the safety problem described in the Action Plan. These strategies and outcomes focus on a Public Safety Approach, effective interventions, and complete, multi-modal strategies. To the extent practical, data limitations are identified and mitigated.</p> <p>Strategy and Program Submissions</p> <p>Identification of appropriate use of projects and programs, program details, the cost, benefits, and/or revenue potential, as well as identify the lead and other stakeholders that will address the safety problem described in the Action Plan. These strategies and outcomes focus on a Public Safety Approach, effective interventions, and complete, multi-modal strategies. To the extent practical, data limitations are identified and mitigated.</p> <p>Program and Project Details</p> <p>Once identified, the list of projects and strategies is prioritized in a list that provides clear criteria for when the strategies and outcomes will be deployed (e.g., short, mid, and long-term). The list should include specific programs and strategies, or descriptions of programs of projects and strategies, and explicit prioritization criteria used. The list should contain information focused on effectiveness, behavioral, public operational safety.</p> <p>Program and Project Details</p> <p>Project to be implemented on time. Other than Action Plan, a timeline is provided, including specific dates. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Best practices, as a minimum, annual public use meeting reporting on progress toward roadway fatalities and serious injury, and public availability of the Action Plan update.</p>




3

Promoting Safety Culture

- Public Outreach Events
 - March 1st Coolidge Cotton Days
 - March 26th Ironwood Village presentation
 - April 6th Casa Grande Public Safety Day
 - September 24th Casa Grande Silent Witness Night
 - Two tentative public events in early 2025
- Pinal County Board of Supervisors presentation
- TAC and Executive Board presentations for SCMPO, CAG, and MAG



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Public Surveys

- 6-month online survey received 560 responses
- 54% of motorists feel unsafe on the roads
- Reported feeling least safe: bicyclists, elderly and/or disabled persons, pedestrians, and motorcyclists
- Reported behaviors: hurried, distracted, inattentive, and frustrated/angry

Speeding	<div style="background-color: #FFD700; height: 15px; width: 87%;"></div>	87%
Tailgating/ following too closely	<div style="background-color: #FFD700; height: 15px; width: 73%;"></div>	73%
Texting or talking on a cell phone	<div style="background-color: #FFD700; height: 15px; width: 73%;"></div>	73%
Failure to use turn signal	<div style="background-color: #FFD700; height: 15px; width: 70%;"></div>	70%
Not stopping completely at a stop sign	<div style="background-color: #FFD700; height: 15px; width: 60%;"></div>	60%

Top 5 Safety Concerns Observed by Respondents

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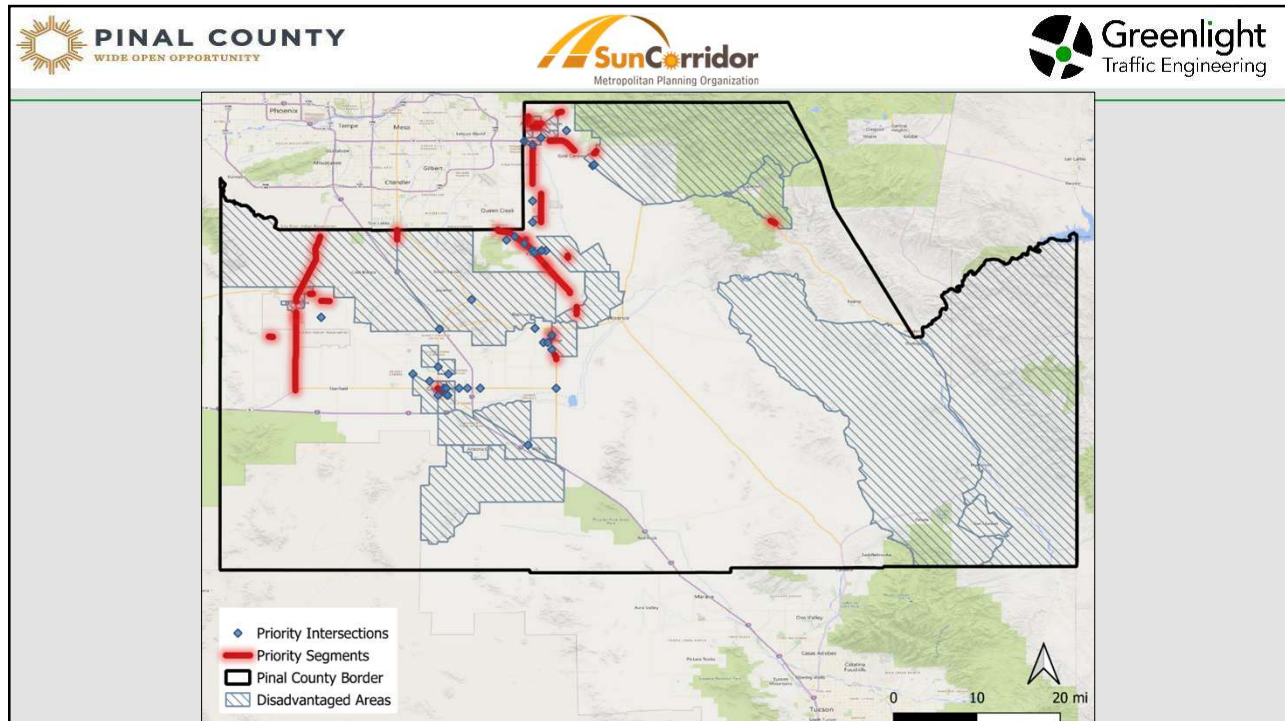
Equity Analysis

- Required for SS4A implementation funding pursuit
- Used the USDOT’s Equitable Transportation Community (ETC) Explorer
- Identified priority equity areas in the study area

Proportion of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas

Number of Fatal or Suspected Serious Injury Crashes in County	Number of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in County	% of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in the County
1,164	948	81.4%




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This slide serves as the title page for the report. It contains the same three logos as the previous slide: Pinal County, SunCorridor, and Greenlight Traffic Engineering. The main title, "Safety Performance", is centered in a large, bold, black font. Below the title, the subtitle "Data Source: ADOT ACIS crash data from 2018 to 2022" is displayed in a smaller, blue font.




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Crash Severity by Agency

Agency	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total
Ak-Chin Indian Community	18	6	6	2	3	35
Apache Junction	1,825	396	384	107	23	2,735
Arizona City	81	14	19	1	1	116
Casa Grande	2,622	703	367	131	20	3,843
Coolidge	552	174	134	56	7	923
Eloy	478	98	116	35	20	747
Florence	307	75	74	37	6	499
Gila River Indian Community	2,061	332	497	80	60	3,030
Kearny	29	2	3	3	1	38
Mammoth	5	2	1			8
Maricopa	1,335	349	205	37	12	1,938
Pinal County	3,756	636	823	255	132	5,602
Queen Creek	156	29	17	5	2	209
San Tan Valley	1,833	379	325	105	17	2,659
Superior	10	4	2		1	17
Tohono O'odham Nation	17	5	3	1	4	30
Grand Total	15,085	3,204	2,976	855	309	22,429

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Crash Type by Agency

Agency	Angle	Head On	Left Turn	Other	Rear End	Sideswipe Opposite Direction	Sideswipe Same Direction	Single Vehicle	U Turn	Unknown	Total
Ak-Chin Indian Community	3		2	2	11	2	2	12		1	35
Apache Junction	548	40	415	130	833	38	293	392	14	32	2,735
Arizona City	28	5	9	8	34	3	6	18	2	3	116
Casa Grande	671	62	642	187	1,101	66	466	583	28	37	3,843
Coolidge	196	26	118	61	207	27	83	192	4	9	923
Eloy	122	14	57	51	187	21	86	202	4	3	747
Florence	56	7	79	24	144	14	37	132	2	4	499
Gila River Indian Community	103	27	84	106	1,499	29	400	764	12	6	3,030
Kearny	1		4	10	6	2	1	12		2	38
Mammoth	2		2			1		3			8
Maricopa	211	62	355	100	680	47	198	261	4	20	1,938
Pinal County	397	92	322	233	1,484	104	604	2,320	23	23	5,602
Queen Creek	18	7	57	8	64	6	24	21	4		209
San Tan Valley	369	61	545	78	883	60	262	353	27	21	2,659
Superior	1		2	2	1	1	4	5		1	17
Tohono O'odham Nation				2	1	1		25		1	30
Total	2,726	403	2,693	1,002	7,135	422	2,466	5,295	124	163	22,429

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Emphasis Areas

- Behavior Related: Speeding, Impaired Driving, Not Wearing Seat Belt
- Intersection
- Lane Departure
- Nighttime
- Age-related: Under 25, Over 64

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Vision and Goal

Vision: “STRIVING FOR ZERO DEATHS – One is too many!”

Goal: "Reduce serious injuries and deaths on public roads within Pinal County by 20% by 2030."

Vision Zero is required for SS4A




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Network Screening and Areas of Opportunity

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Top 20 Intersections

Intersection	Owner
SR 87 & Skousen Rd	ADOT
I-10 Ramp East (Exit) & SR 387	ADOT
Peters Rd & Florence St	Casa Grande
Ironwood Dr & Pima Rd	Pinal County
SR 287 & Hacienda Rd	Casa Grande
SR 87 & Vah Ki Inn Rd	ADOT
Battaglia Rd & Frontier St	Eloy
SR 87 & SR 187	ADOT
SR 287 & SR 87	ADOT
SR 88 & Southern Ave	ADOT
Bella Vista Rd & Gantzel Rd	Pinal County
Hunt Hwy & Mountain Vista Blvd	Pinal County
Pinal Ave & Rodeo Rd	Casa Grande
SR 87 & Martin Rd	ADOT
Ironwood Dr & Baseline Ave	Apache Junction
SR 287 & Brown Ave	Casa Grande
White & Parker Rd & Maricopa Casa Grande Hwy	Maricopa
SR 287 & Cacheris Ct	Casa Grande
US 60 & Peralta Rd	ADOT
Meridian Rd & US 60 East (Ramp)	Pinal County

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Top 20 Segments	On Road	Owner
	SR-347: Sonoran Desert Pkwy to Juan St	ADOT
SR-87: 0.4 mile south of Bartlett Rd to 0.3 mile north of Bartlett Rd	ADOT	
SR-79: SR 77 to 0.4 mile west of SR 77	ADOT	
Superstition Boulevard: 400 ft west of San Marcos Dr to Idaho Rd	Apache Junction	
SR-88: 650 ft east of Hackamore Rd to Mountain View Rd	ADOT	
Coolidge Avenue: 15th St to 10th St	Coolidge	
SR 177: 2 Miles south of E Tu Ranch 1 to 2.6 Miles South of E Tu Ranch 1	ADOT	
Delaware Drive: Foothill St to Shiprock St	Apache Junction	
Papago Rd: 0.1 Miles east of White Rd to 0.2 Miles east of White Rd	Pinal County	
Quail Run: Judd Rd to 0.3 miles north of Judd Rd	Florence	
SR-347: Sonoran Desert Pkwy to Juan St	ADOT	
SR-87: 0.4 mile south of Bartlett Rd to 0.3 mile north of Bartlett Rd	ADOT	
SR-79: SR 77 to 0.4 mile west of SR 77	Florence	
Superstition Boulevard: 400 ft west of San Marcos Dr to Idaho Rd	ADOT	
SR-88: 650 ft east of Hackamore Rd to Mountain View Rd	ADOT	
Coolidge Avenue: 15th St to 10th St	Maricopa	
SR 177: 2 Miles south of E Tu Ranch 1 to 2.6 Miles South of E Tu Ranch 1	Apache Junction	
Delaware Drive: Foothill St to Shiprock St	Pinal County	
Papago Rd: 0.1 Miles east of White Rd to 0.2 Miles east of White Rd	ADOT	
Quail Run: Judd Rd to 0.3 miles north of Judd Rd	Pinal County	

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Intersection and Segment Screening Tools

The SWAT and USAT tools contain the full ranked results for intersections and segments. They allow Pinal County staff to easily change the analysis parameters, including weights associated with each scoring criterion.

Sliding Window Analysis Tool (SWAT)

Sliding Window Size: 0.3 Miles

A Single Road Segment
 Multiple Road Segments:
 Roads by Agency:
 All Road Segments

12,042 Records Shown

Location ID (Milepost)	Segment Name	Segment
10.08103	SR 347 S	SR 34
10.11104	SR 347 S	SR 34

Unsignalized/Signalized Analysis Tool (USAT)

Count of Intersections Shown: 419




Intersection Selection:
 All Roads Only these roads:
 Only roads within these agencies:

Signalization Status: With at least total crashes during data period
Crash Rate Rank not used. Some intersections have no ADEV data.

Include Only Intersections with ADEV Available

Intersection	Signalized	Owner	ADEV	Crash Severity					Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
				1	2	3	4	5							
SR 87 & Skousen Rd	No	ADOT	27192	17	8	11	4	2	42	0.85	0	2.14	31	37.5	1
140 Pecos Pkwy / 6th & SR 187	No	ADOT	23262	26	7	20	4	0	57	0.84	0	1.84	73	49.5	2

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Safety Strategies




Safe System Approach strategies were developed for Emphasis Areas using various resources, including:

- FHWA’s Proven Safety Countermeasures
- National Highway Traffic Safety Administration’s (NHTSA) “Countermeasures that Work”
- FHWA’s Crash Modification Factors Clearinghouse

Strategies were also categorized into the 4 E’s of traffic safety:

- Engineering
- Enforcement
- Education
- Emergency Response

















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Safety Strategies

- 97 safety strategies identified
- Sample speeding strategies:
 - Engineering: Dynamic speed feedback signs
 - Education: Defensive driving courses
 - Enforcement: High-visibility speed enforcement
 - Emergency Response: Traffic incident management

OFFICE OF SAFETY
Proven Safety Countermeasures

SPEED MANAGEMENT		
 Speed Safety Cameras	 Variable Speed Limits	 Appropriate Speed Limits for All Road Users
ROADWAY DEPARTURE		
 Wider Edge Lines	 Enhanced Delineation for Horizontal Curves	 Longitudinal Rumble Strips and Stripes on Two-Lane Roads
 SafetyEdge™	 Roadside Design Improvements at Curves	 Median Barriers
INTERSECTIONS		
 Backplates with Retroreflective Borders	 Corridor Access Management	 Dedicated Left- and Right-Turn Lanes at Intersections
 Reduced Left-Turn Conflict Intersections	 Roundabouts	 Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
 Yellow Change Intervals		

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Implementation Plan

- Incorporate Safety into Project Development
- Adopt Policy and Process Changes
 - Complete Streets
 - Active Transportation Plan
 - Road Safety Assessments
 - Annual Safety Performance Report
 - Fatal Crash Team
- Safety Committee members from County, local agencies, SCMPO, CAG, MAG, and ADOT for implementation oversight

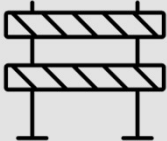



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Implementation Plan

- Projects selected via crash data, agency comments, and public comments
- A total of 96 potential safety projects



Agency	Spot Projects	Systemic Projects
Apache Junction	8	3
Casa Grande	13	3
Coolidge	9	1
Eloy	1	
Florence	2	
Maricopa	3	1
Pinal County	42	5
Queen Creek	1	
San Tan Valley	3	1

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Sample Spot Projects

- Coolidge: SR 287 & Vah Ki Inn Rd
 - Install retroreflective signal backplates and protected/permissive left turn signal phasing
 - \$209,000 cost
- Casa Grande: SR 287 & Hacienda Rd
 - Install a traffic signal or roundabout
 - \$1,100,000 cost



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Sample Systemic Projects

- Apache Junction: Superstition Blvd:
Rennick Dr to Idaho Rd, SR 88: Mountain View Rd to Hackamore Rd
 - Install speed feedback signs
 - \$83,000 cost
- Pinal County: Hunt Hwy: Magma Rd to 0.3 mi south of Magma Rd, SR 587
Rainbows Ends St to Hunt Hwy
 - Install intersection lighting
 - \$164,000 cost



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HSIP Projects

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HSIP Projects from SCMPO Region 2014-2016

- Coolidge: Citywide Striping, \$245,075
- Eloy: Street Signs, \$61,860
- Eloy: Upgrade Pavement Markings, \$260,771
- Casa Grande: Upgrade Ped Heads, \$91,222
- Coolidge: SR 87/Randolph Rd Intersection Improvement, \$650,000
- Pinal County: Sign Upgrade, \$234,048
- Eloy: Upgrade Regulatory Signs, \$189,048
- Coolidge: SR 87 and Ruins Traffic Signal, \$828,258

Total Funding: \$2,560,282

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HSIP Projects from SCMPO 2016 STSP

- Casa Grande: Dilemma zone detection, rumble strips on Jimmie Kerr Blvd, \$388,607
- Coolidge: Rumble strips on Macrae Rd, \$333,428
- Casa Grande: Left-turn lane and transverse rumble strips on Peart Rd, \$615,012

Total Funding: \$1,337,047

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HSIP Projects from 2019 Pinal County STSP

- Apache Junction: Lighting on Apache Trail, Superstition Blvd, \$2,436,000
- Apache Junction: Shoulders, rumble strips, cable barrier on Ironwood Dr, \$2,008,618
- Pinal County: Sidewalk on Gantzel Rd, \$315,000
- Pinal County: LED flashing stop signs at 13 locations, \$400,575
- ADOT: Left-turn lanes at SR 87/Kleck Rd, \$613,373
- Casa Grande: Pedestrian hybrid beacon at Cottonwood Ln/Kadota Ave, \$360,000
- ADOT: Rumble strips on SR 287, Hacienda Rd to SR 87, \$632,688
- Casa Grande and Coolidge: Rumble strips on Overfield Rd, Signal Peak Rd, \$368,083
- ADOT: Turn lanes at SR 87/Kenworthy Rd, SR 87/Christensen Rd, \$693,882
- Coolidge: Rumble strips on Skousen Rd, Eleven Mile Rd, \$735,525
- Pinal County: FYA, median mods, sidewalk on Gantzel Rd, Hunt Hwy, \$1,394,584

Total Funding: \$9,958,328

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Supplemental 2022 HSIP Projects

- ADOT: Signal at SR 87/Skousen Rd, \$1,899,864
- ADOT: Pedestrian hybrid beacon at SR 387/Viola St, \$568,570
- ADOT: Passing lanes on SR 79, \$6,398,703
- Casa Grande: Raised median on Florence Blvd near Colorado St, \$588,040
- Casa Grande: Improve turn lane offsets at Florence Blvd/Pearl Rd, \$504,083
- Eloy: Lighting at Battaglia Dr/Tweedy Rd, \$277,397
- Pinal County: Paved shoulders on Battaglia Dr, \$3,396,875
- Pinal County: Paved shoulders, rumble strips on Sunland Gin Rd, \$1,440,510

Total Funding: \$15,074,042

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HSIP Applications Submitted May 2024

- Apache Junction: Flashing yellow arrows on Ironwood Dr, \$1,460,977
- Maricopa: Speed feedback signs on high priority streets, \$987,720
- Queen Creek: Street lights on Gary Rd from north of Empire Blvd, \$1,378,936
- Pinal County: Signal at Thompson Rd/Mountain Vista Blvd, \$1,534,107
- Casa Grande: Reflectorized backplate borders citywide, \$1,405,197
- Casa Grande: Signal at Jimmy Kerr Blvd/Earley R, \$1,605,642
- Eloy: Speed feedback signs on high priority streets, \$1,587,035
- Coolidge: Signal at Coolidge Ave/9th St, \$1,833,586
- Coolidge: Speed feedback signs on high priority streets, \$1,133,485
- ADOT: Paved shoulders and rumble strips SR 177, MP 161.2-162.7, \$7,482,125

Total Funding Request: \$20,408,810

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Total HSIP Funding FY 2014-2026
 \$28,929,699 for 31 Projects in Pinal County

HSIP Applications Submitted May 2024
 \$20,408,810 for 10 Projects in Pinal County

\$49,338,509 for 41 Projects

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- Installation of a Pedestrian Hybrid Beacon on Cottonwood Lane at Kadota Avenue

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- Traffic signal at the intersection of Arizona Boulevard (SR 87) and Ruins Drive

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- Pinal County LED Stop Sign Installation, Various two-way stop-controlled intersections in Pinal County within the City of Casa Grande, City of Coolidge, Town of Eloy, and Gila River Indian Community

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- Street Lighting on Apache Trail (Meridian to SR 88) & Superstition Blvd (Meridian to SR 88)

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- Ironwood (Baseline to Elliot) Paved Shoulders & Edgeline Rumble Strips

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Next Steps

- 30-Day Public Comment Period: January 16 – February 15, 2025
- Presentation to Pinal County Board of Supervisors: January 22, 2025
- SCMPO Executive Board Approval: March 2025
- Pinal County Board of Supervisors Resolution of Support: April 2025

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Questions?

Mike Blankenship, Greenlight Traffic Engineering
mikeb@greenlightte.com, 623-308-6523

Jason Bottjen, SCMPO
jbottjen@scmpo.org, 520-705-5153

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MEMO TO: SUN CORRIDOR MPO EXECUTIVE BOARD
FROM: Irene Higgs, Sun Corridor MPO Executive Director
DATE: January 14, 2025
SUBJECT: MPO Progress Report

12.1 Progress Report - Below is a listing of some of the activities staff attended for the months of November, December, and January. Staff also prepared documentation for monthly ADOT reimbursement invoicing, attended various meetings with consultants, and general business activities for the MPO.

- SCMPO EB Meeting, November 12, Irene and Jason attended
- Lunch Meeting w/ Mayor McFarland, November 12, Irene and Jason attended
- Pinal RTA Board Meeting, November 12, Irene and Jason attended
- F052101C SR 87 & Skousen Road Weekly Meeting, November 13, Jason attended
- Meeting with Jesse Schneider (ADOT), November 13, Irene attended
- Meeting with Denis Fitzgibbon, November 13, Jason attended
- Transportation Alternatives Technical Advisory Committee Meeting #2, November 13, Jason attended
- Meeting with Dedrick Denton, November 14, Jason attended
- AZ SMART Program Pre-application Conference, November 14, Jason attended
- Meeting with Mike Thomas (Freshy), November 14, Irene attended
- 2024 ADOT Regional Allocation Advisory Committee Meeting, November 14, Jason attended
- Eloy Mayor Transition Meeting with Mayor Powell and Mayor-Elect Sutton, November 18, Irene attended
- MAG Transportation Safety Committee, November 19, Jason attended
- Pinal County Safety Plan Update Biweekly Progress Meeting, November 19, Jason attended
- F052101C SR 87 & Skousen Road Weekly Meeting, November 20, Jason attended
- Meeting with Priscilla Thompson (ADOT), November 20, Jason attended
- I-10 Wild Horse Pass Corridor Project Partners Update Meeting, November 20, Jason attended
- Pinal Partnership Series Breakfast - Pinal County City Manager Update, November 22, Jason attended
- ADOT TA Program Planning Meeting, November 25, Irene attended
- RTAC Board Meeting, November 25, Irene attended
- Eloy Council Meeting, November 25, Irene attended

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- Meeting w/ CG Finance, November 26, Irene attended
 - Meeting w/ Chase Bank, November 26, Irene attended
 - City of Casa Grande Council Meeting, December 2, Irene attended
 - Pinal County Safety Plan Update Biweekly Progress Meeting, December 3, Jason attended
 - POTLUCK Implementation Team Meeting, December 3, Irene attended
 - ADOT Phoenix to Tucson Intercity Passenger Rail Corridor Study Stakeholder Meeting, December 3, Irene attended
 - ADOT MPO/COG Training, December 4 – 5, Irene and Jason attended
 - MPO/COG Directors Retreat, December 6, Irene attended
 - RTAC Advisory Committee Meeting, December 9, Irene attended
 - Chandler City Council Meeting, December 9, Irene attended
 - Pinal RTA Board Meeting, December 9, Irene attended
 - Pinal County Safety Plan Stakeholder Meeting, December 10, Irene and Jason attended
 - ADOT SR 287 / SR 87 Corridor Study TAC Meeting 2, December 10, Irene attended
 - Pinal County Mobility Gap Analysis TWG Meeting, December 11, Irene and Jason attended
 - F052101C SR 87 & Skousen Road Weekly Meeting, December 11, Jason attended
 - ASU Decision Theater-Pinal Partnership, December 11, Irene attended
 - Prop 479 Mix & Mingle, December 11, Irene attended
 - F0542 North-South Corridor - I-10 to Arizona Farms Road, December 12, Irene attended
 - Pinal Alliance Annual Business Meeting, December 12, Irene attended
 - Sun Corridor MPO TAC Meeting, December 12, Jason attended
 - COG/MPO Planners Meeting, December 13, Jason attended
 - Florence Boulevard RAISE Grant Kickoff Meeting, December 13, Irene attended
 - AzTA Board Meeting, December 16, Irene attended
 - TAP TAC Meeting, December 16, Irene attended
 - RTAC Board Meeting, December 16, Irene attended
 - WTS Joint Meeting, December 17, Irene attended
 - SCMPO City of Coolidge SRTS Kick-Off Meeting, December 17, Irene and Jason attended
 - Meeting with Larry Rains (Casa Grande), December 17, Irene attended
 - Pinal County Safety Plan Update Biweekly Progress Meeting, December 17, Jason attended
 - F052101C SR 87 & Skousen Road Weekly Meeting, December 18, Jason attended

- Transportation Alternatives Technical Advisory Committee Meeting #3, December 18, Irene attended
- AZ SMART Meeting with Elizabeth Barnes-Hanson, December 18, Irene attended
- SCMPO Tyler Munis Training, December 19, Irene and Jason attended
- Pinal County Safety Plan Update Biweekly Progress Meeting, January 2, Irene and Jason attended
- WTS Joint Meeting, January 7, Irene attended
- SCMPO Coolidge SRTS PMT Bi-Weekly Meeting, January 7, Irene and Jason attended
- AzTA Conference Planning Meeting, January 7, Irene attended
- Meeting w/ Ironwood Village, Irene attended
- Meeting with Supervisor Miller, January 7, Irene attended
- F052101C SR 87 & Skousen Road Weekly Meeting, January 8, Jason attended
- T0539 Project Kickoff Meeting, January 8, Irene and Jason attended
- Meeting w/ Mayor Sutton, January 9, Irene attended
- Meeting w/ Mayor Thompson, January 9, Irene attended

- **Federal Ledger (12.2)**
- **Project Update (12.3)**
- **ADOT 2025 Revised Pavement Targets (12.4)**

Board Action Requested:	<input checked="" type="checkbox"/> Information Only	<input type="checkbox"/> Action Requested Below
Information Only		

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2025	APPORTIONMENTS							OA Rate =	0.9490	
	DESCRIPTION	HSIP	CRP	HURF Ex	STBG	SPR	PL	Total Allocated	FFY Obligation Authority	
	Carry Forward **Lapses on 6/30		\$ 10,857.65					\$ 773.00	\$ 11,630.65	
	Current FFY Apportionments		\$ 110,861.00		\$ 656,312.00	\$ 125,000.00	\$ 163,839.00	\$ 1,056,012.00	\$ 1,002,155.00	
	Loans In				\$ 96,554.44			\$ 96,554.44	\$ 96,554.44	
	Loans/Transfers/Repayments Out (FY23)				\$ (446,000.00)			\$ (446,000.00)	\$ (446,000.00)	
	Loans/Transfers/Repayments Out (Repay FY26)		\$ (105,207.09)					\$ (105,207.09)	\$ (105,207.09)	
	FFY Total Available **Lapses on 6/30		\$ 16,511.56		\$ 306,866.44	\$ 125,000.00	\$ 164,612.00	\$ 612,990.00		
	FFY Obligation Authority by Funding		\$ 15,669.47		\$ 176,840.09	\$ 118,625.00	\$ 156,216.79	\$ 581,727.51	\$ 547,502.35	
	FEDERAL SHARE									
TIP #	Project Name	HSIP	CRP	HURF Ex	STBG	SPR	PL	Total Spent	Declining Balance of OA	
	LTAP				\$ 500.00			\$ 500.00	\$ 547,002.35	
	SPR - Not Requested					\$ 114,195.00		\$ 114,195.00	\$ 432,807.35	
	PL - Not Requested						\$ 155,909.95	\$ 155,909.95	\$ 276,897.40	
									\$ 276,897.40	
	Total Federal Funding Used				\$ 500.00	\$ 114,195.00	\$ 155,909.95	\$ 270,604.95		
	Remaining Apportionments		\$ 16,511.56		\$ 306,366.44	\$ 10,805.00	\$ 8,702.05	\$ 342,385.05		
	Remaining OA		\$ 15,669		\$ 176,340	\$ 4,430	\$ 307	Remaining OA	\$ 276,897.40	

EXECUTIVE BOARD UPDATE**DESIGN/CONSTRUCTION PROGRESS REPORT**

City of Casa Grande				
1.	ADOT TRACS:	T0164 03D	Federal No:	CSG-0(207)S
	Project Name:	I-10; Kortsen TI		
	Type of Work:	DCR - Traffic Interchange		
	Project Manager:	Eric Prosnier 602.712.8495		
	Project Status:	The sealed Final Report was submitted to ADOT on June 30, 2021. All ADOT and FHWA comments were addressed as part of the sealed submittal. The Final DCR is completed, and the Project Determination has been signed. (10/21/2021)		
2.	ADOT TRACS:	T0277 01D/01C	Federal No:	HSIP-CSG-0(210)T
	ADOT ID:	101742		
	Project Name:	Cottonwood Ln/Kadota Ave		
	Type of Work:	Pedestrian Hybrid Beacon		
	Project Manager:	Kirstin Huston 602.712.2167, khuston@azdot.gov		
	Project Status:	This project is complete; Final Acceptance was issued 10/7/24. (10.21.2024)		
3.	ADOT TRACS:	T0310 01D/01C	Federal No:	HSIP-PPN-0(226)T
	STIP ID:	101740		
	Project Name:	Pinal County Systemic Road Departure		
	Type of Work:	Rumble Strip Installation		
	Project Manager:	Pedram Shafieian 602.712.8166 (Pshafieian@azdot.gov)		
	Project Status:	The project has been completed. The record drawing was received and loaded into the ADOT system on October 3 rd . (10.16.2023)		
4.	ADOT TRACS:	T0470 01D	Federal No:	CSG-0(213)T
	Project Name:	City of Casa Grande – Florence Blvd and Colorado St, Raised Median		
	Type of Work:	Installing 300' of raised median on Florence Blvd starting approximately 200' west of Colorado St.		
	Project Manager:	Vivian Li, (602) 712-8708, PLi@azdot.gov		
	Project Status:	This project was awarded as part of the most recent ADOT HSIP Call for Projects. This project was approved by ADOT as part of the FY24 – FY26 HSIP Program. Design is programmed for FY24, and Construction is programmed for FY25. Currently, The City of Casa Grande is working on initiation documentation. (05/03/2023)		

	<p>The project initiation packet was submitted to ADOT on June 1, 2023. (06/02/2023)</p> <p>The project was established June 29, 2023. Vivian Li has been assigned as the ADOT Project Manager. ADOT is currently working on the Intergovernmental Agreement (IGA). (08/15/2023)</p> <p>Per the ADOT Project Manager, the draft Intergovernmental Agreement (IGA) is expected to be sent to Casa Grande for review the week of October 30th. (10.25.2023)</p> <p>Casa Grande has received the IGA from ADOT, the agreement is being reviewed by legal counsel. The project Intergovernmental Agreement (IGA) is expected to go before the Casa Grande City Council on Monday December 18, 2023. (12.5.2023)</p> <p>On January 16, 2024, the City of Casa Grande approved the ADOT IGA for this improvement project. Additional funding in the amount of \$1,737.76 will be required to program this project into ADOT system. ADOT will lead the design and construction for these improvements. (02.02.2024)</p> <p>The City is working with ADOT to submit the 5.7% local match. Parsons was selected as the final design consultant for this project. (04.18.2024)</p> <p>The Design Kick-off Meeting was held on June 27th, design is underway. The Submittals/Schedule for T0469 and T0470 will be combined to promote efficiency for reviewing staff between the two projects. (07.08.2024)</p> <p>Stage III plans are due January 2025. (08.12.2024)</p>			
5.	ADOT TRACS:	T0469 01D	Federal No:	CSG-0(212)T
	Project Name:	City of Casa Grande - Florence Blvd and Peart Rd, Removal of Approach Medians and Extension of Left Turn Lane		
	Type of Work:	Removal of the approach medians and the extension of the eastbound left turn lane to remove the negative left-turn offset at the intersection of Florence Blvd and Peart Rd.		
	Project Manager:	Vivian Li, (602) 712-8708, PLi@azdot.gov		
	Project Status:	This project was awarded as part of the most recent ADOT HSIP Call-for-Projects. This project was approved by ADOT as part of the FY24 – FY26 HSIP Program. Design is programmed for FY24, and Construction		

	<p>is programmed for FY26. Currently, The City of Casa Grande is working on initiation documentation. (05/03/2023)</p> <p>The project initiation packet was submitted to ADOT on June 1, 2023. (06/02/2023)</p> <p>The project was established June 29, 2023. Vivian Li has been assigned as the ADOT Project Manager. ADOT is currently working on the Intergovernmental Agreement (IGA). (08/15/2023)</p> <p>Per the ADOT Project Manager, the draft Intergovernmental Agreement (IGA) is expected to be sent to Casa Grande for review the week of October 30th. (10.25.2023)</p> <p>Casa Grande has received the IGA from ADOT, the agreement is being reviewed by legal counsel. The project Intergovernmental Agreement (IGA) is expected to go before the Casa Grande City Council on Monday December 18, 2023. (12.5.2023)</p> <p>On January 16, 2024, the City of Casa Grande approved ADOT IGA for this improvement project. Additional funding in the amount of \$1,737.76 will be required to program this project into ADOT system. ADOT will lead the design and construction for these improvements. (02.02.2024)</p> <p>The City is working with ADOT to submit the 5.7% local match. Parsons was selected as the final design consultant for this project. (04.18.2024)</p> <p>The Design Kick-off Meeting was held on June 27th, design is underway. The Submittals/Schedule for T0469 and T0470 will be combined to promote efficiency for reviewing staff between the two projects. (07.08.2024)</p> <p>Stage III plans are due January 2025. (08.12.2024)</p>		
6.	ADOT TRACS:	T0529	Federal No: CSG-0(215)T
	Project Name:	Centennial Blvd & Pinal Ave (SR 387) Intersection & TS Improvements	
	Type of Work:	Construct New Traffic Signal	
	Project Manager:	Chinwe Iwuchukwu, 626-222-7982, ciwuchukwu@azdot.gov	
	Project Status:	<p>This project was awarded \$938,000 in Congressionally Directed (Earmark) funding in FY24. Design is complete. The ADOT initiation process is underway. (12.7.2023)</p> <p>The project has been initiated and established as of January 10, 2024. ADOT has assigned a project TRACS number and Project Manager to</p>	

		<p>work with the City on the development of this project. ADOT is working on the Intergovernmental Agreement (IGA). (02/08/2024) The Intergovernmental Agreement (IGA) is complete and will go to the Casa Grande City Council after July 1, 2024, as the City has funding for the project in their FY25 CIP. (04.17.2024) Due to the city 30-day procurement period after the CIP program was adopted by city council on July 1st, the IGA's have been pushed back to the August 5, 2024 council date. (07.12.2024) The project IGA was executed on August 8, 2024. The project is expected to advertise in May 2025. (08.12.2024)</p>		
7.	ADOT TRACS:	T0530	Federal No:	CSG-0(214)T
	Project Name:	Thornton Rd Phase 3, Thornton Road; SR84 - Peters Rd		
	Type of Work:	Construct Road Widening		
	Project Manager:	Chinwe Iwuchukwu, 626-222-7982, ciwuchukwu@azdot.gov		
	Project Status:	<p>This project was awarded \$3,000,000 in Congressionally Directed (Earmark) funding in FY24. (12.7.2023) The project has been initiated and established as of January 10, 2024. The project will require ADOT's environmental clearance. ADOT has assigned a project TRACS number and Project Manager to work with the City on the development of this project. ADOT is working on the Intergovernmental Agreement (IGA). (02/08/2024) The Intergovernmental Agreement (IGA) is completed and will go to the Casa Grande City Council after July 1, 2024, as the City has funding for the project in their FY25 CIP. (04.17.2024) Due to the city 30-day procurement period after the CIP program was adopted by city council on July 1st, the IGA's have been pushed back to the August 5, 2024 council date. (07.12.2024) The project IGA was executed on August 8, 2024. The project is expected to advertise in May 2025. (08.12.2024)</p>		
8.	ADOT TRACS:	T0618 01D/01C	Federal No:	T0618
	STIP ID:	104450		
	Project Name:	Ash Avenue Roundabout (Intersection at Ash Ave and Florence St)		
	Type of Work:	Construct Roundabout		
	Project Manager:	Wesley Scatena, 602-712-8555 (WScatena@azdot.gov)		

Project Status:	This project was awarded \$2,500,000 in Congressionally Directed (Earmark) funding in FY24. The project is scheduled for construction in FY25. (08.13.2024)		
9. ADOT TRACS:	F0642 01D/01C	Federal No:	
Project Name:	SR387 - Viola St and Pinal Ave		
Type of Work:	Design and construct HAWK		
Project Manager:	Wesley Scatena, 602-712-8555 (WScatena@azdot.gov)		
Project Status:	This is an ADOT HSIP funded project. The project is currently under design, the Stage III Comment Resolution Meeting took place on August 14, 2024. Construction scheduled for FY25. (08.13.2024)		

City of Coolidge			
1. ADOT TRACS:	SL713 01C	Federal No:	TEA CLG-0(201)T
Project Name:	Skousen Rd/Eleven Mile Corner; SR87-Battaglia Rd		
Type of Work:	Rumble Strips and Stop Signs		
Project Manager:	Bharat Kandel 602.712.8736 Davis Reinhart (ADOT RE) 520.838.2985, Construction Contact		
Project Status:	Construction is completed; substantial completion date was October 2, 2022. (03/06/2023)		
2. ADOT TRACS:	F0373 01D/01C	Federal No:	HSIP 087-A(204)S
Project Name:	SR87 at Kenworthy & SR287 at Christensen		
Type of Work:	Add Turn Lanes		
Project Manager:	Rehnuma Rahman 602.712.7342 Construction Contact: Davis Reinhart (ADOT RE) 520.838.2985, dreinhart@azdot.gov		
Project Status:	This project is complete. The substantial completion date was 7/30/24. (08.12.2024)		
3. ADOT TRACS:	T0350 01D/01C	Federal No:	N/A - HURF
Project Name:	Coolidge Ave; 9th St - Skousen Rd		
Type of Work:	Roadway Widening and Pathway		
Project Manager:	Ben Navarro 520.723.6094		
Project Status:	This project is complete. Coolidge Avenue was opened to the public on October 23, 2023. (11.14.2023)		

5.	ADOT TRACS:	F0521 01D	Federal No:	HSIP 087-A(214)T
	Project Name:	SR87 at Skousen Rd (MP 136.62)		
	Type of Work:	Traffic Signal w/ Intersection Improvements		
	Project Manager:	Chris Rodriguez 602.617.9560, crodriguez9@azdot.gov Construction: Anthony Torres, atorres@azdot.gov		
	Project Status:	<p>FHWA approved the STIP Amendment to add the HSIP project to the STIP on 05/23/2022. FY2022 Design \$400k FY23 Construction \$1.5M. ADOT has advertised for an on-call consultant for Design and hopes to have the Design firm on board by the end of June. Programmed for construction in FY2023. (08/04/2022)</p> <p>The project Kick-off meeting for Design was held on 9/13/2022. James Beier with the EPS Group is the consultant PM. Topographical Survey work has begun. (10/07/2022)</p> <p>A Design Progress meeting occurred on November 28, 2022. Scoping exhibits were submitted on November 18; Stage III Plans are expected the first week of January 2023, with Stage IV Plans expected in March. (12/07/2022)</p> <p>Stage III Comments were received, and a Stage III (60%) Comment Resolution & Design Progress Meeting occurred on February 10. Stage IV Plans are expected in late March. (03/06/2023)</p> <p>The Consultant is working on Stage IV plans. The ADOT Project Manager expressed doubt that all clearances (ROW, Environmental, Utilities) can be obtained by the end of June so at this point, the project advertisement will be pushed to the early part of the next Fiscal Year. (04/12/2023)</p> <p>ADOT is working with the San Carlos Irrigation and Drainage District (SCIDD) on prior rights on Skousen Rd. If SCIDD has prior rights, they have requested that ADOT underground pipes at the ADOT expense. It has not been determined if this will delay the project because a resolution has not been finalized. (04/17/2023)</p> <p>The ADOT Project Manager confirmed that the project schedule has changed due primarily to ongoing coordination with SCIP and SCIDD to review the Stage III plans and provide comments, and that effort's impact on the environmental, utility, and right-of-way clearances. The Stage IV PS&E submittal date is June 6th, and the project will now be</p>		

	<p>advertised for construction in the first quarter of FY 2024. (04/25/2023)</p> <p>The Consultant Project Manager notified project stakeholders that the project schedule has been modified again primarily to ADOT’s coordination with SCIDD. The Stage IV submittal is now expected in late July, the Stage V submittal is expected in early September and the project is expected to advertise in late October. (06/07/2023)</p> <p>There was a project meeting on June 15, the ADOT Project Manager confirmed that funding is in place to move forward, including any wrapping of underground pipe that is needed. The project schedule will remain the same. (06.20.2023)</p> <p>The project schedule has been adjusted by the ADOT Project Manager. The Stage IV submittal is now expected in late September, the Stage V submittal is expected in late November and the project is expected to advertise in mid-December. (08.15.2023)</p> <p>There was a Stage IV Comment Resolution & Project Progress meeting on October 18th. The Stage V submittal is expected in late November and the project is expected to be advertised in mid-December. (10.16.2023)</p> <p>Stage V plans were submitted the week of November 27, 2023. ADOT is working on an Intergovernmental Agreement (IGA) with the Gila River Indian Community (GRIC), once the IGA is approved by the GRIC Council, the IGA will be fully executed. The project is now expected to be advertised in the 3rd quarter of FY2024, Jan.- March 2024. (12.5.2023)</p> <p>The project Intergovernmental Agreement (IGA) went before the GRIC Council on January 17th, 2024, was approved, and sent back to ADOT along with their local contribution check. All documentation has been sent to ADOT Finance for FHWA authorization. It is expected that the project will advertise in late February. (02/08/2024)</p> <p>The project advertised for construction on February 27, 2024. The current bid opening date is April 5th. (02.28.2024)</p> <p>Bids were opened on April 5, 2024. ADOT received two bids; the project will go to the State Transportation Board on May 17th for award. If awarded, construction can start in June/early July. (04.16.2024)</p>
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	<p>The project was awarded to PaveCo Inc. at the May 17th State Transportation Meeting, work expected to start in early July. (05.17.2024)</p> <p>The Construction Kick-off Meeting took place on June 13th, 2024. Construction is expected to start the week of July 8, 2024. It is expected that some of the Traffic Signal parts may take a year to procure. (06.13.2024)</p> <p>Consultant is working on an updated construction schedule per a change order request for a “Pump Around Bypass”. Pipe work is expected in September. State Construction Office is reviewing documents. An updated construction schedule is forthcoming. (08.14.2024)</p> <p>Pump removal occurred on October 22 through October 24. Stripe obliteration will take place on October 24th. Excavation work is expected from October 28th to November 8th. (10.23.2024)</p> <p>Paving work occurred the week of November 18th. (11.27.2024)</p>			
6.	ADOT TRACS:	TBD	Federal No:	TBD
	Project Name:	Coolidge Ave., Christensen Road to Clemans Road		
	Type of Work:	Reconstruct and widen existing roadway		
	Project Manager:	Ben Navarro		
Project Status:	<p>The project was awarded \$5,300,000 in funding from State Legislature (Supplemental Transportation Funding in State Budget) in FY24. Design is underway and 95% plans are expected late January/early February of 2024. Construction is tentatively planned to start in May. (12.7.2023)</p> <p>Design is complete and construction is scheduled to begin in May 2024. (02.08.2024)</p> <p>Construction will begin July 1, 2024, with an anticipated completion date of mid-October. The City has been working with SCIDD for easement clearances and should have the issues resolved by mid-June. (05.29.2024)</p> <p>Construction is starting July 9, 2024. (07.08.2024)</p> <p>Paving work is completed from Christensen to Nafziger. Dirt work is beginning for the Nafziger to Attaway segment. (08.13.2024)</p> <p>Paving on Coolidge Ave. is anticipated to be complete by mid-November. Work on paving driveways tied to the project along with</p>			

	<p>adding rumble strips and additional curbing at the Attaway intersection is underway. (10.23.2024)</p> <p>Paving has been completed on Coolidge Ave. Rumble strips will be completed on December 13th. Waiting for the irrigation gate to complete culvert install on Attaway & Coolidge Ave intersection. (12.02.2024)</p>
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<i>City of Eloy</i>			
1.	ADOT TRACS:	T0472	Federal No: ELY-0(208)T
Project Name:	City of Eloy – Battaglia Dr & Tweedy Rd, Intersection Lighting		
Type of Work:	Install lighting at the intersection of Battaglia Dr and Tweedy Rd		
Project Manager:	Rehnuma Rahman, (602) 712-7342, rrahman@azdot.gov		
Project Status:	<p>This project was awarded as part of the most recent ADOT HSIP Call for Projects. This project was approved by ADOT as part of the FY24 – FY26 HSIP Program. Design is programmed for FY24, and Construction is programmed for FY26. Currently, The City of Eloy is working on initiation documentation. (05/03/2023)</p> <p>The project initiation packet was submitted to ADOT on June 1, 2023. (06/05/2023)</p> <p>The project was established on June 29, 2023. ADOT is currently working on the Intergovernmental Agreement (IGA). (07/07/2023)</p> <p>The Intergovernmental Agreement (IGA) is under internal review by ADOT. (08/16/2023)</p> <p>ADOT sent the draft IGA to the City of Eloy for review and comments. (10.16.2023)</p> <p>The ADOT PM is processing the contract with the design consultant. A design kick-off meeting is expected in late January 2024. (12.6.2023)</p> <p>The design kick-off meeting took place on January 11, 2024. The design team is working on the surveying. Stage III is due in April. (02.09.2024)</p> <p>Stage III plans are due the end of April and the comment resolution meeting is scheduled for May 22, 2024. (04.17.2024)</p> <p>The Stage III comment resolution meeting took place on May 21; Stage IV is due on July 10th. (05.29.2024)</p>		

		<p>Stage IV comments are due in November. (08.12.2024) The Stage IV has been submitted to the project team for review. The comment resolution meeting is scheduled for December 16, 2024. (12.02.2024)</p>		
2.	ADOT TRACS:	TBD	Federal No:	N/A
	Project Name:	Sunland Gin Roadway Improvements Project		
	Type of Work:	Reconstruct and widening of the existing roadway		
	Project Manager:	Matt Rencher		
	Project Status:	<p>The project was awarded \$5,000,000 in funding from State Legislature (Supplemental Transportation Funding in State Budget) in FY24. The City of Eloy has hired Sunrise Engineering as the design consultant. There was a design Kick-off meeting held on November 9, 2023. Currently, the topographical survey is complete and utility coordination has started. The consultant has begun preparation of 30% plans. (12.7.2023)</p> <p>30% Design was submitted on 1/22 and we are currently waiting for comments from the City. (02.05.2024)</p> <p>The City returned comments back to Sunrise and the design team on the 30% submittal. The city had a discussion with ADOT as to access for the current businesses (specifically the Speedco Truck Wash and Repair facility). The City will be moving forward with the 60% design plans, and the intent is to meet with the business and property owners when the 60% plans are ready. (04.17.2024)</p> <p>Design is at 60%. The City along with Sunrise Engineering met with Speedco leadership to review the proposed roadway changes. The City is working to schedule a neighborhood meeting in the August/September time-frame. The design team is meeting next week to address drainage and will be meeting with APS to start the process of having the poles on the east side of Sunland Gin Road relocated. (07.08.2024)</p> <p>The City is working with Sunrise Engineering and their drainage consultant to identify regional solutions for the regional drainage issues. (08.12.2024)</p>		
3.	ADOT TRACS:	T0539 01D	Federal No:	ELY-0(209)T
	Project Name:	Battaglia Road Sidewalk Project; Eleven Mile Corner Road to Sunshine Blvd		
	Type of Work:	Design sidewalk		

Project Manager:	Vivian Li, (602) 712-8708, PLi@azdot.gov		
Project Status:	<p>This project was awarded to Eloy via the ADOT Transportation Alternatives Program. This project was approved for scoping/design activities only. This project was initiated through the ADOT LPA office and established by ADOT on January 26, 2024. The ADOT Project Manager assigned to this project is Vivian Li, (602) 712-8708. ADOT is currently working on the project Intergovernmental Agreement (IGA). (02.09.2024)</p> <p>The ADOT PM is taking the project to PRB the week of April 22nd. The IGA is scheduled to go before the Eloy City Council on Monday, April 22, 2024, for approval. Once the IGA is approved, ADOT and the City will then process the local match payment. (04.19.2024)</p> <p>The project IGA was approved by the Eloy City Council on April 22, 2024. (05.13.2024)</p> <p>Local match was paid by the City of Eloy on 7/31/2024. (08.12.2024)</p> <p>A Design Consultant has been selected. Working towards NTP for mid-December. (10.23.2024)</p>		
4.	ADOT TRACS:	Federal No:	
	Project Name:	Frontier Street Mill and Overlay Project (Frontier Street; La Palma to Hanna)	
	Type of Work:	Pavement Preservation	
	Project Manager:	Matt Rencher	
	Project Status:	This project received \$1,000,000 in Community Project Funding from Representative Ciscomani. The project Kick-off Meeting took place August 12, 2024. (08.12.2024)	

<i>Pinal County</i>			
1.	ADOT TRACS:	T0249 01D/01X	Federal No:
	Project Name:	Pinal County LED Stop Sign Installation	
	Type of Work:	Installation of LED Stop Signs at multiple locations	
	Project Manager:	Damaris (Susy) Gomez 928.503.7095, dgomez3@azdot.gov	
	Project Status:	The LED signs have been installed by Pinal County. The project is complete. (04.17.2024)	
2.	ADOT TRACS:	T0449 01D/03D/01C	Federal No: HSIP PPN-0(232)D
	Project Name:	Battaglia Drive; Henness Road to Overfield Road, Shoulder Widening	

Type of Work:	Installation of 5' foot paved shoulders on the north side and 2' foot paved shoulders on the south of Battaglia Drive from Henness Road to Overfield Road.		
Project Manager:	Vivian Li, (602) 712-8708, PLi@azdot.gov		
Project Status:	<p>This project was awarded as part of the most recent ADOT HSIP Call for Projects. This project was approved by ADOT as part of the FY24 – FY26 HSIP Program. Design is programmed for FY24, and Construction is programmed for FY26.</p> <p>Initiation documentation was submitted to ADOT, and the project was established April 19, 2023. ADOT is currently working on the Intergovernmental Agreement (IGA). (05/03/2023)</p> <p>ADOT is currently working on the Intergovernmental Agreement (IGA). (06/21/2023)</p> <p>ADOT has selected Point Engineers as the design consultant and is working on scheduling the Design Kick-off Meeting. (10.20.2023)</p> <p>The design consultant is working to finalize the cost proposal. (12.5.2023)</p> <p>The ADOT PM has worked with the design consultant to finalize the cost proposal and is currently working with ADOT's internal finance team to load the budget into ADOT's internal system and initiate the ECS process. (02/14/2024)</p> <p>The project Kick-off Meeting was held on May 22, at 9am. (05.28.2024)</p> <p>Design is underway, Stage III submittal is due January 2025. This project has been combined with T0448 for the design phase to save administration & coordination costs. (07.08.2024)</p> <p>A project progress meeting occurred on October 1, 2024.</p> <p>Environmental clearance is expected in January 2025; Utility Report is almost complete. No new ROW acquisition is expected. Stage III submittal is due January 2025. (10.02.2024)</p>		
3. ADOT TRACS:	T0448 01D/03D/01C	Federal No:	HSIP PPN-0(231)D
Project Name:	Sunland Gin Road, Battaglia Dr to Houser Rd, Shoulder Widening and Rumble Strips		
Type of Work:	Installation of 5' paved shoulders and edgeline rumble strips on Sunland Gin Road from Battaglia Drive to Houser Road.		
Project Manager:	Vivian Li, (602) 712-8708, PLi@azdot.gov		

<p>Project Status:</p>	<p>This project was awarded as part of the most recent ADOT HSIP Call for Projects. This project was approved by ADOT as part of the FY24 – FY26 HSIP Program. Design is programmed for FY24, and Construction is programmed for FY25.</p> <p>Initiation documentation was submitted to ADOT, and the project was established April 19, 2023. ADOT is currently working on the Intergovernmental Agreement (IGA). (05/03/2023)</p> <p>ADOT is currently working on the Intergovernmental Agreement (IGA). (06/21/2023)</p> <p>ADOT has selected Point Engineers as the design consultant and is working on scheduling the Design Kick-off Meeting. (10.20.2023)</p> <p>The design consultant is working to finalize the cost proposal. (12.5.2023)</p> <p>The ADOT PM has worked with the design consultant to finalize the cost proposal and is currently working with ADOT’s internal finance team to load the budget into ADOT’s internal system and initiate the ECS process. (02/14/2024)</p> <p>The project Kick-off Meeting was held on May 22, at 9am. (05.28.2024)</p> <p>Design is underway, Stage III submittal is due January 2025. This project has been combined with T0449 for the design phase to save administration & coordination costs. (07.08.2024)</p> <p>A project progress meeting occurred on October 1, 2024.</p> <p>Environmental clearance is expected in January 2025; Utility Report is almost complete. No new ROW acquisition is expected. Stage III submittal is due January 2025. (10.02.2024)</p>
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November 22, 2024

Ms. Irene Higgs
 Executive Director
 Sun Corridor Metropolitan Planning Organization
 211 North Florence Street
 Suite 103
 Casa Grande, AZ 85122

Subject: Revised 2025 Pavement Target

Dear Ms. Higgs,

In 2022, the Arizona Department of Transportation (ADOT) established performance targets for the 2022-2025 performance period as required by the federal legislation Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21). These targets are summarized below:

- Percent of National Highway System (NHS) Bridges classified in good condition based on deck area: 2- and 4-year target - 52%
- Percent of NHS Bridges classified in poor condition based on deck area: 2- and 4-year target - 4%
- Percent of Interstate Pavements in Poor condition: 2- and 4-year target - 2%
- Percent of non-Interstate NHS pavements in Poor condition: 2- and 4-year target - 6%
- Percent of Interstate Pavements in Good Condition: 2- and 4-year target - 44%
- Percent of non-Interstate NHS Pavements in Good Condition: 2- and 4-year target - 28%
- Percent of person-miles that have reliable travel times on the Interstate: 2 year - 81%; 4 year - 71%
- Percent of person-miles that have reliable travel times on the non-Interstate NHS: 2 year - 84%; 4 year - 77%
- Freight Reliability on the Interstate (Truck Travel Time Reliability Index): 2 year -1.37; 4 year - 1.48
- Congestion Mitigation & Air Quality (CMAQ) Emissions Reductions (Kilograms per day):
 - Volatile Organic Compounds – 2 year - 222.950; 4 year - 343.669
 - Carbon Monoxide – 2 year - 5027.922; 4 year - 8120.895
 - Nitrogen Oxides – 2 year - 393.892; 4-year - 572.136
 - Particulate Matter (≤ 10 microns) – 2 year - 965.365; 4 year - 1817.637
 - Particulate Matter (≤ 2.5 microns) – 2 year - 0.000; 4 year - 3.467

ADOT recently submitted a federally-required mid-period performance report regarding progress on our targets for this period. ADOT exceeded the poor condition targets of 2.0% for Interstate pavements and 6.0% for non-Interstate NHS pavements. The actual poor condition values for 2023 were 2.3% for Interstate pavements and 6.1% for non-Interstate NHS. The MAP-21 regulations allow DOTs to update their targets at the mid-period and ADOT has decided to revise the poor pavement condition targets for the Interstates and the non-Interstate NHS to 4.5% and 10% respectively.

Metropolitan Planning Organizations (MPO) have the option of supporting the State targets or of establishing their own targets within 180 days of State target establishment. On September 11, 2018, the Sun Corridor MPO sent a letter to ADOT stating that the Executive Board voted to support and adopt the performance targets in perpetuity or until the MPO should deem it necessary to establish and adopt their own targets. This letter is a notification of ADOT's revised poor condition pavement targets.. Should Sun Corridor MPO decide to develop their own targets in place of the revised ones, please notify ADOT within 180 days of the effective date.

Please email or post the letter to:

Thor Anderson
1611 West Jackson Street
Mail Drop 310B
Phoenix, Arizona, 85007
tanderson@azdot.gov

Thank you for your assistance. If you have any questions, please call me at 602-712-4574.

Sincerely,

DocuSigned by:

Thor Anderson

829C15A3B898464...

Thor Anderson
Performance/Asset Manager
Arizona Department of Transportation

Cc: Romare Truly, FHWA
Jason Bottjen, SCMPO
Maria Burton-Sunder, ADOT
Will Randolph, ADOT



EXECUTIVE BOARD MEETING MINUTES

DATE: November 12, 2024		TIME: Regular Meeting: 10:00 A.M.	
City of Coolidge – - Council Chambers, 911 S. Arizona Ave. Coolidge, AZ 85128			
PLACE: Call in Number - 1-408-418-9388 Access Code – 2487 400 2955#			
CONTACT: Irene Higgs 520-705-5143			
MEMBERS PRESENT:	Mayor Jon Thompson, Coolidge Mayor Craig McFarland, Casa Grande Mayor Micah Powel, Eloy Jenny Howard, State Transportation Board (Phone) Supervisor Steve Miller, Pinal Co	OTHERS PRESENT:	Anthony Casselman, ADOT John Kross, Pinal RTA Duane Eitel, Casa Grande Will Randolph, ADOT (Phone) Dedrick Denton, Pinal County (Phone) Kevin Adam, RTAC (Phone) Gilbert Lopez, Coolidge Ben Navarro, Coolidge Andy Sutton, Eloy Lisa Fitzgibbons, Casa Grande
MEMBERS ABSENT:			
STAFF PRESENT:	Irene Higgs, Executive Director Jason Bottjen, Transportation Planner		
REGULAR MEETING			
AGENDA ITEM			
ITEM			
1	Call to Order and Introductions	10:00 AM	
	<i>The meeting was called to order by Chairman Jon Thompson at 10:00 A.M.</i>		
2	Title VI - Notice to the Public		
	<i>SCMPO Executive Director, Irene Higgs, read the Title VI Public Notice.</i>		
3	Call to the Public: This item is to provide an opportunity for citizens wishing to address the Executive Board on issues within the jurisdiction of the Sun Corridor MPO planning area that are not on the Agenda. Comments SHALL be limited to three (3) min		
	<i>Nothing from the public.</i>		
4	Regional Transportation Advocacy Council (RTAC) (Information Only)		
	<i>Kevin Adams provided the following update: Kevin Adam provide an updated to Federal and State election results. Transportation Advisory Committee (TAC) Update (Information Only):</i>		
5	<ul style="list-style-type: none"> • Pinal County Safety Plan/SCMPO Network Screening Crash and Analysis Tools Update • Safe Routes to School Studies 		
	<i>Duane Eitel provided the following update:</i> Pinal County Safety Plan/SCMPO Network Screening Crash and Analysis Tools Update <ul style="list-style-type: none"> • The Draft Study is complete and currently being reviewed by Sun Corridor MPO and Pinal County. • Once initial comments have been incorporated, the Draft Study will be sent to Study Stakeholders for review. • A Stakeholder Meeting is scheduled for December 10, 2024, at 10:00am in Florence at the Pinal County Development Services Building. Study presentations have been scheduled: <ul style="list-style-type: none"> • CAG Regional Council presentation occurred on October 30, 2024. • MAG Transportation Safety Committee Meeting: November 19, 2024. • Pinal County Board of Supervisors Work Session: December 11, 2024 @ 9:30am. Safe Routes to School Studies City of Casa Grande Safe Routes to Study <ul style="list-style-type: none"> • The Consultant Selection Panel met on September 23, 2024 and selected Alta Planning + Design, Inc. • The Professional Services Agreement is being negotiated with the consultant. • The agreement is expected to be finalized in the next two weeks with a Notice to Proceed (NTP) soon thereafter. City of Coolidge Safe Routes to Study <ul style="list-style-type: none"> • The Consultant Selection Panel met on October 24, 2024 and selected Kimley-Horn. • The Professional Services Agreement (PSA) is being reviewed by the Sun Corridor MPO attorney. • The Professional Services Agreement is expected to be sent to the Consultant this week. 		
6	Air Quality (AQ) Update (Information Only)		
	<i>Jason Bottjen provided the following update for Pinal County:</i> SCMPO January 2025 Air Quality Conformity <ul style="list-style-type: none"> • The 30-day public comment period is scheduled for November 7, 2024 to December 8, 2024. The AQ TIP Amendment, New Finding of Conformity, and any public comments received will go to the • TAC on December 12th, 2024, and to the Executive Board on January 14th, 2025. SCMPO June 2025 Air Quality Conformity <ul style="list-style-type: none"> • This cycle is starting, the Air Quality project lists were sent to TAC members to update on Monday, November 4, 2024. • The updated project lists are due to Sun Corridor MPO by Friday, November 22, 2024. • The project lists will be compiled into one document and submitted to MAG for modeling. • Conformity Analysis will be completed in February/March 2025. • Approval to advertise the Air Quality project list and associated conformity analysis for the 30-day Public Comment & Review Period will be on the January 14, 2025, Sun Corridor MPO Executive Board agenda. • The 30-day review and public comment period is tentatively scheduled for April 24, 2025 to May 24, 2025. 		
7	Arizona Department of Transportation (ADOT) Planner Update (Information Only)		
	<i>Will Randolph provided the following update:</i> 1. FY26-30 Five Year Construction Program: Projects have been reviewed and determined for priority ranking in the P2P for FY 26-30 P2P cycle. ADOT meetings will be moving forward in November before establishing the tentative program. 2. Off System Bridge Program (OSB): The call for projects was released for SFY 26. There will continue to be two separate funding programs available for use on off-system bridge projects, the STBG program with 5.7% percent match, and the Bridge Formula Program which is 100% federally funded. Applications will be due to ADOT LPA on December 30, 2024, with application reviewed in January 2025, and eligibility determined in February 2025. The purpose of the Off-System Bridge Program is to fund the Design and/or Construction for replacement, rehabilitation, preservation, and protection of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the Federal-aid highway system (local roads or rural minor collectors). 3. 287/87 SR Corridor Profile Study: The project had its kickoff with the TAC on September 24, 2024. Tribal outreach was conducted to GRIC and other tribes in the area. The study is in the early stages of gathering existing information and analyzing current performance data. The consultant is collecting information from cooperating agencies and the next major meetings will be with Southcentral District and the next TAC meeting in early December 2024. 4. Passenger Rail Study: Step 1 of the Federal Rail Administration (FRA) approved study process is continuing into next year with developing the scope and budget. FRA approved the Project Management Plan and is currently reviewing the gap analysis for scoping. This Step 1 process is tentatively scheduled to be completed in April of 2025, then moving into Step 2 of the study which includes the Services Development Plan. ADOT is working with Amtrak on coordinating two intercity rail projects. To clarify, ADOT's rail study is focused on the Phx-Tucson corridor building on the previous 2016 ADOT study. Amtrak's project proposes to connect LA to New Orleans, and bring Amtrak back to Phoenix. 5. N/S Corridor Tier 2 Study: The kickoff meeting occurred in September 2024, the study team is coordinating with the passenger rail and SR 287/87 studies, has initiated its public involvement plan, right-of-entry permitting and aerial mapping efforts, and will continue to have bi-weekly core team meetings.		

EXECUTIVE BOARD MEETING MINUTES

8	<p>Federal Highways Administration (FHWA) Update (Information Only)</p> <p><i>Irene Higgs provided the following update:</i></p> <p><i>The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant NOFO has been released. Applications are due on January 30, 2025. Irene Higgs stated that Casa Grande will be applying for the RAISE grant. She said that she has not heard from any other member agencies on if they will be applying. Irene Higgs did reach out to James Myers, City of Coolidge, to see if he will be applying for the Airport project again this year.</i></p>
9	<p>ADOT Southcentral District Engineer Update (Information Only)</p> <p><i>Irene Higgs provided the following update:</i></p> <p><i>Irene Higgs introduced and welcomed Anthony Casselman, ADOT Southcentral Administrator.</i></p> <ul style="list-style-type: none"> • <i>110 - Bridge over the Gila River (Outside Sun Corridor) - Currently in Construction by Pulice from 2024-2026. Managed by ADOT Central District</i> • <i>110 - Gas Line Road to South of SR 387 (Outside Sun Corridor) - Bid- 2025 Construction - 2025-2027 Managed by ADOT Central District</i> • <i>SR387 and I-10 TI - Temporary Traffic Signal - ADOT is trying to figure out how to get power to the TI for a temporary signal. Irene asked Anthony for assistance in getting a temporary signal installed.</i> • <i>SR 187 from SR 387 to SR 87 Pavement Rehabilitation (Outside Sun Corridor) - Currently under design. Bid - April 2025</i> • <i>SR87 and Skousen Road - Pavement and Traffic Signals - Currently in construction, Skousen Road Closure is for the week of 11/18/24 - 11/22/24 for excavation and paving.</i> • <i>SR87 and Kleck Road - The work consists of constructing left turn lanes at the SR 87 and Kleck Road intersection. The work also includes guardrail, pavement marking, signing, and other related work. Bid Opening - 11/15/2024</i> • <i>SR 387 at Pinal Ave and Viola Street - Install HAWK - Currently under design. Anticipated Bid - March 2025</i> • <i>Sunland Gin Road, Battaglia Drive, and Houser Drive - Pave Shoulders and Rumble Strips - Currently under design. Anticipated Bid - May 2025</i> • <i>Battaglia Drive, Henness Road, and Overfield Road - Shoulder Widening - Currently under design. Anticipated Bid - May 2025</i> • <i>Florence Boulevard and Colorado Street - Install Raised Median - Currently under design. Anticipated Bid - June 2025</i> • <i>Florence Boulevard and Peart Road - Intersection Improvements - Currently under design. Anticipated Bid - August 2025</i> <p><i>Irene Higgs asked Anthony Casselman if he would like to address the Executive Board. Anthony stated that he has been with ADOT for 5-years and the state for about a dozen years. Previously worked in the ADOT Government Relations office managing the state government affairs. A little over a month into the job now, it's a good team. Looking forward to working with you all. Stated that he can get a schedule for I-10 and that the I-10 projects are being managed by ADOT Central District.</i></p>
10	<p>Pinal Regional Transportation Authority (RTA) Update (Information Only)</p> <p><i>John Kross provided the following update:</i></p> <ul style="list-style-type: none"> • <i>Today, is the Pinal RTA Board Meeting at 1:30 pm. at Pinal County Offices (Ironwood Conference Room) at the 1891 County Court House/Administration Building.</i> • <i>As you are aware, the Board will be considering a recommendation from Staff and the TTAC to suspend our efforts in developing a new RTP. I am very saddened to present this recommendation as we really were hopeful that a new, fully funded, regional transportation plan would materialize.</i> • <i>The reasons for suspension are quite simple. The region's member agencies selected nine (9) priority projects. The direction was to identify a funding strategy that would have all projects fully funded by revenues generated by a new 1/2 sales tax implemented by the PRTA.</i> • <i>Despite our efforts to reevaluate new revenue models, actually increasing the revenues to slightly over \$1B, the costs of the projects are just not financially supported by the revenues forecasted.</i> • <i>In order for the PRTA to fully fund the projects, requires debt financing and of course, paying the debt financing costs. Financial models identify a financial gap to close between \$105m and \$174m. Without clear and secure sources of funding from non-PRTA revenues to close the gap, we are left with resizing our program - the 9 projects.</i> • <i>Resizing means reducing or eliminating projects or changing the scopes of the projects making the intent of a regional transportation plan quite questionable.</i> • <i>Long-Range Transportation Framework Study. As a companion to our recommendation to suspend RTP efforts, however, we are presenting an option to develop a long-range transportation framework study identifying the needs of the region over potentially a 50-year (or longer) timeline.</i> • <i>TTAC consensus at their Oct. 29 meetings was favorable to consider moving forward on a long-range study at some point in the future, led by the region's stakeholders.</i> <p><i>Members expressed support to identify the aggregate needs of the entire county and its critical connected sub-regions with key regional transportation and economic corridors.</i></p> <ul style="list-style-type: none"> • <i>Members of the TTAC expressed interest on determining funding to develop a long-range framework study, recognizing the costs could be substantial (\$500k to \$1m, depending on elements included in the plan).</i>
	<ul style="list-style-type: none"> • <i>Additionally, TTAC commented on the timing to begin a framework study as recommended by staff in the fall of 2025.</i> • <i>We discussed with the TTAC the need for regional collaboration and who would be the primary lead agencies in developing the study. It was noted the PRTA does not currently have the legal authority to do such a plan as their statutory authority is limited to developing an RTP, identifying funding, and implementing the plan.</i> • <i>Action on a long-range framework study would likely take place among Sun Corridor, CAG, MAG, the County and the cities and towns.</i> • <i>If the Board approves the TTAC recommendation to suspend the RTP efforts today, then the PRTA would have one additional meeting on Dec. 9 to consider approval of a contract with an outside auditor; a possible amendment to one of the IGAs we have with the County and also, select new officers of the PRTA Board.</i> • <i>Future PRTA Board meetings would likely be annually or semi-annually or on an as-needed basis. The Board may need to document its current status, which it can do on an annual basis or meet as needed, to discuss legislative issues perhaps that may affect the RTA.</i>
11	<p>MPO Update - Information Only</p> <ul style="list-style-type: none"> • Metropolitan Planning Organization (MPO) Progress Report (11.0) • Federal Fiscal Year (FFY) 2025 Ledger (11.1) • Design/Construction Update (11.2) • CART Letter of Support (11.3) • Casa Grande AZ SMART Award (11.4) • AZ SMART Program Update (11.5)
	<ul style="list-style-type: none"> • Metropolitan Planning Organization (MPO) Update (11.0) - Irene Higgs stated that staff had a busy couple of months in September - November. • Federal Fiscal Year (FFY) 2024 Ledger (11.1) - Irene Higgs stated that in FY2025 \$276,340 in STBG funding is available. Staff is working with the SCMPO TAC to determine how to best utilize the funding. • Design/Construction Report (11.2) - Jason Bottjen stated that there are no changes to what is provided in the packet. • CART Letter of Support (11.3) - Irene Higgs stated that a Letter of Support was provided for the City of Coolidge application for the Section 5307/5339 funding. The city is requesting funds to replace HVAC systems, ADA automatic door opening systems, and the replacement of a copier. • Casa Grande AZ SMART Award (11.4) - Irene Higgs stated that a Letter of Support was provided for the City of Casa Grande AZ SMART grant application. The city applied for and was awarded \$1.1M engineering funds for the Burris Rd; Clayton Rd to Korsten Rd reconstruction project. • AZ SMART Program Update (11.5) - Irene Higgs stated that the State Legislature amended the AZ State Match Advantage for Rural Transportation (SMART) program via House Bill 2318, which became effective on September 14, 2024. The State Transportation Board approved the changes to the application process on October 18, 2024. The State Transportation Board has the authority to reallocate funds in January 2025. COG/MPOs, Tribal and Transit Agencies are now eligible applicants.
12	<p align="center">Consent Agenda</p> <p align="center">ALL ITEMS LISTED BELOW WITH AN ASTERISK (*) ARE CONSIDERED TO BE ROUTINE MATTERS AND WILL BE ENACTED BY ONE MOTION AND ONE VOTE OF THE BOARD. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS A BOARD MEMBER OR MEMBER OF THE PUBLIC SO REQUESTS, IN WHICH EVENT THE ITEM WILL BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED IN ITS NORMAL SEQUENCE ON THE AGENDA.</p> <p align="center">Business: Possible Discussion and/or Action on the Following:</p>
	<p><i>A motion was made by Secretary/Treasurer Micah Powell to accept the Consent Agenda items as presented. The motion was seconded by Vice Chairman Steve Miller.</i></p>
*12.A	<p>Discussion and Possible Action to Approve the Meeting Minutes: - September 10, 2024</p> <p align="right">APPROVED CONSENT AGENDA 5 - 0</p>
	<p><i>By a 5-0 vote under the Consent Agenda, the Board approved the Meeting Minutes for September 10, 2024.</i></p>
*12.B	<p>Discussion and Possible Action to Approve the 2025 Technical Advisory Committee (TAC) and Executive Board Meeting Schedules</p> <p align="right">APPROVED CONSENT AGENDA 5 - 0</p>
	<p><i>By a 5-0 vote under the Consent Agenda, the Board approved the 2025 Technical Advisory Committee (TAC) and Executive Board Meeting Schedules.</i></p>

EXECUTIVE BOARD MEETING MINUTES

13	Discussion and Possible Action to Approve the Advertisement of the January 2025 Air Quality Project List and Conformity Analysis for 30-Day Public Review and Comment Period	APPROVED 5 - 0
	<i>A motion was made by Board Member Craig McFarland to approve the Advertisement of the January 2025 Air Quality Project List and Conformity Analysis for 30-Day Public Review and Comment Period. The motion was seconded by Secretary/Treasurer Micah Powell.</i>	
14	Discussion and Possible Action to Approve Amendment #11 to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program	APPROVED 5 - 0
	<i>A motion was made by Secretary/Treasurer Micah Powell to Approve Amendment #11 to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program The motion was seconded by Board Member Craig McFarland.</i>	
15	Discussion and Possible Action to Elect the 2025 Executive Board Officers (Chair, Vice Chair and Secretary/Treasurer)	APPROVED 5 - 0
	<i>A motion was made by Board Member Craig McFarland to Elect the 2025 Executive Board Officers (Chair, Vice-Chair and Secretary/Treasurer) as presented.</i> <ul style="list-style-type: none"> • Chairman - Pinal County Supervisor Steve Miller • Vice-Chairman - City of Eloy Mayor-Elect Andy Sutton • Secretary-Treasurer - City of Casa Grande Mayor Elect Lisa Fitzgibbons <i>The motion was seconded by Secretary/Treasurer Micah Powell.</i>	
16	Member Jurisdiction Reports (Casa Grande, Coolidge, Eloy and Pinal County)	
	<p>Casa Grande - Mayor McFarland stated that the Ghost Ranch and SR387 traffic signal will be turned on soon.</p> <p>City of Coolidge - Nothing to report</p> <p>City of Eloy - Mayor Powell stated that the temporary signal at Sunland Gin Rd. at Mountainview Rd will be turned on 11/13/2024.</p> <p>Pinal County - Supervisor Miller stated that he is happy to hear that the temporary signal at Sunland Gin Rd. at Mountainview Rd will be turned on.</p> <p>State Transportation Board - Jenny Howard stated that Carolyn Kramer with the Transportation Investment Advocacy Center and American Road and Transportation Builders Association presented at the Rural Transportation Summit in October. She presented five key slides of the United States that show that Arizona is not one of the eight states with no EV charging taxes or fees; Arizona is not one of the four states with a road usage program; Arizona is not one of the thirty-nine states with an equal or acceptable EV registration fee; Arizona is not one of the twenty-four states with an approved variable-rate gas tax and; Arizona is not one of the thirty-four states that have an adjusted state fuel tax. When we talked about this a few of the Legislators talked about the election and the outcome of the election. I think the outcome of the election has been very positive as Kevin stated earlier. I feel that it presents us with a solution. I want to remind everyone to speak to your state legislators and let's get something moving so that fund the infrastructure and maintenance that needs to be funded.</p>	
17	Future Agenda Items	
	No future agenda items.	
18	Upcoming Meetings:	
	<p>Upcoming Meetings:</p> <ul style="list-style-type: none"> • Pinal RTA Board Meeting, November 12, Florence • State Transportation Board Meeting, November 15, Wickenburg • RTAC Advisory Committee Meeting, November 18, virtual • RTAC Board Meeting, November 25, virtual • MPO/COG Directors Retreat, December 6, Phoenix • Pinal RTA Board Meeting, December 9, Florence • RTAC Advisory Committee Meeting, December 9, virtual • Pinal County Safety Plan Stakeholder Meeting, December 10, Florence • State Transportation Board Meeting, December 20, Sierra Vista • RTAC Board Meeting, December 16, Virtual <p>Next Sun Corridor MPO Executive Board Meeting Dates:</p>	
19	<ul style="list-style-type: none"> • January 14, 2025 - City of Eloy - Council Chambers, 595 N. C St., Eloy, AZ 85131 	
20	Adjourn	APPROVED 5 - 0
	<i>A motion was made by Secretary/Treasurer Micah Powell to adjourn the meeting at 10:57 am. The motion was seconded by Board Member Craig McFarland.</i>	
<p>Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and other nondiscrimination laws and authorities, the Sun Corridor Metropolitan Planning Organization (SCMPO) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Irene Higgs, SCMPO's Title VI Coordinator at ihiggs@scmpo.org or (520)705-5143. Requests should be made at least 48 hours prior to the meeting so that accommodations may be arranged.</p> <p>En conformidad con el Título VI del Decreto de los Derechos Civiles de 1964, el Decreto de Americanos con Discapacidades (ADA por sus siglas en inglés), y otras leyes y autoridades contra la discriminación, la organización de planificación metropolitana Sun Corridor Metropolitan Planning Organization (SCMPO por sus siglas en inglés) no discrimina basándose en raza, color, origen nacional, género/sexo, edad o discapacidad. Las personas que requieran una adaptación razonable basada en idioma o discapacidad se deben comunicar con Irene Higgs, Coordinadora del Título VI de SCMPO en ihiggs@scmpo.org o llamando al (520)705-5143. Las solicitudes se deben hacer por lo menos 48 horas antes de la reunión para que se puedan organizar las adaptaciones.</p>		

In an effort to determine who attends our meetings and to improve participation in the planning process, the SCMPO ask that you please fill out the following voluntary survey:
 Survey - English <https://forms.gle/M2arguU4HQTcc2v9QA>

En un esfuerzo por determinar quién asiste a nuestras reuniones y a fin de mejorar la participación en el proceso de planificación, la organización SCMPO le pide que por favor llene la siguiente encuesta

Survey - Spanish <https://forms.gle/NlaxvW25RU6b5GQ19>



EXECUTIVE BOARD MEETING MINUTES

DATE:	November 12, 2024	TIME:	Regular Meeting: 10:00 A.M.
PLACE:	City of Coolidge – - Council Chambers, 911 S. Arizona Ave. Coolidge, AZ 85128		
CONTACT:	Irene Higgs 520-705-5143		
MEMBERS PRESENT:	Mayor Jon Thompson, Coolidge Mayor Craig McFarland, Casa Grande Mayor Micah Powel, Eloy Jenny Howard, State Transportation Board (Phone) Supervisor Steve Miller, Pinal Co	OTHERS PRESENT:	Anthony Casselman, ADOT John Kross, Pinal RTA Duane Eitel, Casa Grande Will Randolph, ADOT (Phone) Dedrick Denton, Pinal County (Phone) Kevin Adam, RTAC (Phone) Gilbert Lopez, Coolidge Ben Navarro, Coolidge Andy Sutton, Eloy Lisa Fitzgibbons, Casa Grande
MEMBERS ABSENT:			
STAFF PRESENT:	Irene Higgs, Executive Director Jason Bottjen, Transportation Planner		
REGULAR MEETING			
AGENDA ITEM			
ITEM			
1	Call to Order and Introductions	10:00 AM	
	<i>The meeting was called to order by Chairman Jon Thompson at 10:00 A.M.</i>		
2	Title VI - Notice to the Public		
	<i>SCMPO Executive Director, Irene Higgs, read the Title VI Public Notice.</i>		
3	Call to the Public: This item is to provide an opportunity for citizens wishing to address the Executive Board on issues within the jurisdiction of the Sun Corridor MPO planning area that are not on the Agenda. Comments SHALL be limited to three (3) min		
	<i>Nothing from the public.</i>		
4	Regional Transportation Advocacy Council (RTAC) (Information Only)		
	<i>Kevin Adams provided the following update: Kevin Adam provide an updated to Federal and State election results. Transportation Advisory Committee (TAC) Update (Information Only):</i>		
5	<ul style="list-style-type: none"> • Pinal County Safety Plan/SCMPO Network Screening Crash and Analysis Tools Update • Safe Routes to School Studies 		
	<i>Duane Eitel provided the following update: Pinal County Safety Plan/SCMPO Network Screening Crash and Analysis Tools Update • The Draft Study is complete and currently being reviewed by Sun Corridor MPO and Pinal County. • Once initial comments have been incorporated, the Draft Study will be sent to Study Stakeholders for review. • A Stakeholder Meeting is scheduled for December 10, 2024, at 10:00am in Florence at the Pinal County Development Services Building. Study presentations have been scheduled: • CAG Regional Council presentation occurred on October 30, 2024. • MAG Transportation Safety Committee Meeting: November 19, 2024. • Pinal County Board of Supervisors Work Session: December 11, 2024 @ 9:30am. Safe Routes to School Studies City of Casa Grande Safe Routes to Study • The Consultant Selection Panel met on September 23, 2024 and selected Alta Planning + Design, Inc. • The Professional Services Agreement is being negotiated with the consultant. • The agreement is expected to be finalized in the next two weeks with a Notice to Proceed (NTP) soon thereafter. City of Coolidge Safe Routes to Study • The Consultant Selection Panel met on October 24, 2024 and selected Kimley-Horn. • The Professional Services Agreement (PSA) is being reviewed by the Sun Corridor MPO attorney. • The Professional Services Agreement is expected to be sent to the Consultant this week.</i>		
6	Air Quality (AQ) Update (Information Only)		
	<i>Jason Bottjen provided the following update for Pinal County: SCMPO January 2025 Air Quality Conformity • The 30-day public comment period is scheduled for November 7, 2024 to December 8, 2024. The AQ TIP Amendment, New Finding of Conformity, and any public comments received will go to the • TAC on December 12th, 2024, and to the Executive Board on January 14th, 2025. SCMPO June 2025 Air Quality Conformity • This cycle is starting, the Air Quality project lists were sent to TAC members to update on Monday, November 4, 2024. • The updated project lists are due to Sun Corridor MPO by Friday, November 22, 2024. • The project lists will be compiled into one document and submitted to MAG for modeling. • Conformity Analysis will be completed in February/March 2025. • Approval to advertise the Air Quality project list and associated conformity analysis for the 30-day Public Comment & Review Period will be on the January 14, 2025, Sun Corridor MPO Executive Board agenda. • The 30-day review and public comment period is tentatively scheduled for April 24, 2025 to May 24, 2025.</i>		
7	Arizona Department of Transportation (ADOT) Planner Update (Information Only)		
	<i>Will Randolph provided the following update: 1. FY26-30 Five Year Construction Program: Projects have been reviewed and determined for priority ranking in the P2P for FY 26-30 P2P cycle. ADOT meetings will be moving forward in November before establishing the tentative program. 2. Off System Bridge Program (OSB): The call for projects was released for SFY 26. There will continue to be two separate funding programs available for use on off-system bridge projects, the STBG program with 5.7% percent match, and the Bridge Formula Program which is 100% federally funded. Applications will be due to ADOT LPA on December 30, 2024, with application reviewed in January 2025, and eligibility determined in February 2025. The purpose of the Off-System Bridge Program is to fund the Design and/or Construction for replacement, rehabilitation, preservation, and protection of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the Federal-aid highway system (local roads or rural minor collectors). 3. 287/87 SR Corridor Profile Study: The project had its kickoff with the TAC on September 24, 2024. Tribal outreach was conducted to GRIC and other tribes in the area. The study is in the early stages of gathering existing information and analyzing current performance data. The consultant is collecting information from cooperating agencies and the next major meetings will be with Southcentral District and the next TAC meeting in early December 2024. 4. Passenger Rail Study: Step 1 of the Federal Rail Administration (FRA) approved study process is continuing into next year with developing the scope and budget. FRA approved the Project Management Plan and is currently reviewing the gap analysis for scoping. This Step 1 process is tentatively scheduled to be completed in April of 2025, then moving into Step 2 of the study which includes the Services Development Plan. ADOT is working with Amtrak on coordinating two intercity rail projects. To clarify, ADOT's rail study is focused on the Phx-Tucson corridor building on the previous 2016 ADOT study. Amtrak's project proposes to connect LA to New Orleans, and bring Amtrak back to Phoenix. 5. N/S Corridor Tier 2 Study: The kickoff meeting occurred in September 2024, the study team is coordinating with the passenger rail and SR 287/87 studies, has initiated its public involvement plan, right-of-entry permitting and aerial mapping efforts, and will continue to have bi-weekly core team meetings.</i>		

EXECUTIVE BOARD MEETING MINUTES	
8	<p>Federal Highways Administration (FHWA) Update (Information Only)</p> <p><i>Irene Higgs provided the following update:</i></p> <p><i>The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant NOFO has been released. Applications are due on January 30, 2025. Irene Higgs stated that Casa Grande will be applying for the RAISE grant. She said that she has not heard from any other member agencies on if they will be applying. Irene Higgs did reach out to James Myers, City of Coolidge, to see if he will be applying for the Airport project again this year.</i></p>
9	<p>ADOT Southcentral District Engineer Update (Information Only)</p> <p><i>Irene Higgs provided the following update:</i></p> <p><i>Irene Higgs introduced and welcomed Anthony Casselman, ADOT Southcentral Administrator.</i></p> <ul style="list-style-type: none"> <i>• I10 - Bridge over the Gila River (Outside Sun Corridor) - Currently in Construction by Pulice from 2024-2026. Managed by ADOT Central District</i> <i>• I10 - Gas Line Road to South of SR 387 (Outside Sun Corridor) - Bid- 2025 Construction - 2025-2027 Managed by ADOT Central District</i> <i>• SR387 and I-10 TI - Temporary Traffic Signal - ADOT is trying to figure out how to get power to the TI for a temporary signal. Irene asked Anthony for assistance in getting a temporary signal installed.</i> <i>• SR 187 from SR 387 to SR 87 Pavement Rehabilitation (Outside Sun Corridor) - Currently under design. Bid - April 2025</i> <i>• SR87 and Skousen Road - Pavement and Traffic Signals - Currently in construction. Skousen Road Closure is for the week of 11/18/24 - 11/22/24 for excavation and paving.</i> <i>• SR87 and Kleck Road - The work consists of constructing left turn lanes at the SR 87 and Kleck Road intersection. The work also includes guardrail, pavement marking, signing, and other related work. Bid Opening - 11/15/2024</i> <i>• SR 387 at Pinal Ave and Viola Street - Install HAWK - Currently under design. Anticipated Bid - March 2025</i> <i>• Sunland Gin Road, Battaglia Drive, and Houser Drive - Pave Shoulders and Rumble Strips - Currently under design. Anticipated Bid - May 2025</i> <i>• Battaglia Drive, Henness Road, and Overfield Road - Shoulder Widening - Currently under design. Anticipated Bid - May 2025</i> <i>• Florence Boulevard and Colorado Street - Install Raised Median - Currently under design. Anticipated Bid - June 2025</i> <i>• Florence Boulevard and Peart Road - Intersection Improvements - Currently under design. Anticipated Bid - August 2025</i> <p><i>Irene Higgs asked Anthony Casselman if he would like to address the Executive Board. Anthony stated that he has been with ADOT for 5-years and the state for about a dozen years. Previously worked in the ADOT Government Relations office managing the state government affairs. A little over a month into the job now, it's a good team. Looking forward to working with you all. Stated that he can get a schedule for I-10 and that the I-10 projects are being managed by ADOT Central District.</i></p>
10	<p>Pinal Regional Transportation Authority (RTA) Update (Information Only)</p> <p><i>John Kross provided the following update:</i></p> <ul style="list-style-type: none"> <i>• Today, is the Pinal RTA Board Meeting at 1:30 pm. at Pinal County Offices (Ironwood Conference Room) at the 1891 County Court House/Administration Building.</i> <i>• As you are aware, the Board will be considering a recommendation from Staff and the TTAC to suspend our efforts in developing a new RTP. I am very saddened to present this recommendation as we really were hopeful that a new, fully funded, regional transportation plan would materialize.</i> <i>• The reasons for suspension are quite simple. The region's member agencies selected nine (9) priority projects. The direction was to identify a funding strategy that would have all projects fully funded by revenues generated by a new ½ sales tax implemented by the PRTA.</i> <i>• Despite our efforts to reevaluate new revenue models, actually increasing the revenues to slightly over \$1B, the costs of the projects are just not financially supported by the revenues forecasted.</i> <i>• In order for the PRTA to fully fund the projects, requires debt financing and of course, paying the debt financing costs. Financial models identify a financial gap to close between \$105m and \$174m. Without clear and secure sources of funding from non-PRTA revenues to close the gap, we are left with resizing our program - the 9 projects.</i> <i>• Resizing means reducing or eliminating projects or changing the scopes of the projects making the intent of a regional transportation plan quite questionable.</i> <i>• Long-Range Transportation Framework Study. As a companion to our recommendation to suspend RTP efforts, however, we are presenting an option to develop a long-range transportation framework study identifying the needs of the region over potentially a 50-year (or longer) timeline.</i> <i>• TTAC consensus at their Oct. 29 meetings was favorable to consider moving forward on a long-range study at some point in the future, led by the region's stakeholders. Members expressed support to identify the aggregate needs of the entire county and its critical connected sub-regions with key regional transportation and economic corridors.</i> <i>• Members of the TTAC expressed interest on determining funding to develop a long-range framework study, recognizing the costs could be substantial (\$500k to \$1m, depending on elements included in the plan).</i> <p><i>• Additionally, TTAC commented on the timing to begin a framework study as recommended by staff in the fall of 2025.</i></p> <p><i>• We discussed with the TTAC the need for regional collaboration and who would be the primary lead agencies in developing the study. It was noted the PRTA does not currently have the legal authority to do such a plan as their statutory authority is limited to developing an RTP, identifying funding, and implementing the plan.</i></p> <p><i>• Action on a long-range framework study would likely take place among Sun Corridor, CAG, MAG, the County and the cities and towns.</i></p> <p><i>• If the Board approves the TTAC recommendation to suspend the RTP efforts today, then the PRTA would have one additional meeting on Dec. 9 to consider approval of a contract with an outside auditor; a possible amendment to one of the IGAs we have with the County and also, select new officers of the PRTA Board.</i></p> <p><i>• Future PRTA Board meetings would likely be annually or semi-annually or on an as-needed basis. The Board may need to document its current status, which it can do on an annual basis or meet as needed, to discuss legislative issues perhaps that may affect the RTA.</i></p>
11	<p>MPO Update - Information Only</p> <ul style="list-style-type: none"> <i>• Metropolitan Planning Organization (MPO) Progress Report (11.0)</i> <i>• Federal Fiscal Year (FFY) 2025 Ledger (11.1)</i> <i>• Design/Construction Update (11.2)</i> <i>• CART Letter of Support (11.3)</i> <i>• Casa Grande AZ SMART Award (11.4)</i> <i>• AZ SMART Program Update (11.5)</i> <p><i>• Metropolitan Planning Organization (MPO) Update (11.0) - Irene Higgs stated that staff had a busy couple of months in September - November.</i></p> <p><i>• Federal Fiscal Year (FFY) 2024 Ledger (11.1) - Irene Higgs stated that in FY2025 \$276,340 in STBG funding is available. Staff is working with the SCMPO TAC to determine how to best utilize the funding.</i></p> <p><i>• Design/Construction Report (11.2) - Jason Bottjen stated that there are no changes to what is provided in the packet.</i></p> <p><i>• CART Letter of Support (11.3) - Irene Higgs stated that a Letter of Support was provided for the City of Coolidge application for the Section 5307/5339 funding. The city is requesting funds to replace HVAC systems, ADA automatic door opening systems, and the replacement of a copier.</i></p> <p><i>• Casa Grande AZ SMART Award (11.4) - Irene Higgs stated that a Letter of Support was provided for the City of Casa Grande AZ SMART grant application. The city applied for and was awarded \$1.1M engineering funds for the Burns Rd; Clayton Rd to Korsten Rd reconstruction project.</i></p> <p><i>• AZ SMART Program Update (11.5) - Irene Higgs stated that the State Legislature amended the AZ State Match Advantage for Rural Transportation (SMART) program via House Bill 2318, which became effective on September 14, 2024. The State Transportation Board approved the changes to the application process on October 18, 2024. The State Transportation Board has the authority to reallocate funds in January 2025. COG/MPOs, Tribal and Transit Agencies are now eligible applicants.</i></p>
12	<p style="text-align: center;">Consent Agenda</p> <p>ALL ITEMS LISTED BELOW WITH AN ASTERISK (*) ARE CONSIDERED TO BE ROUTINE MATTERS AND WILL BE ENACTED BY ONE MOTION AND ONE VOTE OF THE BOARD. THERE WILL BE NO SEPARATE DISCUSSION OF THESE ITEMS UNLESS A BOARD MEMBER OR MEMBER OF THE PUBLIC SO REQUESTS, IN WHICH EVENT THE ITEM WILL BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED IN ITS NORMAL SEQUENCE ON THE AGENDA.</p> <p style="text-align: center;">Business: Possible Discussion and/or Action on the Following:</p> <p><i>A motion was made by Secretary/Treasurer Micah Powell to accept the Consent Agenda items as presented. The motion was seconded by Vice Chairman Steve Miller.</i></p>
*12.A	<p>Discussion and Possible Action to Approve the Meeting Minutes: - September 10, 2024</p> <p style="text-align: right;">APPROVED CONSENT AGENDA 5 - 0</p> <p><i>By a 5-0 vote under the Consent Agenda, the Board approved the Meeting Minutes for September 10, 2024.</i></p>
*12.B	<p>Discussion and Possible Action to Approve the 2025 Technical Advisory Committee (TAC) and Executive Board Meeting Schedules</p> <p style="text-align: right;">APPROVED CONSENT AGENDA 5 - 0</p> <p><i>By a 5-0 vote under the Consent Agenda, the Board approved the 2025 Technical Advisory Committee (TAC) and Executive Board Meeting Schedules.</i></p>



EXECUTIVE BOARD MEETING MINUTES

13	Discussion and Possible Action to Approve the Advertisement of the January 2025 Air Quality Project List and Conformity Analysis for 30-Day Public Review and Comment Period	APPROVED 5 - 0
	<i>A motion was made by Board Member Craig McFarland to approve the Advertisement of the January 2025 Air Quality Project List and Conformity Analysis for 30-Day Public Review and Comment Period. The motion was seconded by Secretary/Treasurer Micah Powell.</i>	
14	Discussion and Possible Action to Approve Amendment #11 to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program	APPROVED 5 - 0
	<i>A motion was made by Secretary/Treasurer Micah Powell to Approve Amendment #11 to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program The motion was seconded by Board Member Craig McFarland.</i>	
15	Discussion and Possible Action to Elect the 2025 Executive Board Officers (Chair, Vice Chair and Secretary/Treasurer)	APPROVED 5 - 0
	<i>A motion was made by Board Member Craig McFarland to Elect the 2025 Executive Board Officers (Chair, Vice-Chair and Secretary/Treasurer) as presented.</i> <ul style="list-style-type: none"> • Chairman - Pinal County Supervisor Steve Miller • Vice-Chairman - City of Eloy Mayor-Elect Andy Sutton • Secretary-Treasurer - City of Coolidge Mayor Elect Lisa Fitzgibbons <i>The motion was seconded by Secretary/Treasurer Micah Powell.</i>	
16	Member Jurisdiction Reports (Casa Grande, Coolidge, Eloy and Pinal County)	
	<p>Casa Grande - Mayor McFarland stated that the Ghost Ranch and SR387 traffic signal will be turned on soon.</p> <p>City of Coolidge - Nothing to report</p> <p>City of Eloy - Mayor Powell stated that the temporary signal at Sunland Gin Rd. at Mountainview Rd will be turned on 11/13/2024.</p> <p>Pinal County - Supervisor Miller stated that he is happy to hear that the temporary signal at Sunland Gin Rd. at Mountainview Rd will be turned on.</p> <p>State Transportation Board - Jenny Howard stated that Carolyn Kramer with the Transportation Investment Advocacy Center and American Road and Transportation Builders Association presented at the Rural Transportation Summit in October. She presented five key slides of the United States that show that Arizona is not one of the eight states with no EV charging taxes or fees; Arizona is not one of the four states with a road usage program; Arizona is not one of the thirty-nine states with an equal or acceptable EV registration fee; Arizona is not one of the twenty-four states with an approved variable-rate gas tax and; Arizona is not one of the thirty-four states that have an adjusted state fuel tax. When we talked about this a few of the Legislators talked about the election and the outcome of the election. I think the outcome of the election has been very positive as Kevin stated earlier. I feel that it presents us with a solution. I want to remind everyone to speak to your state legislators and let's get something moving so that fund the infrastructure and maintenance that needs to be funded.</p>	
17	Future Agenda Items	
	<i>No future agenda items.</i>	
18	Upcoming Meetings:	
	Next Sun Corridor MPO Executive Board Meeting Dates:	
19	• January 14, 2025 - City of Eloy - Council Chambers, 595 N. C St., Eloy, AZ 85131	
20	Adjourn	APPROVED 5 - 0
	<i>A motion was made by Secretary/Treasurer Micah Powell to adjourn the meeting at 10:57 am. The motion was seconded by Board Member Craig McFarland.</i>	

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En un esfuerzo por determinar quién asiste a nuestras reuniones y a fin de mejorar la participación en el proceso de planificación, la organización SCMPO le pide que por favor llene la siguiente encuesta
 Survey - Spanish <https://forms.gle/NLahW25RU6bSc019>

MEMO TO: SUN CORRIDOR MPO EXECUTIVE BOARD

FROM: Irene Higgs, Sun Corridor MPO Executive Director

DATE: January 14, 2025

SUBJECT: Discussion and Possible Action to Approve the Advertisement of the CAG & SCMPO Human Services Transportation Coordination Plan Update for 30-day Public Review and Comment Period

The CAG/SCMPO Human Services Transportation Coordination Plan 2025 requires a 30-day public comment period prior to being finalized. The 30-day public review and comment period is tentatively scheduled for January 23, 2025 through February 22, 2025.

The Central Arizona Governments and Sun Corridor Metropolitan Planning Organization recognize that the transit environment is dynamic and dependent on stakeholder involvement. As a result, CAG and SCMPO reviews and updates the Human Services Transportation Coordination Plan annually in order to capture adjustments. The Plan includes updated regional demographic information as well as the status of new and existing transportation providers serving the transportation dependent and disadvantaged populations of the Region.

The SCMPO staff recommends approval to advertise the CAG/SCMPO Human Services Transportation Coordination Plan 2025 for a 30-day public comment period.

Board Action Requested: Information Only Action Requested Below

A motion to approve the advertisement of the CAG/SCMPO Human Services Transportation Coordination Plan 2025 Update for a 30-day public comment period.



MEMO TO: SUN CORRIDOR MPO EXECUTIVE BOARD
FROM: Irene Higgs, Sun Corridor MPO Executive Director
DATE: January 14, 2025
SUBJECT: Discussion and Possible Action to Approve the Advertisement of the June 2025 Spring Air Quality Conformity project list and Conformity Analysis for 30-day public review and comment period

The 1990 Federal Clean Air Act requires that regional transportation plans and programs be in conformance with all applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the FY2025-2029 Transportation Improvement Program and Regional Transportation Plan 2050 Update needs to be completed.

All Sun Corridor MPO member agencies have been consulted regarding projects to be incorporated into the draft Air Quality project list, including locally and privately funded projects.

The 30-day public review and comment period is tentatively scheduled for April 24, 2025 through May 24, 2025.

Sun Corridor MPO staff recommends approval to advertise the June 2025 Air Quality Conformity project list and Conformity Analysis for a 30-day public review and comment period.

Board Action Requested:	<input type="checkbox"/> Information Only	<input checked="" type="checkbox"/> Action Requested Below
<p>A motion to approve the advertisement of the June 2025 Spring Air Quality Conformity project list and Conformity Analysis for a 30-day public review.</p>		

AIR QUALITY PROJECTS
Sun Corridor MPO 2023 - 2027 Transportation Improvement Program (TIP) Pending Approval: TAC - June 5, 2025; EB - Jun 10, 2025

TIP Year	SCMPO TIP ID	FED ID	Tracs Number	Local ID (Optional)	Project Status	PROJECT SPONSOR	PROJECT NAME	County	PROJECT LOCATION	LENGTH	TYPE OF WORK	PROJECT TYPE	FED FUNC CLASS	Open to Traffic		# of LANES as of January 13, 2025		Future # Lanes		FUNDING TYPE	FEDERAL FUNDS	LOCAL MATCH	LOCAL FUNDS	OTHER FUNDS	TOTAL COST
														Quarter	Year	Northbound or Eastbound	Southbound or Westbound	Northbound or Eastbound	Southbound or Westbound						
2040	N/A	N/A	N/A	N/A	Planned	Pinal County	Midway Rd	Pinal	Midway Rd from House Rd to Hwy 84	7.50	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2042	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$30,000,000
2040	N/A	N/A	N/A	N/A	Planned	Pinal County	Thornton Rd	Pinal	Thornton Rd from Battaglia Rd to I-8	4.50	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2042	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$21,000,000
2041	N/A	N/A	N/A	N/A	Planned	Pinal County	Anderson Rd	Pinal	Anderson Rd from Houser Rd to I-8	3.50	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2043	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$20,000,000
2041	N/A	N/A	N/A	N/A	Planned	Pinal County	Curry Rd	Pinal	Curry Rd from Selma Hwy to Cottonwood Ln	3.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2043	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$15,000,000
2041	N/A	N/A	N/A	N/A	Planned	Pinal County	Eleven Mile Corner Rd	Pinal	Eleven Mile Corner Rd from Selma Hwy to Cottonwood Ln	3.00	Construct Roadway Widening	Arterial	Principal Arterial	Oct-Dec	2043	1	1	3	3	Local	\$-	\$-	\$-	\$-	\$18,000,000
2042	N/A	N/A	N/A	N/A	Planned	Casa Grande/Pinal County	Ethington Rd	Pinal	Ethington Rd from Arica to Hanna Rd	1.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2044	1	1	2	2	Local	\$-	\$-	\$-	\$-	3200000
2042	N/A	N/A	N/A	N/A	Planned	Pinal County	Arica Rd	Pinal	Arica Rd from Fuqua Rd to Trekell Rd	13.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2044	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$65,000,000
2042	N/A	N/A	N/A	N/A	Planned	Pinal County	Arica Rd	Pinal	Arica Rd from Fuqua Rd to Montgomery Rd	7.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2044	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$35,000,000
2043	N/A	N/A	N/A	N/A	Planned	Casa Grande/Pinal County	Ethington Rd	Pinal	Ethington Rd from Selma to Kortsen	4.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2045	1	1	2	2	Local	\$-	\$-	\$-	\$-	16000000
2043	N/A	N/A	N/A	N/A	Planned	Casa Grande/Pinal County	Burris Rd	Pinal	Burris Rd from Arica Rd to I-8	1.50	Construct Roadway Widening	Arterial	Principal Arterial	Oct-Dec	2045	1	1	3	3	Local	\$-	\$-	\$-	\$-	6000000
2043	N/A	N/A	N/A	N/A	Planned	Pinal County	Fuqua Rd	Pinal	Fuqua Rd from Bianco Rd to Trekell Rd	5.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2045	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$25,000,000
2044	N/A	N/A	N/A	N/A	Planned	Casa Grande/Pinal County	Chui Chu Rd	Pinal	Chui Chu Rd from Battaglia Rd to I-8	4.50	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2046	1	1	2	2	Local	\$-	\$-	\$-	\$-	19500000
2044	N/A	N/A	N/A	N/A	Planned	Pinal County	Shedd Rd	Pinal	Shedd Rd from Fuqua Rd to Montgomery Rd	7.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2046	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$36,000,000
2044	N/A	N/A	N/A	N/A	Planned	Pinal County	Shedd Rd	Pinal	Shedd Rd from Thornton Rd to Trekell Rd	2.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2046	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$11,000,000
2045	N/A	N/A	N/A	N/A	Planned	Pinal County	Houser Rd	Pinal	Houser Rd from Fuqua Rd to Midway Rd	6.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2047	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$32,000,000
2045	N/A	N/A	N/A	N/A	Planned	Pinal County	Houser Rd	Pinal	Houser Rd from Thornton Rd to Trekell Rd	2.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2047	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$11,000,000
2045	N/A	N/A	N/A	N/A	Planned	Pinal County	Tweedy Rd	Pinal	Tweedy Rd from Selma Hwy to Cottonwood Ln	3.00	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2047	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$10,000,000
2046	N/A	N/A	N/A	N/A	Planned	Pinal County	Stanfield Rd	Pinal	Stanfield Rd from I-8 to Barnes Rd	6.50	Construct Roadway Widening	Arterial	Principal Arterial	Oct-Dec	2048	1	1	3	3	Local	\$-	\$-	\$-	\$-	\$38,000,000
2046	N/A	N/A	N/A	N/A	Planned	Pinal County	Stanfield Rd	Pinal	Stanfield Rd from Houser Rd to Hwy 84	3.50	Construct Roadway Widening	Arterial	Minor Arterial	Oct-Dec	2048	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$20,000,000
2046	N/A	N/A	N/A	N/A	Planned	Pinal County	Russell Rd	Pinal	Russell Rd from Hwy 84 to Houser Rd	4.50	Construct Roadway Widening	Arterial	Principal Arterial - Other	Oct-Dec	2048	1	1	2	2	Local	\$-	\$-	\$-	\$-	\$25,000,000
2046	N/A	N/A	N/A	N/A	Planned	Pinal County	Russell Rd	Pinal	Russell Rd from Hwy 84 to Val Vista	10.00	Construct Roadway Widening	Arterial	Principal Arterial - Other	Oct-Dec	2048	1	1	3	3	Local	\$-	\$-	\$-	\$-	\$64,000,000



MEMO TO: SUN CORRIDOR MPO EXECUTIVE BOARD
FROM: Irene Higgs, Sun Corridor MPO Executive Director
DATE: January 14, 2025
SUBJECT: Discussion and Possible Action to Approve the Advertisement of the Pinal County Strategic Transportation Safety Plan Update for 30-day Public Review and Comment Period

The Pinal County Strategic Transportation Safety Plan Update requires a 30-day public comment period prior to being finalized. The 30-day public review and comment period is tentatively scheduled for January 16, 2025 through February 15, 2025.

The Sun Corridor MPO is completing the Pinal County Safety Plan/SCMPO Network Screening Crash and Analysis Tools Update that updates the 2019 Pinal County Strategic Transportation Safety Plan. This update addresses the necessary steps and elements, from a regional transportation planning perspective, to reduce the risk of death and serious injury to all transportation users in Pinal County.

The SCMPO staff recommends approval to advertise the Pinal County Strategic Transportation Safety Plan Update for a 30-day public comment period.

Board Action Requested:	<input type="checkbox"/> Information Only	<input checked="" type="checkbox"/> Action Requested Below
<p>A motion to approve the advertisement of the Pinal County Strategic Transportation Safety Plan Update for a 30-day public comment period.</p>		

MEMO TO: SUN CORRIDOR MPO EXECUTIVE BOARD

FROM: Irene Higgs, Sun Corridor MPO Executive Director

DATE: January 14, 2025

SUBJECT: Discussion and Possible Action to Approve the New Finding of Conformity for the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and the Regional Transportation Plan 2050 Update.

On November 7, 2024, Sun Corridor MPO staff sent out the Consultation on the Conformity Assessment for a Proposed Amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program (TIP) and Regional Transportation Plan 2050 Update (RTP) for public review. The amendment involves various project changes that requires a new conformity determination on the FY 2023-2027 TIP and Regional Transportation Plan 2050 Update. The project modifications impact the modeling assumptions used in the most recent conformity analysis and a new regional emissions analysis for the Pinal County PM-10 and PM-2.5 nonattainment areas was conducted. The result of the analysis supports a finding that the amendment to the FY 2023-2027 TIP and Regional Transportation Plan 2050 Update meet transportation conformity requirements for PM-10 and PM-2.5 in the Pinal County nonattainment areas.

On December 8, 2024, a 30-day agency and public review period ended on the conformity analysis and proposed amendment to the TIP and Regional Transportation Plan 2050 Update. No public comments were received.

The Sun Corridor MPO staff recommends the approval of the new Finding of Conformity for the proposed amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and the Regional Transportation Plan 2050.

Board Action Requested:	<input type="checkbox"/> Information Only	<input checked="" type="checkbox"/> Action Requested Below
<p>A motion to approve the new Finding of Conformity for the FY 2023-2027 Sun Corridor MPO TIP and the RTP 2050 Update.</p>		

DRAFT

Sun Corridor Metropolitan Planning Organization CONFORMITY ANALYSIS

November 2024



SUN CORRIDOR MPO CONFORMITY ANALYSIS

FOR AN AMENDMENT TO THE

FY 2023-2027 SUN CORRIDOR MPO TRANSPORTATION
IMPROVEMENT PROGRAM

AND THE

SUN CORRIDOR MPO REGIONAL TRANSPORTATION
PLAN 2050 UPDATE

November 2024

Maricopa Association of Governments
302 N. First Avenue, Suite 300
Phoenix, Arizona 85003
602-254-6300
mag@azmag.gov
azmag.gov

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EXECUTIVE SUMMARY

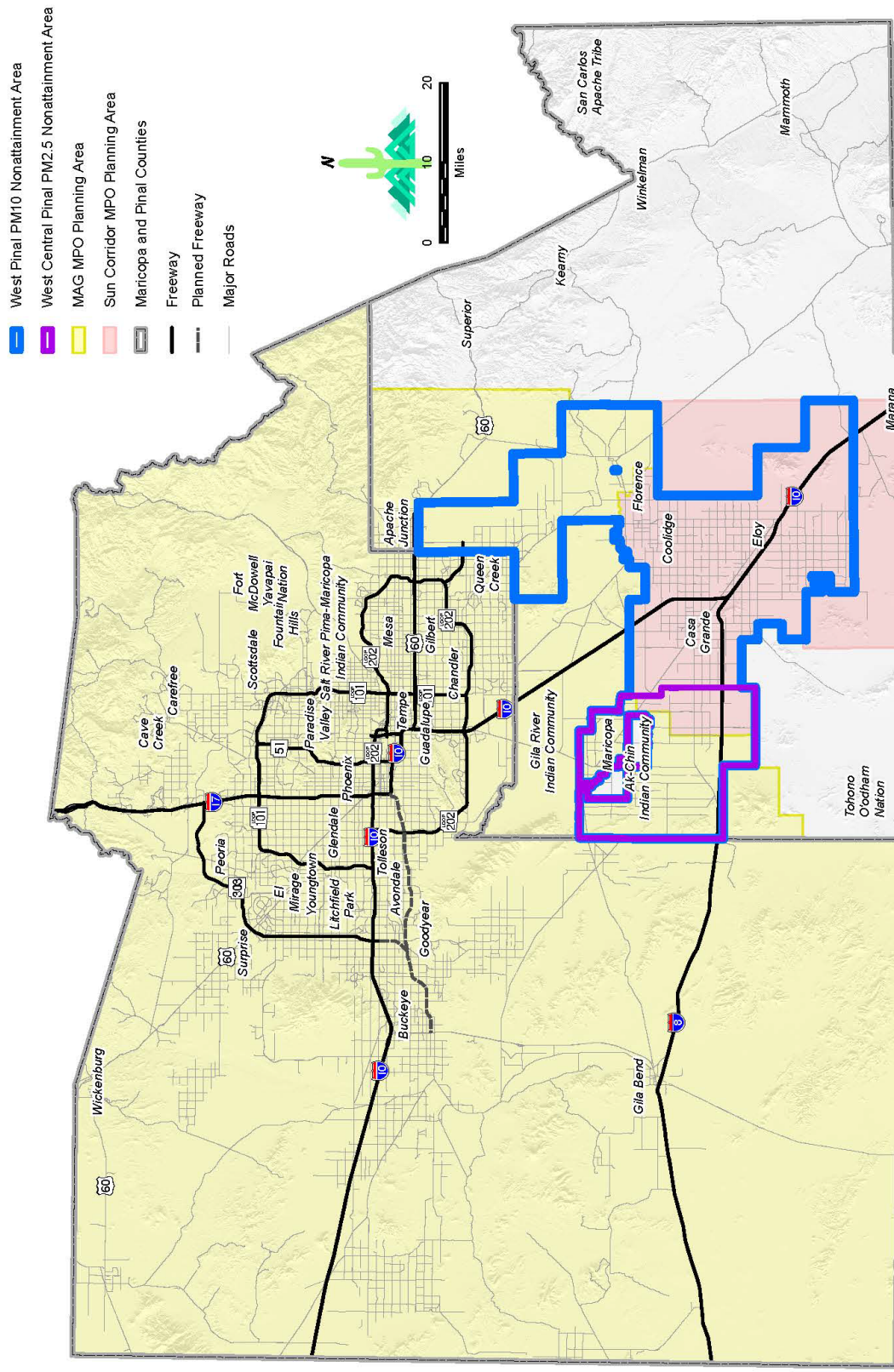
The Sun Corridor Metropolitan Planning Organization (MPO) has prepared an amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and Sun Corridor MPO Regional Transportation Plan 2050. In accordance with EPA transportation conformity regulations, an amendment to the Transportation Improvement Program must be demonstrated to conform before the amendment to the Transportation Improvement Program is approved by the MPO or accepted by the U.S. Department of Transportation. The Maricopa Association of Governments has prepared a new conformity analysis and the results of the conformity analysis support a finding of conformity for the amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and Sun Corridor MPO Regional Transportation Plan 2050 in the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area.

Both the MAG Metropolitan Planning Area Boundary and the Sun Corridor Metropolitan Planning Area Boundary include portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area. Both nonattainment areas are covered by the boundaries of the two metropolitan planning organizations. Consequently, transportation conformity is required to be demonstrated for both nonattainment areas by both metropolitan planning organizations. Please refer to Figure ES-1.

On May 6, 2013, the Sun Corridor Metropolitan Planning Organization (MPO) was designated in the Pinal County area. The Sun Corridor Metropolitan Planning Area Boundary includes the cities of Casa Grande, Eloy, Coolidge, and unincorporated areas of Pinal County.

On May 9, 2013, the MAG Metropolitan Planning Area Boundary was expanded due to the 2010 Census urbanized area updates. For transportation planning and programming purposes, the Federal Highway Administration regulations state that at a minimum, the Metropolitan Planning Area must encompass the entire existing urbanized area boundary as well as the contiguous geographic area(s) likely to become urbanized within the next 20 years. The updated urbanized area boundary for the MAG region included areas within Pinal County. Due to this expansion, the MAG Regional Council amended the MAG By-laws to recognize the new Metropolitan Planning Area Boundary and to provide for new members from Pinal County within the new boundary. The MAG Metropolitan Planning Area Boundary now includes the Town of Florence, City of Maricopa, the portion of the Gila River Indian Community within Pinal County, and unincorporated areas within Pinal County.

Figure ES-1: MAG and Sun Corridor MPO Planning Areas and Air Quality Nonattainment Areas for the Pinal County Area, Arizona



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.
 Source: U.S. Environmental Protection Agency
 Date: July 2024

On July 1, 2013, the Federal Highway Administration notified the Governor of a transportation conformity lapse in the West Pinal PM-10 Nonattainment Area, effective July 2, 2013. The new West Pinal PM-10 Nonattainment Area had been designated by the Environmental Protection Agency, effective July 2, 2012. The Clean Air Act Section 176(c)(6) requires a metropolitan long range transportation plan and transportation improvement program conformity determination within twelve months of the effective date of an area being designated nonattainment. The twelve-month conformity grace period had lapsed.

To provide assistance to the Sun Corridor Metropolitan Planning Organization, MAG has offered to prepare conformity analyses for the PM-10 and PM-2.5 nonattainment areas in Pinal County, to enable transportation projects in both metropolitan planning organizations to proceed. At a June 17, 2013 meeting with the Arizona Department of Transportation, Sun Corridor Metropolitan Planning Organization, and MAG, there was general concurrence that MAG would prepare the initial conformity analysis. The Maricopa Association of Governments works through a cooperative effort with the Arizona Department of Transportation, Arizona Department of Environmental Quality, and Sun Corridor Metropolitan Planning Organization on the coordination of transportation planning activities and conformity analyses consistent with the Memorandum of Understanding among the agencies.

Summarized below are the applicable federal criteria or requirements for conformity determinations, the conformity tests applied, regional emissions analysis results, and an overview of the organization of this report. Figures presenting the conformity test results are provided at the end of the Executive Summary.

CONFORMITY REQUIREMENTS

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The federal transportation conformity rule was first promulgated in 1993 by EPA, following the passage of amendments to the federal Clean Air Act in 1990. The federal transportation conformity rule has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity rule and court opinions are summarized in Chapter 1.

The conformity rule applies nationwide to “all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan” (40 CFR 93.102). At this time, portions of Pinal County are designated as a nonattainment area with respect to federal air quality standards for particulate matter less than or equal to ten microns in diameter (PM-10), and particulate matter less than or equal to 2.5 microns in diameter (PM-2.5). Metropolitan transportation plans, programs, and projects in the nonattainment or maintenance areas of both counties must satisfy the requirements of the federal transportation conformity rule. Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are:

- (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by EPA for transportation conformity purposes, or interim emissions tests;
- (2) the latest planning assumptions and emission models in force at the time the conformity analysis begins must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and,
- (4) consultation.

Consultation generally occurs at the beginning of the conformity analysis process, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) interim emissions tests. For the emissions budget test, predicted emissions for the TIP and RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found by EPA to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emissions budget found to be adequate for transportation conformity purposes, interim emissions tests apply.

PINAL COUNTY NONATTAINMENT AREAS

For the Pinal County PM-10 and PM-2.5 nonattainment areas, there are no adequate or approved motor vehicle emissions budgets for conformity. Therefore, the conformity interim emissions tests were applied. The Action/Baseline tests were conducted for PM-10 for the West Pinal PM-10 Nonattainment Area and for PM-2.5 and nitrogen oxides (NOx) for the West Central Pinal PM-2.5 Nonattainment Area for the analysis years of 2025, 2030, 2040, and 2050. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule and summarized in this document.

For PM-10, for each analysis year the projected emissions for the Action scenario are not greater than the projected emissions for the Baseline scenario. Since the PM-10 emissions projected for the Action scenarios are not greater than the PM-10 emissions projected for the Baseline scenarios, the conformity interim emission test is satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years. The results of the regional emissions analysis for PM-10 are presented in Figure ES-2.

For PM-2.5, for each analysis year the projected emissions for the Action scenario are not greater than the projected emissions for the Baseline scenario. Since the PM-2.5 emissions projected for the Action scenarios are not greater than the PM-2.5 emissions projected for the Baseline scenarios, the conformity interim emission tests are satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years. The results of the regional emissions analysis for PM-2.5 are presented in Figure ES-3.

For NOx, for each analysis year the projected emissions for the Action scenario are not greater than the projected emissions for the Baseline scenario. Since the NOx emissions projected for the Action scenarios are not greater than the NOx emissions projected for the Baseline scenarios, the conformity interim emission tests are satisfied. It is also reasonable to expect the action emissions would not exceed the baseline emissions for the time periods between the analysis years. The results of the regional emissions analysis for NOx are presented in Figure ES-4.

Figure ES-2: PM-10 Results for Conformity Interim Emission (Action/Baseline) Test
Pinal County PM-10 Nonattainment Area

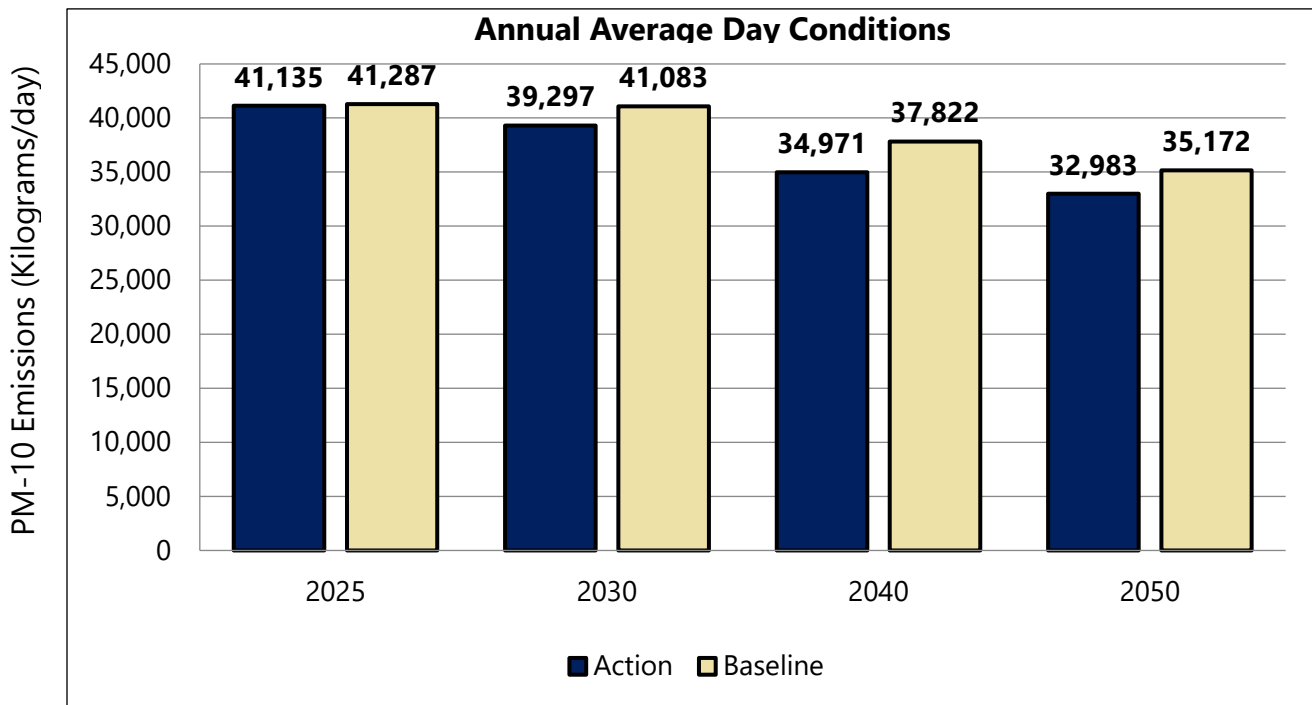


Figure ES-3: PM-2.5 Results for Conformity Interim Emission (Action/Baseline) Test
 Pinal County PM-2.5 Nonattainment Area

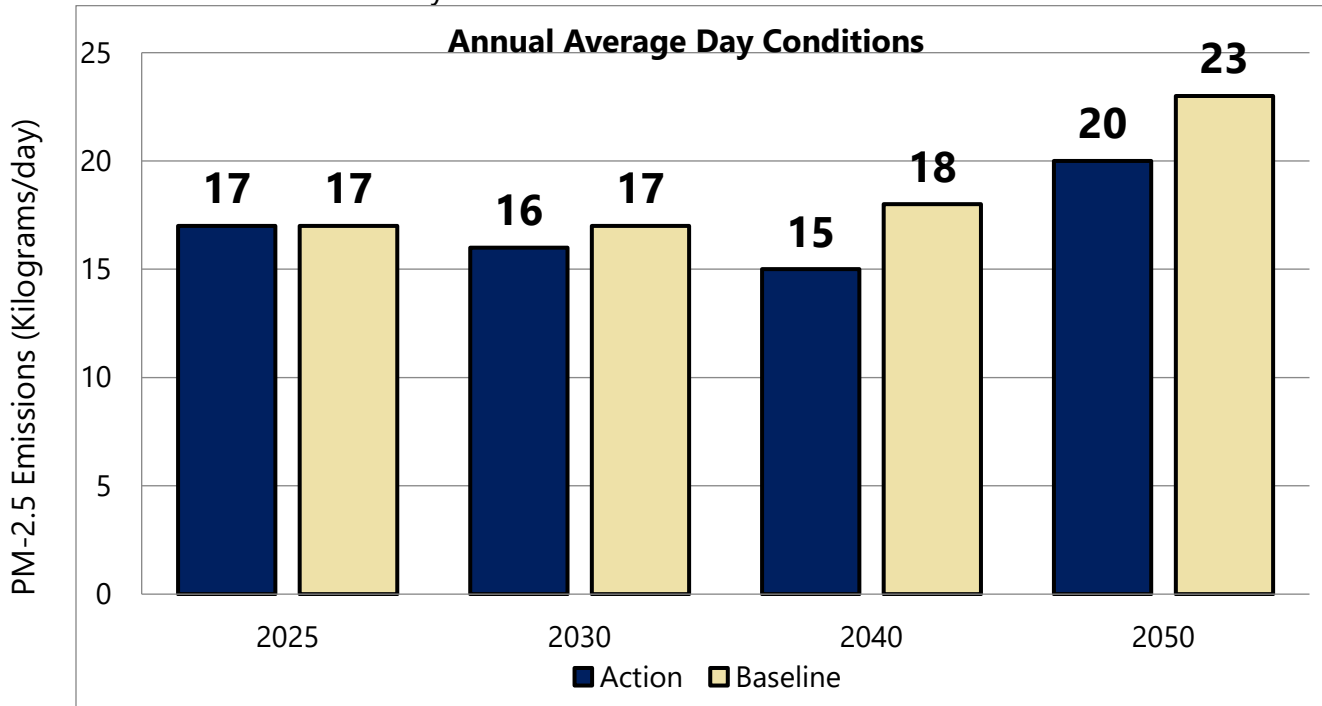
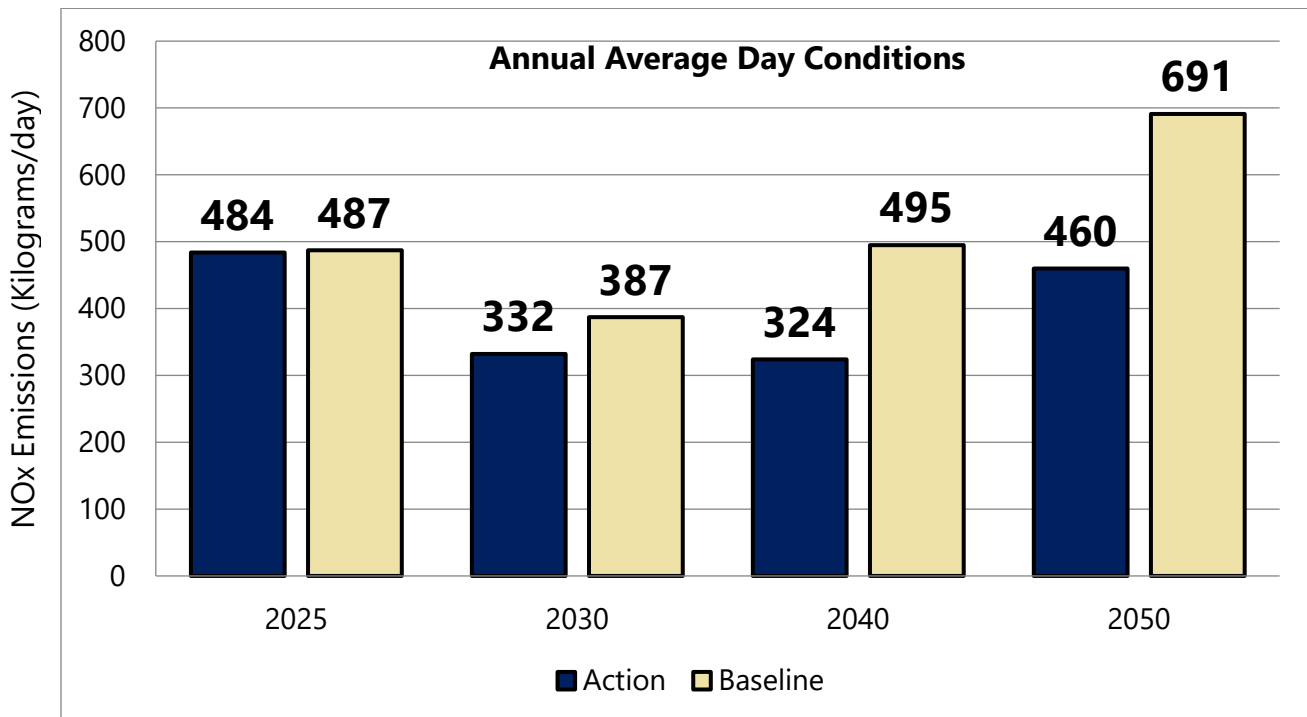


Figure ES-4: NOx Results for Conformity Interim Emission (Action/Baseline) Test
 Pinal County PM-2.5 Nonattainment Area



REPORT ORGANIZATION

The report is organized into five chapters. Chapter 1 provides an overview of the applicable federal and state conformity rules and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions. Chapter 3 includes a summary of the transportation model characteristics, key socioeconomic data, and other data related to the land use and transportation system forecasts, and Chapter 4 describes the air quality modeling used to estimate emission factors and mobile source emissions. The results of the conformity analysis for the amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and Sun Corridor Regional Transportation Plan 2050 are provided in Chapter 5.

The final version of this report contains consultation documentation and other related information in the appendices. The appendices of the final version of this report also includes responses to comments made on the draft report.

1 FEDERAL AND STATE REGULATORY REQUIREMENTS

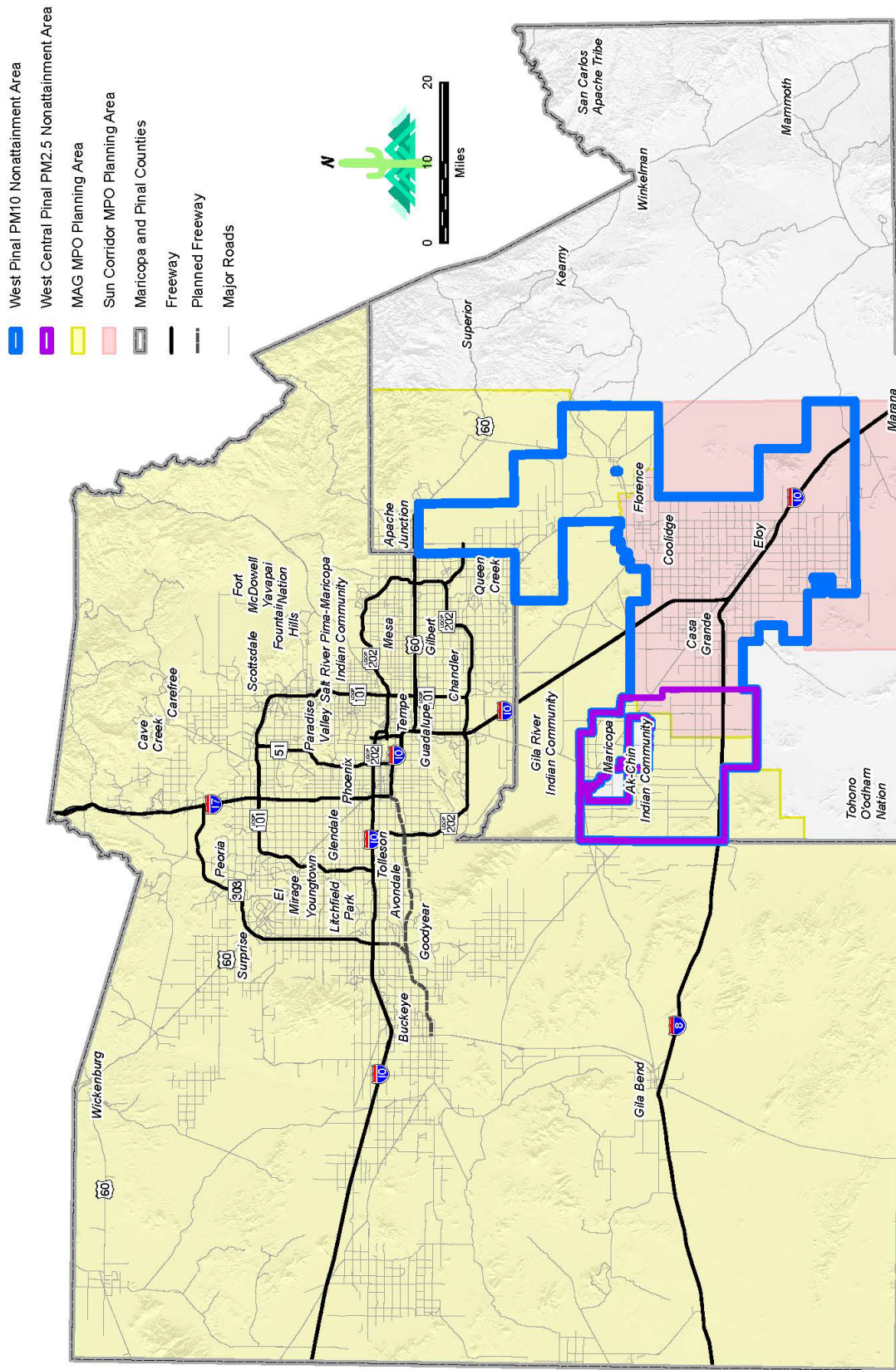
The Sun Corridor Metropolitan Planning Organization (MPO) has prepared an amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and Sun Corridor MPO Regional Transportation Plan 2050 Update. In accordance with EPA transportation conformity regulations, an amendment to the Transportation Improvement Program must be demonstrated to conform before the amendment to the Transportation Improvement Program is approved by the MPO or accepted by the U.S. Department of Transportation. The Maricopa Association of Governments has prepared a new conformity analysis and the results of the conformity analysis support a finding of conformity for the amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and Sun Corridor MPO Regional Transportation Plan 2050 Update in the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area. The U.S. DOT made a conformity finding on the Sun Corridor MPO Regional Transportation Plan 2050 Update on July 18, 2024. On May 6, 2013, the Sun Corridor Metropolitan Planning Organization was designated in the Pinal County area. The Sun Corridor Metropolitan Planning Area Boundary includes the cities of Casa Grande, Eloy, Coolidge, and unincorporated areas of Pinal County.

On May 9, 2013, the Maricopa Association of Governments (MAG) Metropolitan Planning Area Boundary was expanded due to the 2010 Census urbanized area updates. For transportation planning and programming purposes, the Federal Highway Administration regulations state that at a minimum, the Metropolitan Planning Area must encompass the entire existing urbanized area boundary as well as the contiguous geographic area(s) likely to become urbanized within the next 20 years. The updated urbanized area boundary for the MAG region included areas within Pinal County. Due to this expansion, the MAG Regional Council amended the MAG By-laws to recognize the new Metropolitan Planning Area Boundary and to provide for new members from Pinal County within the boundary. The MAG Metropolitan Planning Area Boundary now includes the Town of Florence, City of Maricopa, the portion of the Gila River Indian Community within Pinal County, and unincorporated areas within Pinal County.

Both the Sun Corridor Metropolitan Planning Area Boundary and the MAG Metropolitan Planning Area Boundary include portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area located in Pinal County. Both nonattainment areas are covered by the boundaries of the two metropolitan planning organizations. Consequently, transportation conformity is required to be demonstrated for both nonattainment areas by both metropolitan planning organizations. Please refer to Figure 1.

On July 1, 2013, the Federal Highway Administration notified the Governor of a transportation conformity lapse in the West Pinal PM-10 Nonattainment Area, effective

Figure 1: MAG and Sun Corridor MPO Planning Areas and Air Quality Nonattainment Areas for the Pinal County Area, Arizona



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 Source: U.S. Environmental Protection Agency
 Date: July 2024

July 2, 2013. The new West Pinal PM-10 Nonattainment Area had been designated by the Environmental Protection Agency, effective July 2, 2012. The Clean Air Act §176(c)(6) requires a metropolitan long range transportation plan and transportation improvement program conformity determination within twelve months of the effective date of an area being designated nonattainment. The twelve-month conformity grace period had lapsed.

To provide assistance to the Sun Corridor Metropolitan Planning Organization, MAG has offered to prepare the conformity analyses for the PM-10 and PM-2.5 nonattainment areas in Pinal County, to enable transportation projects in both metropolitan planning organizations to proceed. At a June 17, 2013 meeting with the Arizona Department of Transportation, Sun Corridor Metropolitan Planning Organization and MAG, there was general concurrence that MAG would prepare the initial conformity analysis. The Sun Corridor Metropolitan Planning Organization works through a cooperative effort with the Arizona Department of Transportation, Arizona Department of Environmental Quality, and Maricopa Association of Governments on the coordination of transportation planning activities and conformity analyses consistent with the Memorandum of Understanding among the agencies.

The criteria for determining conformity of transportation programs and plans under the federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) and the applicable conformity tests for the Pinal County nonattainment areas are summarized in this chapter. The Sun Corridor MPO Conformity Analysis for an amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program (TIP) and the Sun Corridor MPO Regional Transportation Plan 2050 Update (RTP) was prepared based on these criteria and tests. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by a summary of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years.

FEDERAL AND STATE CONFORMITY RULES

Clean Air Act Amendments

Section 176(c) of the Clean Air Act (CAA, 1990) requires that Federal agencies and Metropolitan Planning Organizations (MPOs) not approve any transportation project, program, or plan which does not conform with the approved State Implementation Plan (SIP). The 1990 amendments to the Clean Air Act expanded Section 176(c) to more explicitly define conformity to an implementation plan to mean:

Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any

required interim emission reductions or other milestones in any area.

The expanded Section 176(c) also provided conditions for approval of transportation plans, programs, and projects; requirements that the Environmental Protection Agency (EPA) promulgate conformity determination criteria and procedures no later than November 15, 1991; and a requirement that States submit their conformity procedures to EPA by November 15, 1992. The initial November 15, 1991 deadline for conformity criteria and procedures was not met by EPA.

Federal Rule

Supplemental interim conformity guidance was issued on June 7, 1991 (EPA/U.S. DOT, 1991a and 1991b) for carbon monoxide, ozone, and particulate matter less than or equal to ten microns in diameter. The applicable period of this guidance was designated as Phase 1 of the interim period. EPA subsequently promulgated the Conformity Final Rule, in the November 24, 1993 *Federal Register* (EPA, 1993). The Rule became effective on December 27, 1993. The federal Transportation Conformity Final Rule has been revised several times since its initial release. The first set of amendments, finalized on August 7, 1995, (EPA, 1995a) aligned the dates of conformity lapses due to SIP failures with the application of Clean Air Act highway sanctions for certain ozone areas and all areas with disapproved SIPs with a protective finding.

The second set of amendments was finalized on November 14, 1995 (EPA, 1995b). This set allowed any transportation control measure (TCM) from an approved SIP to proceed during a conformity lapse and aligned the date of conformity lapses with the date of application of Clean Air Act highway sanctions for any failure to submit or submissions of an incomplete control strategy SIP. The second set also corrected the nitrogen oxides provisions of the transportation conformity rule consistent with the Clean Air Act and previous commitments made by EPA. Finally, the amendments extended the grace period for areas to determine conformity to a submitted control strategy SIP and established a grace period for determining conformity on transportation plans and programs in recently designated nonattainment areas. This grace period was later overturned in *Sierra Club v. EPA* in November 1997.

The third set of amendments was finalized August 15, 1997 (EPA, 1997). These amendments streamlined the conformity process by eliminating the reliance on the classification system of “Phase II interim period,” “transitional period,” “control strategy period,” and “maintenance period” to determine whether the budget test and/or emission reduction tests apply. The amendments also changed the time periods during which the budget test and the “Build/No Build” test are required.

To incorporate provisions from the *Sierra Club v. EPA* court decision, EPA promulgated an amendment to the transportation conformity rule on April 10, 2000 that eliminated a one-year grace period for new nonattainment areas before conformity applies (EPA, 2000). Then on August 6, 2002, the EPA promulgated an amendment to the transportation conformity rule which requires conformity to be determined within 18 months of the

effective date of the EPA *Federal Register* notice on an budget adequacy finding in an initial SIP submission and established a one-year grace period before conformity is required in areas that are designated nonattainment for a given air quality standard for the first time (EPA, 2002).

On July 1, 2004, EPA published the final rule, Transportation Conformity Rule Amendments for the New Eight-Hour Ozone and PM-2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments - Response to Court Decision and Additional Rule Changes (EPA, 2004). The rule describes transportation conformity requirements for the new eight-hour ozone and fine particulate matter (PM-2.5) standards. The rule also incorporates existing EPA and United States Department of Transportation (U.S. DOT) guidance that implements the March 2, 1999, court decision and provides revisions that clarify the existing regulation and improve its implementation. On July 20, 2004, EPA published a *Federal Register* notice that corrects two errors in the preamble to the July 1, 2004 final rule.

On February 14, 2006, EPA and U.S. DOT jointly issued guidance on the implementation of the transportation conformity-related provisions from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The transportation bill, which became law on August 10, 2005, made several changes to the transportation conformity provisions in Section 176(c) of the Clean Air Act. On January 24, 2008, EPA issued a final rule on the transportation conformity amendments to implement the conformity provisions contained in SAFETEA-LU (EPA, 2008a). A summary of the key conformity provisions is:

- Additional time is provided for areas to redetermine conformity of existing transportation plans and programs from 18 months to two years after the date that EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.
- The requirement for frequency of conformity determinations on updated transportation plans and programs is changed from three to four years, except when the MPO elects to update a transportation plan or program more frequently, or when the MPO is required to determine conformity after EPA finds a motor vehicle emissions budget to be adequate or approves an implementation plan that establishes a motor vehicle emissions budget, or when EPA promulgates an implementation plan that establishes or revises a motor vehicle emissions budget.

- Conformity determinations for transportation plans shall include the final year of the transportation plan as a horizon year, or optionally, after consultation with the air pollution control agency and the public and consideration of comments, the MPO may elect the longest of the following periods: the first 10-year period of the transportation plan; the latest year in the implementation plan that contains a motor vehicle emissions budget; the year after the completion date of a regionally significant project if the project is included in the transportation improvement program or the project requires approval before the subsequent conformity determination.

In addition, if the MPO elects to determine conformity for a period less than the last horizon year of the transportation plan, the conformity determination must include a regional emissions analysis for the last year of the transportation plan and for any year shown to exceed emission budgets from a previous conformity determination, for information only. The analysis years selected for the Sun Corridor MPO Conformity Analysis are described later in this section and includes 2050 as the last year of the Sun Corridor MPO Regional Transportation Plan 2050 Update.

- Allows the substitution of transportation control measures in an implementation plan that achieve equivalent or greater emissions reductions than the control measure to be replaced and that are consistent with the schedule provided for control measures in the plan. The substitution or addition of a transportation control measure shall not require a new conformity determination for the transportation plan or a revision of the implementation plan.
- An additional 12-month grace period is provided after a missed deadline before conformity lapses on a transportation plan or program. This provision applies to two types of conformity determination deadlines: the deadline resulting from the requirement to determine conformity for the transportation plan and program at regular intervals and the deadlines resulting from the requirement for a conformity redetermination within two years of an EPA action approving or finding a motor vehicle emissions budget adequate.
- Requires a conformity SIP amendment addressing requirements from Title 40 CFR sections 93.105, 93.122(a)(4)(ii), and 93.125(c) of the federal transportation conformity regulations.

On March 14, 2012, EPA published the Transportation Conformity Rule Restructuring Amendments. This rule restructured sections 40 CFR 93.109 and 93.119 so that they apply to any new or revised federal air quality standard. The rule also allows any nonattainment area that EPA determines has clean air quality data to satisfy transportation conformity test requirements by using on-road emissions from the most recent year of clean data as the budgets for that standard rather than using the interim emissions tests per 40 CFR 93.119 (EPA, 2012a).

State Rule

State rules for transportation conformity were adopted on April 12, 1995, by the Arizona Department of Environmental Quality (ADEQ), in response to requirements in Section 176(c)(4)(C) of the Clean Air Act as amended in 1990 (ADEQ, 1995). These rules became effective upon their certification by the Arizona Attorney General on June 15, 1995 and, as required by the federal conformity rule, were submitted to EPA as a revision to the State transportation conformity SIP.

A State transportation conformity SIP has not received approval by EPA. Section 51.390(b) of the federal conformity rule states: "Following EPA approval of the State conformity provisions (or a portion thereof) in a revision to the applicable implementation plan, conformity determinations would be governed by the approved (or approved portion of the) State criteria and procedures." The federal transportation conformity rule therefore still governs, as a State transportation conformity SIP has not yet been approved for this State.

The State rule specifies that MPOs (i.e., Sun Corridor MPO, for this region) must develop specific conformity guidance and consultation procedures and processes. The guidance document should address both the determination of "regional significance" status for individual transportation projects, the process by which regionally significant projects may be approved, and procedures for the public and interagency consultation processes to be used in the development of regional transportation plans, programs, and projects within the Sun Corridor MPO portion of the Pinal County nonattainment areas.

Case Law

On November 14, 1997, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Sierra Club v. EPA* involving the 1995 transportation conformity amendment that allowed new nonattainment areas a one-year grace period. Under this ruling, conformity applied as soon as an area was designated nonattainment. The EPA published a final rule on April 10, 2000 in the *Federal Register* deleting 40 CFR 93.102(d) that allowed the grace period for new nonattainment areas (EPA, 2000). Then, on October 27, 2000, the FY 2001 EPA Appropriations bill included an amendment to Section 176(c) of the Clean Air Act that adds the one-year grace period to the statutory language.

On March 2, 1999, the U.S. Court of Appeals for the District of Columbia issued an opinion in *Environmental Defense Fund v. EPA* involving the 1997 transportation conformity amendments. In general, the court struck down 40 CFR 93.120(a)(2) which permitted a 120-day grace period after disapproval of a SIP; determined that the EPA must approve a "safety margin" prior to its use for conformity in 40 CFR 93.124(b); concluded that a submitted SIP budget must be found by EPA to be adequate, based on criteria found in 40 CFR 93.118(e)(4) before it can be used in a conformity determination; and ended a provision that allowed "grandfathered" projects to proceed during a conformity lapse.

Following the court ruling, the EPA and U.S. DOT issued guidance to address implementation of conformity requirements based on the court findings. The EPA issued guidance contained in a May 14, 1999 memorandum (EPA, 1999). In addition, the U.S. DOT issued guidance on June 18, 1999 that incorporates all U.S. DOT guidance in response to the court decision in a single document (U.S. DOT, 1999). On July 1, 2004, transportation conformity rule amendments were published in the *Federal Register* to incorporate provisions of the *Environmental Defense Fund v. EPA* court decision.

On October 20, 2006, the U.S. Court of Appeals for the District of Columbia filed an opinion vacating a provision of the transportation conformity rule at 40 CFR 93.109(e)(2)(v) that allowed areas to use the interim emission tests instead of the one-hour budgets. All other provisions regarding the use of the interim emissions tests remain unaffected by the court decision. Table 1 summarizes the criteria for conformity determinations for transportation projects, programs, and plans, as specified in amendments to the federal conformity rule.

CONFORMITY RULE REQUIREMENTS

The federal regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant and implementation plan status. These include:

- 1) **Conformity Tests** - Sections 93.118 and 93.119 specify emission tests (budget and interim emissions) that the TIP and RTP must satisfy in order for a determination of conformity to be found. The final transportation conformity rule requires a submitted SIP motor vehicle emissions budget to be affirmed as adequate by EPA prior to use for making conformity determinations. The budget must be used on or after the effective date of EPA's finding of adequacy.
- 2) **Methods / Modeling:**

Latest Planning Assumptions - Section 93.110 specifies that conformity determinations must be based upon the most recent planning assumptions in force at the time the conformity analysis begins, which is "the point at which the MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation". This section of the conformity rule also requires reasonable assumptions to be made regarding transit service and changes in projected fares. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started on June 12, 2024.

TABLE 1.
CONFORMITY CRITERIA FROM THE FINAL RULE

Applicability	Pollutant	Section	Requirement
All Actions at All Times	CO, Ozone, PM-10 PM-2.5	93.110	Latest Planning Assumptions
		93.111	Latest Emissions Model
		93.112	Consultation
Transportation Plan (RTP)	CO, Ozone, PM-10 PM-2.5	93.113(b)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
TIP	CO, Ozone, PM-10 PM-2.5	93.113(c)	TCMs
		93.118 and/or 93.119	Emissions Budget and/or Interim Emissions
Project (From a Conforming Plan and TIP)	CO, Ozone, PM-10 PM-2.5	93.114	Currently Conforming Plan and TIP
		93.115	Project From a Conforming Plan and TIP
	CO, PM-10, PM-2.5	93.116	CO, PM-10, and PM-2.5 Hot Spots
	PM-10, PM-2.5	93.117	PM-10 and PM-2.5 Control Measures
Project (Not From a Conforming Plan or TIP)	CO, Ozone, PM-10 PM-2.5	93.113(d)	TCMs
		93.114	Currently Conforming Plan and TIP
	CO, PM-10, PM-2.5	93.116	CO, PM-10, and PM-2.5 Hot Spots
	PM-10, PM-2.5	93.117	PM-10 and PM-2.5 Control Measures
	CO, Ozone, PM-10 PM-2.5	93.118 and/or 93.119	Emissions Budget and/or Interim Emissions

Source: Adapted from (EPA, 2012b), Section 93.109(b), "Table 1 - Conformity Criteria".

Latest Emissions Models - Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the conformity analysis.

- 3) Timely Implementation of TCMs - Section 93.113 provides a detailed description of the steps necessary to demonstrate that the TIP and RTP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. Since there are no applicable plans for the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area, a review of Transportation Control Measure implementation has not been provided.
- 4) Consultation - Section 93.105 requires that the conformity determination be made in accordance with the consultation procedures outlined in the federal regulations. These include:
 - The Sun Corridor MPO is required to provide reasonable opportunity for consultation with local air quality and transportation agencies, state air and transportation agencies, the U.S. DOT and EPA (Section 93.105(c)(1)).
 - The Sun Corridor MPO is required to establish a proactive public involvement process which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)).

AIR QUALITY PLANS AND DESIGNATIONS

Pinal County Nonattainment Areas

On February 3, 2011, EPA published the final rule designating a portion of Pinal County as nonattainment for the 2006 24-hour PM-2.5 standard based on 2006-2008 data, effective March 7, 2011. The West Central Pinal PM-2.5 Nonattainment Area covers approximately 323 square miles in the west central part of Pinal County.

Also, on May 31, 2012, EPA published the final rule designating the West Pinal PM-10 Nonattainment Area, effective July 2, 2012. EPA classified the nonattainment area as Moderate. The West Pinal PM-10 Nonattainment Area covers approximately 1,326 square miles in the western half of Pinal County. On June 24, 2020, EPA published the final rule to determine that the West Pinal County PM-10 nonattainment area did not attain the PM-10 standard by the December 31, 2018 attainment date and to reclassify the nonattainment area as Serious, effective July 24, 2020 (EPA, 2020).

Nonattainment Boundaries

As shown in Figure 2, portions of the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area are located within the metropolitan planning area boundaries of both the Sun Corridor Metropolitan Planning Organization and MAG.

Attainment Status

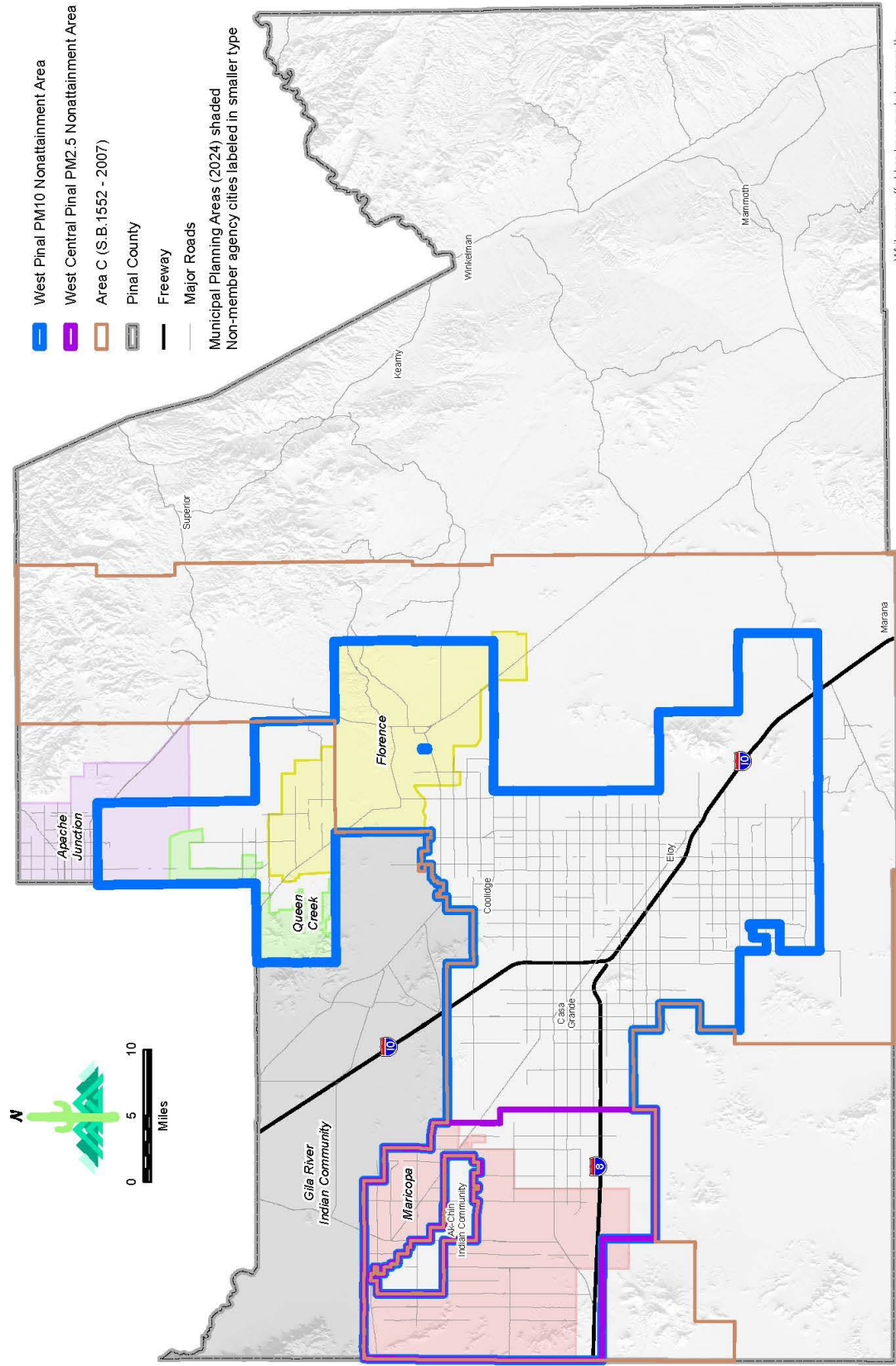
At the time of designation, EPA indicated that the State of Arizona is required to submit a SIP for the West Central Pinal PM-2.5 Nonattainment Area within three years following the March 7, 2011 effective date. On September 4, 2013, EPA published in the *Federal Register* a determination that the West Central Pinal PM-2.5 Nonattainment Area has attained the 2006 24-hour PM-2.5 standard based on clean data at the monitor during the 2010-2012 monitoring period and issued a clean data finding, effective October 4, 2013. On October 3, 2019, EPA published a final rule with a determination that the West Central Pinal PM-2.5 Nonattainment Area attained the 2006 24-hour PM-2.5 standard by the December 31, 2017 attainment date based on 2015-2017 data, effective November 4, 2019.

In the May 31, 2012 final rulemaking, EPA indicated that the State of Arizona is required to submit a revision to the SIP for the West Pinal PM-10 Nonattainment Area within 18 months following the July 2, 2012 effective date. On December 21, 2015, the Arizona Department of Environmental Quality submitted the 2015 West Pinal Moderate PM-10 Nonattainment Area SIP to EPA. Also, on May 1, 2017, EPA approved SIP revisions that concern particulate matter emissions from construction sites, agricultural activity, and other fugitive dust sources.

On January 8, 2021, EPA published a proposed rule in the *Federal Register* to approve in part and disapprove in part the 2015 West Pinal Moderate PM-10 Nonattainment Area Plan prepared by the Arizona Department of Environmental Quality. In the notice, EPA proposed to approve the base year 2008 emissions inventory for direct PM-10 and to disapprove the remaining elements of the plan. On May 17, 2021, the Arizona Department of Environmental Quality withdrew the Moderate area attainment plan submission.

On July 23, 2021, EPA published a final rule making a finding that Arizona has not submitted a required revision to the Arizona State Implementation Plan for the West Pinal County nonattainment area addressing the Clean Air Act requirements for a Moderate area attainment plan, related rules, and other analyses needed to attain the 1987 24-hour particulate matter (PM-10) air quality standard by December 31, 2018 (EPA, 2021). The EPA Finding of Failure to Submit final rule was effective August 23, 2021. The finding established a deadline of 24 months after the effective date for EPA to promulgate a Federal Implementation Plan to address the Moderate area requirements, unless prior to the deadline, Arizona submits and EPA approves the State's Moderate area PM-10 attainment plan as meeting all of the requirements of the Clean Air Act. The Clean Air Act also provides for the imposition of the emissions offset sanctions 18 months from the

Figure 2: Air Quality Nonattainment Areas for the Pinal County Area, Arizona



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.
 Source: U.S. Environmental Protection Agency
 Date: July 2024

effective date of this finding and highway sanctions 24 months from the effective date of this finding, if Arizona does not submit the required complete Moderate area PM-10 attainment plan before these deadlines. In the notice, EPA also indicated that the Clean Air Act does not require sanctions or a Federal Implementation Plan if the State and EPA take timely action to remedy this finding.

On June 1, 2022, the 2022 Serious Area Particulate Plan for PM-10 for the West Pinal County Nonattainment Area was submitted to EPA. On November 30, 2022, EPA issued a letter to ADEQ finding that the 2022 Serious Area Particulate Plan for PM-10 for the West Pinal County Nonattainment Area meets the minimum criteria for completeness terminating the sanction clocks started by EPA's July 23, 2021 finding of failure to submit.

Also, on July 21, 2023, EPA published a final rule to determine that the West Pinal PM-10 Nonattainment Area did not attain the PM-10 national ambient air quality standards by the December 31, 2022 attainment date, effective August 21, 2023. A state implementation plan (SIP) revision was required to be submitted to EPA no later than December 31, 2023 that among other elements, provides for expeditious attainment of the PM-10 standard and for a five percent annual reduction in PM-10 emissions in the nonattainment area. In December 2023, the Arizona Department of Environmental Quality officially submitted the 2023 Five Percent Particulate Plan for PM-10 for the West Pinal County Nonattainment Area. On June 14, 2024, a completeness finding was received from EPA on the 2023 Five Percent Particulate Plan for PM-10 for the West Pinal County Nonattainment Area that determined that it includes all SIP elements required as a result of the July 21, 2023 finding of failure to attain and all outstanding Serious area elements.

CONFORMITY TEST REQUIREMENTS

Pinal County Nonattainment Areas

PM-10

On May 31, 2012, EPA designated the West Pinal PM-10 Nonattainment Area in Pinal County, effective July 2, 2012 (EPA, 2012c). EPA classified the nonattainment area as Moderate. The West Pinal PM-10 Nonattainment Area covers approximately 1,326 square miles in the western half of Pinal County. On June 24, 2020, EPA published the final rule to determine that the West Pinal PM-10 Nonattainment Area did not attain the PM-10 standard by the December 31, 2018 attainment date and to reclassify the nonattainment area as Serious, effective July 24, 2020 (EPA, 2020).

On December 21, 2015, the Arizona Department of Environmental Quality submitted the 2015 West Pinal Moderate PM-10 Nonattainment Area SIP to EPA. On May 17, 2021, the Arizona Department of Environmental Quality withdrew the 2015 West Pinal Moderate PM-10 Nonattainment Area Plan prepared by the Arizona Department of Environmental Quality.

On June 1, 2022, the 2022 Serious Area Particulate Plan for PM-10 for the West Pinal County Nonattainment Area was submitted to EPA. On November 11, 2022, EPA issued a letter finding that the 2022 Serious Area Particulate Plan for PM-10 for the West Pinal County Nonattainment Area meets the minimum criteria for completeness terminating the sanction clocks started by EPA's July 23, 2021 finding of failure to submit. EPA has not approved or found adequate the motor vehicle emissions budget.

Also, on July 21, 2023, EPA published a final rule to determine that the West Pinal PM-10 Nonattainment Area did not attain the PM-10 national ambient air quality standards by the December 31, 2022 attainment date and required a new state implementation plan (SIP) revision that provides for expeditious attainment of the PM-10 standard and for a five percent annual reduction in PM-10 emissions in the nonattainment area, effective August 21, 2023 (EPA, 2023a). On December 15, 2023, the 2023 Five Percent Plan for PM-10 for the West Pinal County Nonattainment Area was submitted to EPA. At this time, EPA has not approved or found adequate the motor vehicle emissions budgets.

Since there are no PM-10 emission budgets that have been found to be adequate or approved by EPA, an Action/Baseline analysis was performed in accordance with the EPA transportation conformity rule (EPA, 2012b). The baseline network includes regionally significant highways open to traffic and transit service in operation by December 31, 2023. In accordance with Section 93.119(h) of EPA conformity regulations, the baseline network also includes all regionally significant projects, regardless of funding source, which are currently under construction or undergoing right-of-way acquisition, are MAG and Sun Corridor MPO TIP projects that were coded in the baseline traffic assignment for the previous conformity analysis conducted in June 2024, including any projects from the previous traffic assignment that have been deferred past the starting of the conformity analysis, or have completed the NEPA process. Each action network includes regionally significant highway and transit projects from the MAG and Sun Corridor MPO TIPs and RTPs in the West Pinal PM-10 Nonattainment Area, that are scheduled to be open to the public by 2025, 2030, 2040, and 2050, respectively.

Also, for information, MAG conducted a budget test using the 2026 budget established in the submitted 2023 Five Percent Particulate Plan for PM-10 for the West Pinal County Nonattainment Area. The 2023 Five Percent Particulate Plan for PM-10 establishes a 2026 budget of 42.5 metric tons per day for the attainment year. The budget includes PM-10 emissions from vehicle exhaust, tire wear and break wear, road construction, reentrained dust from vehicle travel on paved roads, and fugitive dust from vehicle travel on public and private (non-agricultural) unpaved roads.

PM-2.5

On February 3, 2011, EPA designated the West Central Pinal PM-2.5 Nonattainment Area in Pinal County, effective March 7, 2011 (EPA, 2011). On September 4, 2013, EPA published in the *Federal Register* a determination that the West Central Pinal nonattainment area has attained the 2006 24-hour PM-2.5 standard based on clean data at the monitor during the 2010-2012 period (EPA, 2013).

Conformity analyses must also be performed for the PM-2.5 nonattainment area, even if EPA issues a clean data finding. On October 3, 2019, EPA published a final rule with a determination that the West Central Pinal PM-2.5 Nonattainment Area attained the 2006 24-hour PM-2.5 standard by the December 31, 2017 attainment date based on 2015-2017 data, effective November 4, 2019 (EPA, 2019).

For the Sun Corridor MPO Conformity Analysis, an Action/Baseline analysis was performed for the smaller West Central Pinal PM-2.5 Nonattainment Area. Since EPA or the Arizona Department of Environmental Quality have not determined that nitrogen oxide (NOx) emissions are an insignificant contributor to the PM-2.5 attainment problem, per Section 93.119(f)(9) of EPA conformity regulations, NOx, as well as PM-2.5 emissions from onroad mobile sources, were included in the Action/Baseline analysis for the Pinal PM-2.5 nonattainment area.

Since there are no PM-2.5 and NOx emission budgets that have been found to be adequate or approved by EPA, an Action/Baseline analysis was performed in accordance with the latest EPA conformity guidance (EPA, 2012b). The baseline network includes regionally significant highways open to traffic and transit service in operation by December 31, 2023. In accordance with Section 93.119(h) of EPA conformity regulations, the baseline network also includes all regionally significant projects, regardless of funding source, which are currently under construction or undergoing right-of-way acquisition, are MAG and Sun Corridor MPO TIP projects that were coded in the baseline traffic assignment for the previous conformity analysis conducted in June 2024, including any projects from the previous traffic assignment that have been deferred past the starting of the conformity analysis, or have completed the NEPA process. Each action network includes regionally significant highway and transit projects from the MAG and Sun Corridor MPO TIPs and RTPs in the West Central Pinal PM-2.5 Nonattainment Area, that are scheduled to be open to the public by 2025, 2030, 2040, and 2050, respectively.

ANALYSIS YEARS

Pinal County Nonattainment Areas

In selecting Action/Baseline analysis years for the Pinal County nonattainment areas, which do not have approved or adequate mobile source emissions budgets, the conformity rule (Section 93.119(g)) indicates that the years must be no more than ten years apart, the first year must be no more than five years beyond the year in which the conformity determination is being made, and the last year must be aligned with the transportation plans (i.e., the MOMENTUM 2050 MAG Regional Transportation Plan and the Sun Corridor MPO Regional Transportation Plan 2050 Update, both of which contain projects in the Pinal nonattainment areas).

These three criteria are met by the years 2025, 2030, 2040, and 2050. For the Sun Corridor MPO Conformity Analysis, onroad mobile source emissions were estimated for the Action/Baseline scenarios for 2025, 2030, 2040, and 2050. PM-10 emissions were estimated for the West Pinal PM-10 Nonattainment Area, while PM-2.5 and nitrogen oxide (NOx) emissions were estimated for the West Central Pinal PM-2.5 Nonattainment Area.

Also, for information, MAG conducted a conformity budget test using the budget established in the submitted 2023 Five Percent Particulate Plan for PM-10 for the West Pinal County Nonattainment Area. The analysis years include 2026, 2030, 2040, and 2050. The year 2026 was modeled since it is the attainment year in the 2023 Five Percent Particulate Plan for PM-10. The years 2030 and 2040 were modeled since these are intermediate years that meet the federal conformity requirement that analysis years be no more than ten years apart. The year 2050 was modeled since it is the last year of MOMENTUM 2050 MAG Regional Transportation Plan and the Sun Corridor MPO Regional Transportation Plan 2050 Update.

2 LATEST PLANNING ASSUMPTIONS

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.” On January 18, 2001, the U. S. DOT issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in conformity determinations (U.S. DOT, 2001). In December 2008, EPA published revisions to the 2001 guidance entitled, “Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations” (EPA, 2008b).

Key elements of this guidance are identified below:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment, and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel, and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.

The latest planning assumptions for conformity analyses for the MAG transportation modeling domain covering Maricopa and Pinal counties, are summarized in Table 2. The methodology and scheduled updates for the planning assumptions are discussed below.

The conformity regulations (EPA, 2012b) indicate that “the conformity determination...must be based upon the most recent planning assumptions in force at the time the conformity analysis begins...as determined through the interagency consultation process.” It has been determined through the consultation process that the “time that the conformity analysis begins” will be the day that the first traffic assignment is submitted for travel demand modeling for the Sun Corridor MPO Conformity Analysis. For this conformity analysis, “time that the conformity analysis begins” was June 12, 2024.

TABLE 2. LATEST PLANNING ASSUMPTIONS FOR SUN CORRIDOR MPO CONFORMITY DETERMINATIONS FOR THE MAG TRANSPORTATION MODELING DOMAIN COVERING MARICOPA AND PINAL COUNTIES

Assumption	Source	MAG Models	Next Scheduled Update
Population and Employment	Under Arizona Governor’s Executive Order 2011-04, official County projections are updated every 3 to 4 years. These official projections are used by all agencies for planning purposes. The Arizona State Demographer prepared a new set of Maricopa County projections based on the U.S. Census Bureau’s 2017-2021 American Community Survey. Employment projections were prepared by Dr. George Hammond at the University of Arizona’s Economic and Business Research Center in December 2022. MAG developed a set of subcounty population and employment projections for Maricopa County that are consistent with the State Demographer’s population projections. The MAG Regional Council approved the subcounty socioeconomic projections in June 2023. In addition, Central Arizona Governments (CAG) approved the Pinal County subcounty socioeconomic projections, based on the State’s Pinal County projections, in June 2023. The MAG Traffic Analysis Zone System was updated to reflect the latest socioeconomic changes in July 2023.	AZ-SMART (UrbanSim)	Under the Governor’s Executive Order 2011-04, official county socioeconomic projections will be developed by the Arizona State Demographer. According to the schedule set forth in the Executive Order, the State Demographer will produce county level projections of population by December 2025. Following that release, MAG will produce subcounty population and employment projections by June 2026.
Traffic Counts	The highway models were validated for the 2018 base year based on traffic count data from approximately 1,000 traffic count locations, collected by MAG in 2018-2019 during peak seasons.	MAG Travel Demand Models	Region-wide traffic counts are typically collected by MAG every 2-4 years, depending on available funds and model base year definition. MAG is currently in the process of collecting new traffic count data until the end of calendar year 2024.

TABLE 2 (CONTINUED). LATEST PLANNING ASSUMPTIONS FOR SUN CORRIDOR MPO CONFORMITY DETERMINATIONS FOR THE MAG TRANSPORTATION MODELING DOMAIN COVERING MARICOPA AND PINAL COUNTIES

Assumption	Source	MAG Models	Next Scheduled Update
<p>Vehicle Miles of Travel</p>	<p>MAG’s Activity Based Model is based on the Coordinated Travel Regional Activity Based Modeling Platform (CT-RAMP2) family of Activity Based Models for travel demand forecasting. The calibration work for the major components of the Activity Based Model has been completed. Datasets used in the model calibration process include 2017 Household and Establishment surveys and the 2019 transit on-board survey. In addition, 2013-2017 ACS PUMS and MAG socioeconomic data are also used to generate a synthetic population which is input to the Activity Based Model.</p> <p>Activity Based Model components such as long-term choice for mandatory activity (work and school) location models, day-level models for activity participation, tour formation, and other tour and trip detail models such as time-of-day choice and mode choice were recalibrated based on the 2017 Household Travel Survey and the 2019 transit on-board survey. The truck model was recalibrated based on the 2017 ATRI data, 2015 StreetLight data and 2013 Transearch data.</p> <p>The external travel model was recalibrated in 2014 based on regional growth projections for Arizona and neighboring states.</p> <p>Incremental updates and improvements were introduced to the model to reflect network changes, socioeconomic forecast changes, and changes in the traffic zone system.</p> <p>MAG conducted a comprehensive revalidation of the Activity Based Model using 2018-2019 traffic counts and 2018 speed</p>	<p>MAG Travel Demand Models</p>	<p>MAG is in the process of conducting a new regional household travel survey to capture behavioral shifts triggered in the post-pandemic era that may impact activity and travel behavior in the region. The survey will be conducted until the end of the calendar year 2024. Updates to the MAG forecasting models will be initiated as soon as sufficient survey data is collected.</p>

TABLE 2 (CONTINUED). LATEST PLANNING ASSUMPTIONS FOR SUN CORRIDOR MPO CONFORMITY DETERMINATIONS FOR THE MAG TRANSPORTATION MODELING DOMAIN COVERING MARICOPA AND PINAL COUNTIES

Assumption	Source	MAG Models	Next Scheduled Update
	data. The overall calibration year for the model is 2018 and the latest base year based on a comprehensive validation is 2018.		
Speeds	The highway models were validated using peak season average speed based on 50 million traffic speed records purchased from HERE for calendar year 2018 and also compared to a similar data set purchased in the same year.	MAG Travel Demand Models	Commercial travel speed data are acquired by MAG periodically to validate the transportation models. MAG also utilizes commercial speed data for future estimation and model calibration purposes. MAG has acquired new speed data required for the ongoing model calibration and validation to the new base year. This calibration process will continue once the new regional household travel survey is completed, and the MAG forecasting models are updated based on the survey. MAG has also collaborated with ADOT and capitalized on ADOT commercial speed data contracts.
Vehicle Registrations	For this conformity analysis, the 2023 vehicle registration data provided by ADOT in January 2024 were used as MOVES source population, age distribution, and Alternative Vehicle Fuel and Technology (AVFT) input data by decoding the vehicle identification numbers (VIN) and classifying them into MOVES source types using the scripts developed by ERG.	MOVES3.1	MAG will decode the latest VIN registration data provided by ADOT for MOVES source types and AVFT data for future conformity determinations.
Implementation Measures	Latest implementation status of commitments in prior SIPs.	N/A	Updated for every conformity analysis.

POPULATION AND EMPLOYMENT

In accordance with the Governor's Executive Order 2011-04, official county level population projections based on the 2017-2021 American Community Survey have been developed by the Arizona State Demographer. The State Demographer completed the county level projections in December 2022. MAG prepared subcounty socioeconomic projections for Maricopa County that were adopted by the MAG Regional Council in June 2023. The Central Arizona Governments (CAG) approved subcounty population projections for Pinal County in June 2023.

The travel and speed estimates produced by the MAG transportation models for the analysis years in the Sun Corridor MPO Conformity Analysis are based on the MAG and CAG subcounty population and employment projections that are consistent with the 2017-2021 American Community Survey.

Methodology

The Arizona State Demographer prepared the official Arizona population projections by county, using 2017-2021 American Community Survey data as the base. MAG used those population projections consistent with the 2017-2021 American Community Survey. These projections for Maricopa County were distributed to smaller geographic areas by MAG using the latest available data and a state-of-the-art land use model system called AZ-SMART. The nationally recognized UrbanSim microsimulation model was integrated into AZ-SMART and used to allocate county projections of households and employment to land use parcels based on measures such as accessibility to employment, adjacent land uses, highway access, and proximity to other development.

Population and employment at the land use parcel level in the MAG planning area were aggregated to TAZs using AZ-SMART. The subcounty socioeconomic projections developed with the AZ-SMART model were approved by the MAG Regional Council in June 2023.

Since the MAG transportation modeling area includes Pinal County, in collaboration with the Central Arizona Governments (CAG), MAG has also prepared socioeconomic projections for Pinal County. MAG prepared the projections at the traffic analysis zone (TAZ) level by controlling to the County control totals approved by CAG. AZ-SMART, the MAG socioeconomic modeling system, was utilized to produce the MPA and TAZ projections for Pinal County. The TAZ projections were reviewed by the CAG Management Committee in June 2023.

Next Scheduled Update

Under the Governor's Executive Order 2011-04, official county socioeconomic projections will be developed by the Arizona State Demographer. According to the schedule set forth in the Executive Order, the State Demographer will develop new county level projections

of population by December 2025. MAG will then develop a set of subcounty population and employment projections for Pinal County that are consistent with the State's population projections.

TRAFFIC COUNTS

The highway traffic volumes estimated by the MAG transportation models were validated in 2021 for the 2018 base year, using traffic counts from approximately 1,000 freeway and arterial locations. The traffic counts were collected by MAG during peak seasons of 2018-2019 in Maricopa and Pinal counties. MAG transportation models were recalibrated based on the travel surveys conducted in 2017. New model validations are based on the model runs with updated socioeconomic input files and recalibrated transportation models. Use of the most recent traffic counts to validate the models is consistent with the federal conformity guidance which strongly encourages areas to update the planning assumptions for network-based travel models at least every five years (EPA, 2008b).

Methodology

MAG uses TransCAD software, as well as custom developed programs, to perform travel demand modeling. TransCAD provides a geographic information systems (GIS) interface that facilitates transportation modeling. The MAG transportation models follow activity-based model procedure that includes accessibility calculation, population synthesis, long-term choice for mandatory activities such as work and school location, day-level models for activity participation, tour formation, and time allocation, and tour-level models such as time-of-day choice and mode choice, and traffic/transit assignment. The mode choice model is sensitive to highway and transit travel times, as well as pricing variables. Highway and transit route choice is determined in the assignment step, based on operating costs, travel times, and distances. Capacity-restrained traffic assignments are performed for the AM peak period, midday, the PM peak period, and nighttime. A feedback loop between traffic assignment for the current loop and accessibility calculation for the next loop is utilized to achieve near-equilibrium highway speeds.

Next Scheduled Update

Region-wide traffic counts are typically collected by MAG every 2-4 years. MAG has completed 2018-2019 regional traffic counts data collection. MAG conducts incremental updates, recalibration and validation of the regional model on an on-going basis in order to maintain relevancy of the regional forecast and as new data sets become available. Rapid changes in technology and transportation data field change the ways regional models are developed and maintained. MAG model development plans reflect these changes and capitalize on the most recent offerings in transportation data. MAG is currently in the process of collecting new traffic count data until the end of calendar year 2024.

VEHICLE MILES OF TRAVEL

MAG travel forecasting model is calibrated based on data from the 2017 household travel survey and 2019 regional transit on-board survey.

The transportation models simulate peak and daily traffic volumes on more than 30,000 highway links, as well as the transit trips on bus and light rail routes in the MAG transportation modeling domain covering Maricopa and Pinal counties. Vehicle miles of travel (VMT) by link, output by the highway assignment process, are input to the MAG MOVESLink model used to estimate onroad mobile source emissions for conformity analyses.

Transportation model estimates of vehicle volumes are validated using actual traffic counts. The MAG transportation models were validated against over 1,000 count locations collected in 2018-2019 for the 2018 base year. Table 3 summarizes the validation results by area type for freeways and arterials. Both the R-squared (R^2) and Root Mean Square Error (RMSE) statistics indicate that there is a good fit between transportation model-estimated 2018 weekday traffic volumes and traffic count data.

R^2 : The coefficient of determination, or R^2 , is a measure that provides information about the goodness of fit of a model. In the context of regression, it is a statistical measure of how well the regression line approximates the actual data.

Percent RMSE: The root-mean-square error (RMSE) of a sample is the quadratic mean of the differences between the observed values and predicted ones. Percent RMSE is the ratio of "RMSE" over "mean of observed values" in percent form.

$$RMSE = \sqrt{\frac{\sum_{i=1}^N [(Count_i - Model_i)^2]}{N}}$$

and

$$\%RMSE = \frac{RMSE}{\left(\frac{\sum_{i=1}^N Count_i}{N} \right)} \times 100$$

where N is the number of observed values.

Typically, for a regional model comparable to the size of the MAG Activity-Based Model,

an overall R² over 0.85 and an RMSE under 40% is considered a good fit. The MAG model validation statistics surpass these requirements with an overall R² of 0.961 and an RMSE of 26.5%. A more detailed validation statistics by Area Type is summarized in the table below.

TABLE 3.
AGGREGATED MODEL VALIDATION RESULTS
MODEL-ESTIMATED 2018 WEEKDAY VOLUMES VS. 2018 TRAFFIC COUNTS

	Freeways and Arterials	
Area Type	R²	% RMSE
CBD	0.974	24.6%
Outlying CBD	0.967	23.0%
Mixed Urban	0.943	24.0%
Suburban	0.877	33.6%
Rural	0.895	36.0%
All	0.961	26.5%

Next Scheduled Update

MAG is in the process of conducting a new regional household travel survey to capture behavioral shifts triggered in the post-pandemic era that may impact activity and travel behavior in the region. The survey will be conducted until the end of the calendar year 2024. Updates to the MAG forecasting models will be initiated as soon as sufficient survey data is collected.

HPMS Reconciliation Factor

Section 93.122(b) of the transportation conformity regulations require that regional emissions analyses in serious, severe, and extreme ozone nonattainment areas and serious carbon monoxide nonattainment areas, with urbanized area populations over 200,000, meet certain network-based modeling requirements, including reconciliation of modeled vehicle miles of travel (VMT) with the Highway Performance Monitoring System (HPMS) VMT. As described in Section 93.122(b)(3), for areas with network-based travel models, a factor (or factors) may be developed to reconcile and calibrate the network-based travel model estimates of VMT in the base year of its validation to the HPMS estimates for the same period. In conformity analyses prior to 2005, transportation model estimates of VMT were reconciled with the VMT reported by the HPMS to comply with this requirement.

Also, Section 93.122(d), indicates that in all areas not otherwise subject to paragraph 93.122(b), regional emissions analyses must use those procedures described in paragraph (b) (i.e. reconcile network-based travel model estimates of VMT with the VMT reported by HPMS) if the use of those procedures has been the previous practice of the MPO.

A comparison of the MAG travel demand model VMT for 2018 with the HPMS data reported for 2018 for the eight-hour ozone nonattainment area was completed in August 2024. The year 2018 was used since that is the year that the MAG Activity-Based Model was last validated. The analysis provided in Table 4 indicates that the difference between HPMS vehicle miles of travel and the MAG travel demand model vehicle miles of travel in 2018 is -1.75 percent. Therefore, the VMT for the eight-hour ozone nonattainment area has been increased by the HPMS reconciliation factor of 1.75 percent.

In the HPMS database, VMT is calculated from AADT estimates at the segment level. These AADT estimates can be derived from actual traffic counts or historical counts. In cases where actual counts are not available for a segment, a grown count estimate from historical count is used in HPMS. Approximately 35 percent of the segments in the 2018 HPMS database rely on these grown counts for AADT estimates. For these reasons, HPMS data was not used in the transportation model calibration and validation process.

The MAG travel demand model in 2018 has been validated against actual traffic counts that result in the model's volume estimates being 0.7 percent higher than the ground truth. MAG adheres to the FHWA Model Validation and Reasonableness Checking Manual for the validation process.

On October 4, 2024, MAG staff discussed changes to the HPMS reconciliation factor and the use of monthly average meteorological data that more accurately estimate emissions with EPA and FHWA. EPA and FHWA concurred with both proposed changes for this regional emissions analysis.

TABLE 4.
COMPARISON BETWEEN THE 2018 MAG TRAVEL DEMAND MODEL VEHICLE MILES OF TRAVEL (VMT) AND 2018 HPMS VMT FOR THE MARICOPA EIGHT-HOUR OZONE NONATTAINMENT AREA

	2018 Highway Performance Monitoring System VMT	2018 MAG Travel Demand Model VMT	Difference
Vehicle Miles of Travel for the Eight-Hour Ozone Nonattainment Area	71,974,125	70,713,088	-1.75%

SPEEDS

Speeds obtained from the capacity-restrained traffic assignments are used to recompute link travel times that are then fed-back into the travel demand modeling chain. Accessibility calculation, long-term choice for mandatory activities such as work and school location, day-level models for activity participation, tour formation, and time allocation, and tour-level models such as time-of-day choice and mode choice of the chain are executed until PM peak period trip tables and link volumes are in equilibrium. In addition to vehicle miles of travel, the MAG transportation models calculate system performance measures such as vehicle hours of travel and volume to capacity ratios.

Periodically, MAG conducts speed studies or acquires commercial speed data to compare model-estimated speeds with empirical data. MAG purchased 2018 speed data from HERE that was used to update the speeds estimated by the MAG transportation models in 2021, as discussed in the Methodology section below.

Methodology

MAG used the 2018 HERE nationwide speed data to improve the speed estimates produced by the transportation models. The model-estimated speeds are in reasonable agreement with observed arterial and freeway speeds during the peak and off-peak periods.

Next Scheduled Update

MAG obtains commercial speed data from INRIX annually. The recalibrated model will be validated with new speed and traffic count data as appropriate.

VEHICLE REGISTRATIONS

MAG contracted with Eastern Research Group, Inc. (ERG) to decode vehicle identification numbers (VINs) from the Arizona 2023 vehicle registration data and classify the VIN decoded registration data in Maricopa and Pinal counties into the MOVES source types, fuel types, and model years, as needed for MOVES model runs. For the Sun Corridor MPO Conformity Analysis, the MOVES source type population was derived using the ERG's vehicle classification scripts, the 2023 vehicle registration data provided by Arizona Department of Transportation in January 2024, the transit bus data (see Chapter 4, Table 18), and the MOVES3.1 default source type population data. Since the vehicle registration and VIN decoded data did not provide population for short-haul or long-haul trucks, the MOVES3.1 default source type population data were used to derive short-haul/long-haul truck fractions for single unit trucks (Source Types 52 and 53) and combination trucks (Source Type 61 and 62).

Source type population was projected for each horizon year using the MOVES3.1 default source type population projection rate between the calendar year 2023 and the horizon year for each source type as shown in Table 11.

Finally, source type population for the selected nonattainment area was extracted using a ratio of the population projections between the county and the nonattainment area. The population projections for future years were developed using the socioeconomic projection data approved by the MAG Regional Council in June 2023.

IMPLEMENTATION MEASURES

Pinal County Nonattainment Areas

For the Pinal County nonattainment areas, emission reduction credit was assumed for the committed measures in the SIPs including the measures in Table 5 for performing the conformity analysis. The West Pinal PM-10 Nonattainment Area includes a small portion of Area A, where participation in the Vehicle Inspection/Maintenance Program is required for all vehicles registered in Area A. These control measures reduce tailpipe emissions of PM-10 as well as ozone precursor emissions volatile organic compounds and nitrogen oxides.

TABLE 5.
COMMITTED MEASURES IN THE WEST PINAL
PM-10 NONATTAINMENT AREA USED FOR EMISSION REDUCTION CREDIT

Measure #	Reference	Measure Description	Pollutant(s)
4	Eight-Hour Ozone Maintenance Plan ¹	Tougher Enforcement of Vehicle Registration and Emission Test Compliance	PM-10
6	Eight-Hour Ozone Maintenance Plan	Expansion of Area A Boundaries	PM-10

¹MAG 2009 *Eight-Hour Ozone Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area*, February 2009 (MAG, 2009).

3 TRANSPORTATION MODELING

The transportation modeling performed for the Sun Corridor MPO Conformity Analysis for an amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and Sun Corridor MPO Regional Transportation Plan 2050 Update is based on the latest planning assumptions, as required in the federal conformity rule (40 CFR 93.110) and documented in Chapter 2. A summary of the transportation model characteristics, key socioeconomic data, and other data related to the land use and transportation system forecasts is provided in this chapter.

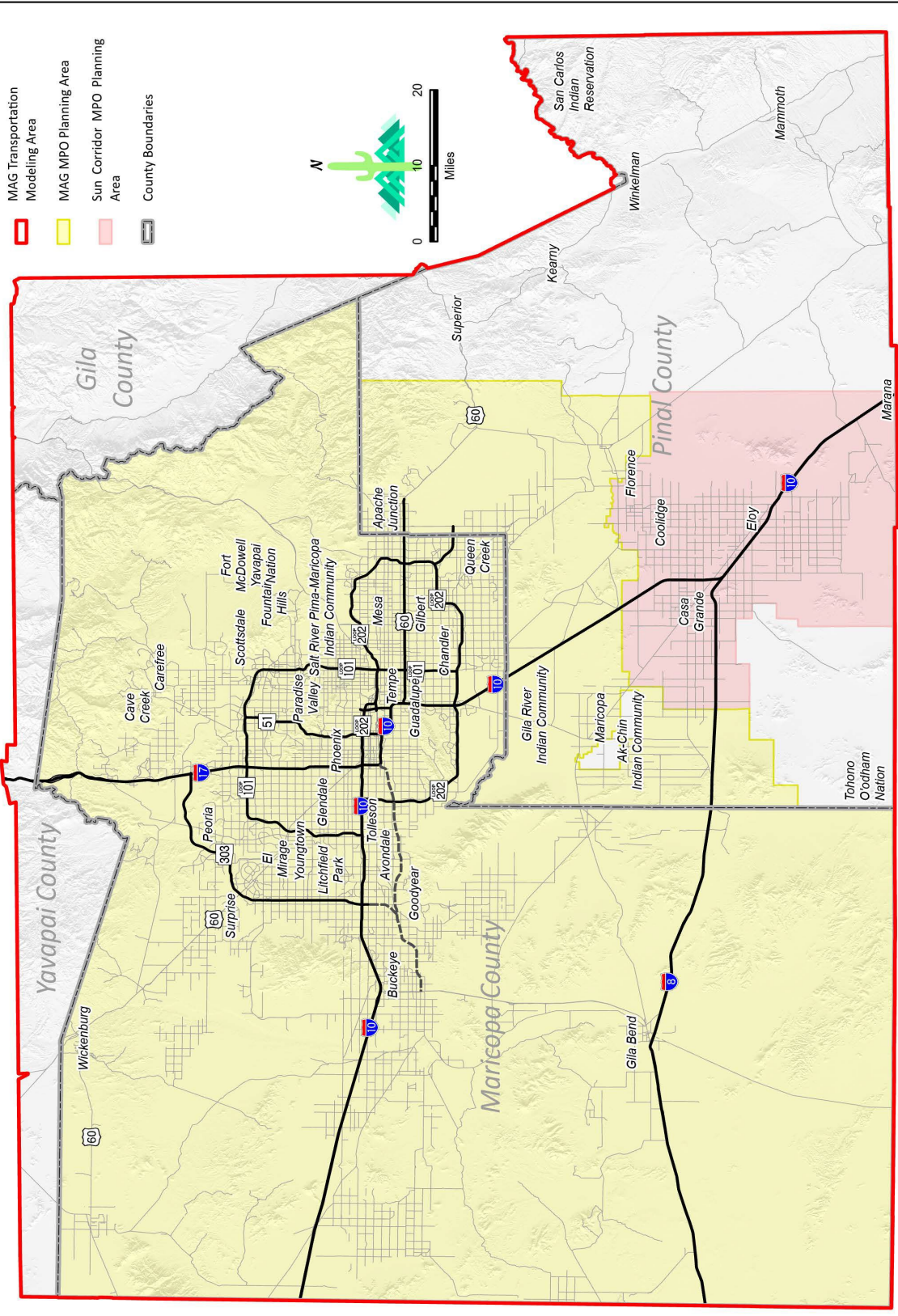
TRANSPORTATION MODELS

MAG regional transportation modeling is performed using TransCAD software for both highway and transit network assignments. The transportation models forecast AM peak period, midday, PM peak period, and nighttime vehicle traffic, as well as daily transit ridership, for the MAG transportation modeling area. The transportation model utilized for the Sun Corridor MPO Conformity Analysis contains approximately 3,600 traffic analysis zones and covers an area of approximately 16,000 square miles in Maricopa and Pinal counties. A map of the transportation modeling domain is provided in Figure 3. The current official model was comprehensively validated for 2018 traffic data. The base year for the most recent validations is 2018 and traffic counts from approximately 1,000 freeway and arterial locations were used. MAG recalibrated the travel demand model using the 2017 Household Travel Survey and the 2019 transit on-board survey. Several other datasets were used in the recalibration process to update various components of the model. MAG conducted speed data validations with the 2018 commercial speed data from HERE. MAG utilized 2013 Transearch data, 2015 Streetlight data, and 2017 ATRI data to recalibrate the truck models.

The MAG transportation models exhibit the following characteristics, which are consistent with the federal transportation conformity rule (Section 93.122(b)):

- The current traffic volumes simulated by the MAG transportation models were validated to traffic counts from approximately 1,000 freeway and arterial locations. This validation demonstrated a good statistical fit between actual and model-estimated daily traffic volumes.
- The population, households, and employment inputs to the travel demand models are based on the official Pinal County socioeconomic projections which were approved by the MAG Regional Council and the Central Arizona Governments in June 2023. These projections were prepared using the AZ-SMART land use model system and UrbanSim.

Figure 3: MAG and Sun Corridor MPO Planning Areas and MAG Transportation Modeling Area



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.
 Source: U.S. Environmental Protection Agency
 Date: February, 2024

- The population and employment projections used in the conformity analysis are consistent with the transportation system alternatives considered. In the MAG land use models, transportation system accessibility influences the allocation of population and employment to smaller geographic areas. The UrbanSim model was integrated into AZ-SMART and used to allocate county projections of households and employment to regional market areas based upon the pre-existing location of these activities, land consumption, and transportation system accessibility. These congested travel times are derived from an appropriate capacity-restrained traffic assignment for each forecast year. UrbanSim uses transportation system accessibility measures, such as proximity to the closest highway, in determining the likelihood that a land use parcel will develop during a given forecast interval. AZ-SMART also aggregates population, households, and employment projections by land use parcel to the TAZ-level for input to the transportation models. Congested travel times output by the transportation models are fed-back into the land use models to ensure that there is consistency between the transportation system assumptions and the land use projections.
- The transportation models perform capacity-restrained traffic assignments. Restrained assignments are produced for the AM peak period, mid-day, PM peak period, and nighttime, with volumes and congestion estimated for each period.
- Speeds obtained from the capacity-restrained traffic assignments are used to recompute link travel times that are then fed back in the travel demand modeling chain. The various submodels within the Activity-Based Model (ABM) are executed until convergence criteria are met. MAG convergence criteria are based on the recommendations produced by the Federal Transit Administration.
- The travel impedances used in the traffic assignment as well as the accessibilities that serve as inputs to multiple submodels in the ABM such as car ownership, daily activity pattern (DAP), and tour frequency models include a composite function of highway travel times and costs. The mode choice logit model is sensitive to highway and transit travel times, as well as pricing variables.
- As a result of the feedback loop in the MAG travel demand modeling process, the final peak and off-peak speeds are sensitive to the capacity-restrained volumes on each highway segment represented in the network. MAG routinely validates model outputs with commercial speed data by time period. MAG has purchased and utilized 2018 HERE data for the validation of the base year 2018.

SOCIOECONOMIC PROJECTIONS

Section 93.110 of the federal conformity rule requires that the population and employment projections used in the conformity analysis be the most recent estimates that have been officially approved by the Metropolitan Planning Organization (i.e. MAG, for the Maricopa nonattainment and maintenance areas). The Sun Corridor MPO Conformity Analysis is based on socioeconomic projections that were approved by the MAG Regional Council in June 2023 and Central Arizona Governments (CAG) in June 2023.

In accordance with the Arizona Governor's Executive Order 2011-04, the population projections used for all State agency planning purposes were updated by the Arizona State Demographer consistent with the 2017-2021 American Community Survey. MAG then prepared socioeconomic projections by traffic analysis zone (TAZ), based on the State's county-level population projections. MAG allocated the projections for Maricopa County to traffic analysis zones (TAZs) using the AZ-SMART model system. The official Maricopa County socioeconomic projections based on State Demographer county projections, were approved by the MAG Regional Council in June 2023.

In addition, socioeconomic projections for Pinal County were prepared by MAG utilizing AZ-SMART and were approved in collaboration with Central Arizona Governments (CAG). The projections by Municipal Planning Area (MPA) for Pinal County were approved by the CAG Regional Council in June 2023 and the TAZ projections are based upon the approved MPA projections.

The TAZ population, households and employment projections take into account the transportation improvements contained in the conforming TIP (FY 2022-2025) and RTP (including amendments through December 2022) in effect at the time the projections were approved. For the Sun Corridor MPO Conformity Analysis, the projections of population, households, and employment by TAZ were input to the MAG transportation models to estimate auto and transit trips, VMT, and speeds for each analysis year.

TRAFFIC ESTIMATES

This section describes the development of the highway and transit networks that were used to perform the Sun Corridor MPO Conformity Analysis for an amendment to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and Sun Corridor MPO Regional Transportation Plan 2050 Update. A summary of the population, employment, and travel characteristics for the MAG transportation modeling area for each Action scenario in the conformity analysis is presented in Table 6. The vehicle miles of travel forecasts for each of the pollutant specific modeling areas for the Pinal PM-10 and PM-2.5 nonattainment areas are presented in Chapter 4.

TABLE 6.
TRAFFIC NETWORK COMPARISON FOR ACTION SCENARIOS EVALUATED FOR
THE CONFORMITY ANALYSIS

Year	Total Population^a (thousands)	Total Employment^a (thousands)	Average Weekday VMT^b (millions)	Average PM Peak Period Speed^c	Freeway Lane Miles^d
2025	5,345	2,553	137.9	32.3	4,393
2030	5,788	2,787	153.1	32.1	4,722
2040	6,542	3,173	179.1	31.4	4,908
2050	7,180	3,463	201.7	30.8	5,140

- ^a Population and employment estimates are for the 16,000 square mile transportation modeling area in Maricopa and Pinal Counties. Total population includes resident population in households and group quarters, transient population, and seasonal population. Total employment includes the number of workers in public, retail, office, industrial, work-at-home, construction, non-site based and other land use employees.
- ^b Vehicle miles of travel (VMT) is obtained from the summation of VMTs in the AM peak, Mid-Day, PM peak, and Nighttime from the action traffic assignments for the transportation modeling area.
- ^c Average speed on freeways, HOV lanes, expressways, arterials, ramps and collector-distributor roads in the transportation modeling area during the P.M. peak period.
- ^d Freeways, expressways, ramps, HOV lanes are included in the lane miles reported for freeways in the transportation modeling area.

Transportation Network Assumptions

Not all of the street, freeway, and transit projects included in the TIP qualify for inclusion in the model networks. Projects which call for study, design, right-of-way acquisition, or non-capacity improvements are not included in the networks. When these projects result in actual facility construction projects, the associated capacity changes are coded into the network, as appropriate. Since the networks define capacity in terms of the number of through traffic lanes, only construction projects that increase the lane-miles of through traffic are included. Generally, MAG highway networks include only the one-mile grid

system of streets, plus freeways. This includes all streets classified as arterials, expressways, collector-distributor roads, ramps, as well as some collectors. In addition, fixed guideway system transit facilities are included in the networks.

Traffic on collectors and local streets not explicitly coded on the networks are simulated in the models by use of abstract links called centroid connectors. These represent collectors, local streets and driveways which connect a neighborhood to a regionally significant roadway. Centroid connectors also include travel occurring on public and private unpaved roads and alleys.

Highway Networks

The 2025, 2030, 2040, and 2050 networks used in the Action scenarios for the Pinal County nonattainment areas conformity budget test assume implementation of all qualifying highway projects in the FY 2025-2030 MAG Transportation Improvement Program (TIP) and MOMENTUM 2050 MAG Regional Transportation Plan (RTP), as well as other qualifying highway projects to be implemented in Pinal County from the Sun Corridor MPO FY 2023-2027 TIP and Regional Transportation Plan 2050 Update.

The networks used in the 2025, 2030, 2040, and 2050 Baseline scenarios for the Pinal County nonattainment areas contain regionally significant highway projects open to traffic by May 29, 2024. In addition, the baseline network includes regionally significant projects, regardless of funding source, that meet one of the following criteria: are under construction, undergoing right of way acquisition, was included in the baseline scenario for the previous conformity analysis, or have completed the National Environmental Policy Act (NEPA) process. These criteria comply with Section 93.119(h) of the EPA conformity regulations.

Coding Conventions

Specific coding conventions or criteria are applied to determine whether a project qualifies for travel demand model network coding. This results in coding of all arterial streets and some collectors. The coding conventions are:

- 1) Capacity-related projects on existing links or extensions of existing links on the base highway network are coded in future networks. This includes projects on freeways, the mile-street grid, and half-mile streets already on the base network.
- 2) Capacity-related projects which are not on links or extensions of links in the base network are coded, if the street is considered a logical part of the one-mile street grid system. If the project is on a half-mile street, it is considered for inclusion on a case-by-case basis. The key factors considered in making this assessment include:
 - the density of current and future development and travel in the area of the project;

- whether the change may be accommodated without increasing the number of zones; and
- whether the change is consistent with standard network coding practices.

Transit Networks and Operations

Transit networks are a necessary part of the MAG travel demand models and are required for producing a coherent regional multimodal transportation forecast that includes transit ridership. For all analysis years, the bus and rail networks reflect the latest planning information available at the time the conformity analysis began.

Transit Operations in Pinal County

In Pinal County, the cities of Coolidge and Maricopa operate transit service. The City of Coolidge operates the Cotton Express that provides deviated flex route bus service and curb-to-curb paratransit service in Coolidge. The Cotton Express is a local circulator that provides bus service between neighborhoods and business, schools, and government offices. Fares range from \$1.00 for one-way, \$2.00 for daily, and \$30.00 for monthly fare for age 12 to adult.

The City of Coolidge also operates the Central Arizona Regional Transit (CART) bus system that provides regional transportation services in central Pinal County between Coolidge, Casa Grande, Florence, and Central Arizona College. Fares range from \$2.00 for one-way, \$4.00 for daily, \$60.00 for monthly, and \$90.00 for local and regional monthly fare for ages 13 to 54. Table 7 provides a summary of the transit fares for the Cotton Express and the Central Arizona Regional Transit bus system.

The City of Maricopa operates a local circulator transit service, Maricopa Express Transit, within the city at no charge. The fixed route service operates Monday through Friday from 8 a.m. to 4 p.m. Also, local Dial-a-Ride is available at a fare of \$1.00 per one-way trip.

The MAG travel demand models and the highway and transit networks described above are utilized to estimate daily vehicle travel and transit ridership in the MAG transportation modeling area. The primary input to the air quality modeling process is transportation model estimates of daily vehicle traffic and speeds on each highway link, along with the attendant link lengths and coordinate data, for each nonattainment and maintenance area. A detailed description of the emissions models utilized for the conformity analysis is provided in Chapter 4.

TABLE 7.
SUMMARY OF TRANSIT FARES FOR
COTTON EXPRESS AND CENTRAL ARIZONA REGIONAL TRANSIT SERVICES

Fixed Route Transit Services in Pinal County	Fares
Cotton Express	
One-way	\$1.00
Daily	\$2.00
Monthly	\$30.00
Central Arizona Regional Transit	
One-way	\$2.00
Daily	\$4.00
Monthly	\$60.00
Local & Regional Monthly	\$90.00

Note: Demand and deviated route fares are available for the Cotton Express. For the Central Arizona Regional Transit service, lower fares apply to children 12 and under or students.

4 AIR QUALITY MODELING

For the Sun Corridor MPO Conformity Analysis, air quality modeling was performed for the Action/Baseline interim conformity tests for analysis years 2025, 2030, 2040, and 2050 for particulate matter PM-10 for the West Pinal PM-10 Nonattainment Area and PM-2.5 and nitrogen oxides (NOx) for the West Central Pinal PM-2.5 Nonattainment Area.

Also, for information, MAG performed the conformity budget test comparing the emissions for analysis years 2026, 2030, 2040, and 2050 with the 2026 motor vehicle emissions budget established in the submitted 2023 Five Percent Particulate Plan for PM-10 for the West Pinal County PM-10 Nonattainment Area. The 2023 Five Percent Particulate Plan for PM-10 was submitted to EPA in December 2023.

The models which have been used to estimate PM-10, PM-2.5, and NOx are the EPA Motor Vehicle Emission Simulator 3.1 (MOVES) model to derive motor vehicle emission factors, MOVESLink3 for the calculation of spatially and temporally allocated onroad vehicle emissions using the emission factors from the above models and travel and speed data from the MAG Activity-Based transportation model, and AP-42 to derive paved and unpaved road PM-10 emissions.

On September 12, 2023, EPA published in the *Federal Register* the availability of the latest emissions model MOVES4 for use in state implementation plans and transportation conformity (EPA, 2023b). The announcement started a two-year transportation conformity grace period that ends on September 12, 2025. For this conformity analysis, MAG will continue to use MOVES3.1 in accordance with the EPA two-year grace period. After the two-year grace period, MOVES4 will be required to be used for conformity analyses.

For the Pinal County PM-10 and PM-2.5 nonattainment areas, there are no adequate or approved motor vehicle emissions budgets for conformity. Therefore, the Action/Baseline interim conformity tests were applied. The Action/Baseline test involves the comparison of the Action and Baseline scenario emissions for analysis years 2025, 2030, 2040, and 2050 for the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area. The conformity rule requirements for the selection of the analysis years are summarized in Chapter 1.

The inputs to MOVES3.1, MOVESLink3, and AP-42 models used in estimating onroad vehicle emissions for the Pinal County PM-10 and PM-2.5 nonattainment areas are described below.

MOVES3.1

MOVES3.1 is the onroad emissions model developed by EPA for the purpose of estimating motor vehicle emission factors in unit of gram per vehicle mile of travel. MOVES requires local data such as the Inspection and Maintenance (I/M) program, meteorological data, vehicle populations, source type age distribution, annual average daily vehicle miles of travel (VMT), VMT fractions, road type distribution, average speed distribution, fuel data, and Alternative Vehicle and Fuel Technologies (AVFT). This model was used to estimate particulate (exhaust, tire wear, and brake wear) emission factors for the Pinal County PM-10 and PM-2.5 nonattainment areas and NOx exhaust emission factors for the Pinal PM-2.5 nonattainment area. The output from the MOVES3.1 model included emission factors by hour, roadway facility type, pollutant, vehicle class, and area type.

I/M Programs

MOVES3.1 has a table for Inspection and Maintenance (I/M) programs that reflects the actual proportion of vehicles subject to the specified levels of inspection. The term “I/M vehicles” denotes vehicles which are required to undergo an emission test and/or inspection under the Vehicle Inspection/Maintenance Program administered by the Arizona Department of Environmental Quality (ADEQ). The MOVES table was developed using the I/M program data provided by ADEQ. It is important to note that participation in the I/M program is required for all vehicles registered in Area A, except for certain model years and vehicle classes.

Inspection and Maintenance program benefits were assumed in the modeling for Area A in the Pinal PM-10 nonattainment area. The I/M runs reflect the provisions of the enhanced inspection program which was implemented in January 1995 and the measure “Phased-in Emission Test Cutpoints”, implemented in January 2000. The cutpoint values used are the MOVES3.1 default Phase 2 cutpoints. For the four horizon years modeled in this analysis, it was assumed that the onboard diagnostic (OBD) test would be used for the model year 1996 and newer vehicles with an exemption for all vehicles of the current plus four model years.

The compliance factors for MOVES vehicle Inspection and Maintenance programs were derived from gasoline regulatory class coverage adjustments, compliance rate, waiver rate, and failure rate. The gasoline regulatory class coverage adjustments were obtained from the MOVES Technical Guidance. Compliance rate, waiver rate, and failure rate were calculated using the ADEQ vehicle inspection data. Table 8 shows the MOVES compliance factors for I/M programs in 2023.

TABLE 8.
THE COMPLIANCE FACTORS FOR MOVES VEHICLE
INSPECTION AND MAINTENANCE PROGRAMS IN AREA A

I/M Test Type	MOVES Test StandardID	Model Years		Test Frequency	MOVES Regulatory Class ID	Compliance Factor
		From	To			
Exhaust Loaded-Idle	13	1967	1980	Annual	21	85.65%
					31	88.45%
					32	87.85%
Exhaust IM147	33	1981	1995	Biennial	21	91.78%
					31	91.93%
					32	86.14%
Exhaust OBD	51	1996	2018	Biennial	21	99.48%
					31	99.30%
					32	97.37%
Exhaust Loaded-Idle	13	1967	2018	Annual	41	98.86%
					42	98.99%
					43	97.83%
					51	96.24%
					52	98.99%
					53	98.94%
					54	97.98%
					61	88.84%
Evaporative Gas Cap	41	1967	1980	Annual	21	85.57%
					31	88.41%
					32	87.82%
Evaporative Gas Cap and Pressure Check	44	1981	1995	Biennial	21	91.77%
					31	91.93%
					32	86.13%
Evaporative OBD and Gas Cap	45	1996	2018	Biennial	21	99.48%
					31	99.13%
					32	95.94%
Evaporative Gas Cap	41	1967	2018	Annual	41	98.85%
					42	98.99%
					43	97.83%
					51	96.20%
					52	98.99%

I/M Test Type	MOVES Test StandardID	Model Years		Test Frequency	MOVES Regulatory Class ID	Compliance Factor
		From	To			
					53	98.94%
					54	97.98%
					61	88.09%
					62	88.09%

MOVES3.1 outputs were weighted to account for vehicles driving in the Pinal County PM-10 nonattainment area that do not participate in the I/M programs. Therefore, each modeled scenario required runs with and without the I/M program benefits. For this analysis, it was assumed that 91.6 percent of eligible onroad vehicles participate in the I/M programs within the Area A portion of the Pinal County PM-10 nonattainment area. This fraction reflects an increase in the participation in the I/M programs due to implementation of the measure, “Tougher Enforcement of Vehicle Registration and Emission Test Compliance”. For all scenarios modeled for this analysis, the inputs for each run included oxygenated gasoline with an assumed market share of 100 percent ethanol. The gasoline volatility and average oxygen content of the ethanol blend gasoline were based on the regulatory limits provided to MAG by the Arizona Department of Agriculture (AZDA) Weights and Measures Services Division.

The MOVES3.1 runs that reflected the I/M programs in Area A assumed vehicle waiver rates of 1.3 percent or 1.0 percent, depending on model year. These fractions reflected the lower waiver rates resulting from the implementation of “One Time Waiver from Vehicle Emissions Test”.

Meteorological Data

MOVES3.1 requires hourly temperature and relative humidity data by specific month of the year. The 2017 meteorological data used in the MAG 2023 Five Percent Plan for PM-10 were used for the conformity analysis for the West Pinal PM-10 and West Central Pinal PM-2.5 nonattainment areas. Specifically, average temperature and relative humidity for each month of 2017 were utilized in Pinal County (see Table 9).

The transportation conformity regulations at 40 CFR 93.122(a)(6) require that ambient temperature used for the regional emissions analysis shall be consistent with those used to establish the motor vehicle emissions budget in the applicable implementation plan. Section 2.9 of EPA’s Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations, December 2008, also states that other meteorological factors such as humidity must be consistent with those used to establish the motor vehicle emissions budget. In June 2024, MAG conducted a series of sensitivity tests and found that the MOVES run with monthly average meteorological data estimates more accurate emissions than the MOVES run with seasonal average meteorological

data. Based on this finding, MAG used monthly average meteorological data for this conformity analysis.

On October 4, 2024, MAG staff discussed changes to the HPMS reconciliation factor and the use of monthly average meteorological data that more accurately estimate emissions with EPA and FHWA. EPA and FHWA concurred with both proposed changes for this regional emissions analysis.

**TABLE 9.
METEOROLOGICAL DATA FOR THE WEST PINAL PM-10 AND
WEST CENTRAL PINAL PM-2.5 NONATTAINMENT AREAS**

Temperature (F)												
Hour ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	48.0	48.0	56.0	64.0	70.0	83.0	86.0	85.0	79.0	65.0	54.0	45.0
2	47.0	47.0	54.0	62.0	69.0	81.0	84.0	83.0	78.0	64.0	52.0	44.0
3	46.0	46.0	53.0	60.0	66.0	79.0	84.0	83.0	76.0	63.0	51.0	43.0
4	46.0	45.0	52.0	59.0	64.0	76.0	83.0	81.0	75.0	62.0	51.0	43.0
5	45.0	44.0	51.0	57.0	63.0	74.0	82.0	80.0	75.0	61.0	50.0	42.0
6	45.0	43.0	50.0	56.0	62.0	74.0	82.0	79.0	74.0	61.0	49.0	41.0
7	44.0	43.0	50.0	60.0	68.0	80.0	84.0	81.0	75.0	61.0	49.0	41.0
8	44.0	45.0	55.0	65.0	73.0	85.0	86.0	84.0	79.0	66.0	51.0	41.0
9	47.0	50.0	60.0	70.0	77.0	89.0	89.0	87.0	82.0	70.0	57.0	46.0
10	52.0	54.0	65.0	75.0	81.0	93.0	92.0	91.0	86.0	75.0	61.0	50.0
11	54.0	58.0	69.0	77.0	84.0	96.0	94.0	93.0	89.0	79.0	65.0	54.0
12	57.0	62.0	72.0	80.0	86.0	99.0	96.0	96.0	91.0	82.0	69.0	57.0
13	59.0	64.0	74.0	82.0	88.0	100.0	98.0	98.0	93.0	84.0	71.0	60.0
14	61.0	66.0	76.0	84.0	90.0	102.0	99.0	99.0	95.0	85.0	72.0	61.0
15	61.0	67.0	77.0	85.0	90.0	102.0	100.0	99.0	95.0	86.0	73.0	62.0
16	61.0	67.0	77.0	86.0	91.0	103.0	101.0	99.0	96.0	86.0	73.0	62.0
17	61.0	67.0	77.0	85.0	90.0	102.0	101.0	99.0	95.0	85.0	72.0	60.0
18	58.0	65.0	75.0	84.0	89.0	101.0	99.0	97.0	93.0	82.0	67.0	56.0
19	55.0	60.0	71.0	81.0	87.0	100.0	96.0	95.0	90.0	77.0	64.0	53.0
20	54.0	57.0	67.0	77.0	83.0	95.0	94.0	92.0	87.0	75.0	62.0	51.0
21	53.0	55.0	64.0	74.0	80.0	93.0	91.0	91.0	85.0	72.0	60.0	50.0
22	51.0	53.0	62.0	72.0	77.0	90.0	90.0	89.0	83.0	71.0	58.0	48.0
23	50.0	51.0	60.0	69.0	74.0	88.0	88.0	88.0	82.0	68.0	56.0	47.0
24	48.0	49.0	58.0	67.0	72.0	84.0	87.0	85.0	80.0	67.0	54.0	46.0

Relative Humidity (%)												
Hour ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	72.0	52.0	40.0	23.0	26.0	19.0	53.0	44.0	46.0	41.0	46.0	61.0
2	74.0	54.0	42.0	25.0	27.0	21.0	55.0	47.0	47.0	43.0	47.0	62.0
3	75.0	55.0	44.0	27.0	30.0	22.0	56.0	47.0	49.0	45.0	49.0	63.0
4	76.0	56.0	47.0	29.0	31.0	24.0	58.0	49.0	51.0	46.0	51.0	64.0
5	76.0	58.0	48.0	30.0	33.0	25.0	60.0	52.0	52.0	47.0	51.0	66.0
6	77.0	59.0	50.0	32.0	34.0	26.0	62.0	54.0	53.0	48.0	53.0	66.0

Relative Humidity (%)												
Hour ID	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
7	77.0	60.0	50.0	30.0	31.0	24.0	59.0	51.0	53.0	48.0	54.0	67.0
8	78.0	59.0	44.0	26.0	28.0	22.0	53.0	47.0	48.0	43.0	51.0	67.0
9	71.0	50.0	38.0	23.0	24.0	19.0	48.0	42.0	43.0	38.0	45.0	61.0
10	61.0	45.0	33.0	20.0	21.0	16.0	43.0	37.0	39.0	34.0	39.0	54.0
11	57.0	38.0	28.0	17.0	19.0	14.0	39.0	33.0	35.0	30.0	34.0	48.0
12	51.0	34.0	25.0	15.0	16.0	12.0	36.0	30.0	32.0	26.0	31.0	43.0
13	47.0	31.0	23.0	14.0	15.0	12.0	33.0	27.0	29.0	24.0	28.0	39.0
14	43.0	29.0	21.0	12.0	14.0	10.0	31.0	25.0	27.0	22.0	26.0	37.0
15	43.0	27.0	20.0	12.0	13.0	10.0	30.0	25.0	26.0	21.0	25.0	36.0
16	44.0	26.0	19.0	11.0	13.0	9.0	29.0	26.0	26.0	21.0	25.0	35.0
17	44.0	26.0	19.0	11.0	12.0	8.0	29.0	26.0	26.0	22.0	26.0	37.0
18	50.0	28.0	20.0	11.0	14.0	8.0	31.0	29.0	28.0	23.0	30.0	43.0
19	56.0	33.0	23.0	12.0	15.0	8.0	36.0	31.0	30.0	27.0	33.0	48.0
20	58.0	38.0	27.0	14.0	16.0	11.0	38.0	35.0	34.0	30.0	35.0	51.0
21	59.0	41.0	29.0	16.0	19.0	13.0	43.0	34.0	36.0	32.0	38.0	53.0
22	63.0	44.0	31.0	17.0	21.0	14.0	46.0	36.0	39.0	34.0	40.0	56.0
23	67.0	47.0	34.0	19.0	23.0	15.0	49.0	37.0	40.0	37.0	43.0	57.0
24	70.0	50.0	37.0	21.0	25.0	17.0	50.0	42.0	43.0	39.0	45.0	59.0

Vehicle Source Type Population

In February 2024, MAG contracted with Eastern Research Group, Inc. (ERG) to decode vehicle identification numbers (VINs) from Arizona registration data and classify vehicles registered in Maricopa and Pinal counties into the vehicle types, fuel types, and model years needed as inputs to MOVES model. For the Sun Corridor MPO Conformity Analysis, the vehicle source type population were derived using the ERG’s vehicle classification scripts, the 2023 vehicle registration data provided in January 2024 by the Arizona Department of Transportation, the transit bus data (see Tables 19), and the MOVES3.1 default source type population data (see Table 10). The ERG’s vehicle classification scripts decode a Vehicle Identification Number (VIN) for each vehicle in the ADOT vehicle registration data, extract vehicles registered in Maricopa and Pinal counties, remove non-road equipment or trailers, remove duplicate entries, classify the VIN decoded data into MOVES source type categories, and generate the MOVES source type population input for Maricopa and Pinal counties by totaling populations grouped by source type. Since vehicle registration and VIN decoded data do not provide short-haul or long-haul truck population, the MOVES3.1 default source type population data are used to derive short-haul/long-haul fractions for single unit trucks (Source Types 52 and 53) and combination trucks (Source Type 61 and 62). The source type population derived using the ERG’s vehicle classification scripts is provided in Table 10.

Source type population was projected for each horizon year using the MOVES3.1 default source type population projection rate between calendar year 2023 and the horizon year for each source type as shown in Table 11.

Finally, source type population for the selected nonattainment area was computed using a ratio of the population projections between the county and the nonattainment area. The population projections for future years were provided by the MAG socioeconomic modeling staff, which were approved by the MAG Regional Council in June 2023. The population projections for Pinal County were approved by the CAG Regional Council in June 2023.

TABLE 10.
SOURCE TYPE POPULATION FOR MARICOPA AND PINAL COUNTIES

Source Type	Maricopa County		Pinal County	
	MOVES3.1 Default for 2023	2023 Population with 2023 Vehicle Registration Data	MOVES3.1 Default for 2023	2023 Population with 2023 Vehicle Registration Data
11	99,177	90,914	10,700	15,105
21	1,366,810	1,349,848	127,684	140,737
31	1,374,870	1,637,630	153,388	195,407
32	173,075	191,531	16,712	5,864
41	3,715	280	447	83
42	1,245	1,038	140	20
43	4,959	514	660	141
51	640	537	83	16
52	89,023	145,211	11,788	8,137
53	3,984	6,366	511	357
54	8,611	14,245	1,206	3,024
61	9,705	9,224	1,566	773
62	14,495	6,124	3,176	514
Total	3,152,332	3,453,462	330,084	370,178

TABLE 11.
PROJECTION RATIOS OF SOURCE TYPE POPULATION
FOR MARICOPA AND PINAL COUNTIES

Source Type	Maricopa County			Pinal County		
	MOVES 3.1 Default Source Type Population		Projection Ratio to 2023	MOVES 3.1 Default Source Type Population		Projection Ratio to 2023
	2023	2050	2050	2023	2050	2050
11	99,177	128,747	1.2982	10,700	13,891	1.2982
21	1,366,810	1,774,340	1.2982	127,684	165,755	1.2982
31	1,374,870	1,321,240	0.9610	153,388	147,405	0.9610

Source Type	Maricopa County			Pinal County		
	MOVES 3.1 Default Source Type Population		Projection Ratio to 2023	MOVES 3.1 Default Source Type Population		Projection Ratio to 2023
	2023	2050	2050	2023	2050	2050
32	173,075	166,324	0.9610	16,712	16,060	0.9610
41	3,715	5,212	1.4029	447	627	1.4029
42	1,245	1,747	1.4029	140	197	1.4029
43	4,959	6,957	1.4029	660	925	1.4029
51	640	1,063	1.6612	83	138	1.6612
52	89,023	147,887	1.6612	11,788	19,582	1.6612
53	3,984	6,618	1.6612	511	849	1.6612
54	8,611	14,305	1.6612	1,206	2,004	1.6612
61	9,705	10,046	1.0351	1,566	1,622	1.0351
62	14,495	15,005	1.0351	3,176	3,287	1.0351

Vehicle Source Type Age Distribution

The source type age distribution was derived using the ERG’s vehicle classification scripts, the ADOT 2023 vehicle registration data, the transit bus data from public transit providers, and the MOVES3.1 default age distributions. The ERG’s vehicle classification scripts generated the source type age distributions from the VIN decoded registration data for most of the source types, except transit bus (source type 42) and long-haul truck (source types 53 and 62). Age distribution for transit bus was developed using the local transit bus data provided by ADOT (see Table 18) for Pinal County.

The age distribution for the long-haul truck was obtained from the MOVES3.1 default age distribution. The age distribution was developed using the 2023 vehicle registration data provided by ADOT in January 2024. The age distribution for the calendar year 2023 was projected for the horizon years using the MOVES Age Distribution Projection Tool.

Vehicle Miles of Travel

Vehicle Miles of Travel (VMT) is used to estimate onroad exhaust, brake wear, and tire wear emissions. The VMT for the West Pinal PM-10 Nonattainment Area and the West Central Pinal PM-2.5 Nonattainment Area were derived from traffic assignment data output from the MAG Activity-Based transportation model.

For the Pinal County nonattainment areas, for PM-10, PM-2.5, and NOx the VMT estimates reflected annual average daily traffic volumes in the action and baseline scenarios for each analysis year in the West Pinal PM-10 Nonattainment Area and the West Central Pinal PM-2.5 Nonattainment Area, respectively. The VMT projections used to estimate emissions for each pollutant analyzed in the conformity analysis is provided in Table 12.

TABLE 12.
TOTAL VMT USED IN THE CONFORMITY ANALYSIS FOR THE PINAL COUNTY
NONATTAINMENT AREAS
(Daily Vehicle Miles of Travel in Thousands for Pollutant-Specific Areas)

YEAR	PM-10 NONATTAINMENT AREA		PM-2.5 NONATTAINMENT AREA	
	Action	Baseline	Action	Baseline
2025	6,431,345	6,374,786	766,126	736,328
2030	7,957,911	7,723,456	960,815	943,542
2040	11,475,916	10,826,575	1,326,838	1,394,857
2050	15,687,466	14,493,599	1,753,423	1,851,130

VMT Fraction

Since VMT varies by month, day of week, and hour, MOVES3 requires month/day/hour VMT fractions and the Annual Average Daily Vehicles Miles Travelled (AADVMT) conversion factor as a local input to derive specific weekday, monthly, seasonal and yearly average VMT from the annual average weekday transportation assignment data from the MAG Activity-Based transportation model for freeways and arterials.

The 2022 ADOT Transportation Data Management System data for Pinal County were collected from the website, <https://adot.public.ms2soft.com/tcds/>. Data from five permanent traffic count stations for freeways in Pinal County were used to develop the AADVMT conversion factor for freeways, and data from four stations for arterials in Pinal County were used to develop the AADVMT conversion factor for arterials. The AADVMT conversion factors derived from the 2022 traffic count data were used in developing the annual average daily VMTs for freeways and arterials from the annual average weekday transportation network data for the West Pinal County PM-10 and West Central Pinal PM-2.5 nonattainment areas. The AADVMT conversion factors used in the West Pinal PM-10 and West Central Pinal PM-2.5 nonattainment areas for the conformity analysis are 1.01 for freeways and 0.93 for arterials.

Road Type Distribution

The local road type distributions were derived from the MAG Activity-Based Model (ABM) transportation network assignment data that provided VMTs for local road types and ABM vehicle classes. MAG ABM network assignment data provide all road type distributions for the MOVES runs for the conformity analysis. The matchup methods used in mapping the ABM vehicle classes to the MOVES source types are provided in Table 13.

TABLE 13.
MATCHUP TABLE FOR ABM VEHICLE CLASSES AND
MOVES SOURCE TYPES

MAG Activity-Based Model Vehicle Class	Source Type
MC (Motorcycle)	11. Motorcycle
LDV (Light Duty Vehicle)	21. Passenger Car 31. Passenger Truck
LGT (Light Commercial Truck)	32. Light Commercial Truck
BUS (Transit Bus)	42. Transit Bus
MED (Medium Duty Vehicle)	51. Refuge Truck 52. Single Unit Short-haul Truck 53. Single Unit Long-haul Truck 54. Motor Home
HVY (Heavy Duty Vehicle)	41. Other Buses 43. School Bus 61. Combination Short-haul Truck 62. Combination Long-haul Truck

The same road type distribution was used for the source types within a given transportation model vehicle class. The road type distributions to the MOVES source types used for Pinal County in 2025 are provided in Table 14 as an example. For Table 14, road type distributions are identified as Off-network (ID=1), Rural Restricted Access (ID=2), Rural Unrestricted Access (ID=3), Urban Restricted Access (ID=4), and Urban Unrestricted Access (ID=5).

TABLE 14.
ROAD TYPE DISTRIBUTION FOR PINAL COUNTY IN 2025

ABM Vehicle Class	sourceTypeID	roadTypeID	roadTypeVMTFraction	
			PM-10 Conformity	PM2.5 Conformity
MC	11	1	0.00000	0.00000
		2	0.18769	0.05146
		3	0.31737	0.33334
		4	0.02041	0.00000
		5	0.47453	0.61520
LDV	21 31	1	0.00000	0.00000
		2	0.22374	0.06400
		3	0.31228	0.28617
		4	0.02636	0.00000
		5	0.43762	0.64983

ABM Vehicle Class	sourceTypeID	roadTypeID	roadTypeVMTFraction	
			PM-10 Conformity	PM2.5 Conformity
LGT	32	1	0.00000	0.00000
		2	0.17761	0.05721
		3	0.40862	0.48492
		4	0.06455	0.00000
		5	0.34922	0.45786
BUS	42	1	0.00000	0.00000
		2	0.00000	0.00000
		3	0.36020	0.00000
		4	0.00000	0.00000
		5	0.63980	1.00000
MED	51 52 53 54	1	0.00000	0.00000
		2	0.52738	0.41823
		3	0.20729	0.28614
		4	0.08712	0.00000
		5	0.17821	0.29563
HVY	41 43	1	0.00000	0.00000
		2	0.65367	0.65621
		3	0.09101	0.14444
		4	0.15170	0.00000
		5	0.10362	0.19935
	61 62	1	0.00000	0.00000
		2	0.82467	0.86346
		3	0.04989	0.08258
		4	0.09855	0.00000
		5	0.02689	0.05396

Average Speed Distribution

In MOVES, vehicle power, speed, and acceleration have a significant effect on vehicle emissions for all pollutants. The speed distribution is required for the MOVES inventory mode runs, while the MOVES emission rate mode runs use the link-specific speed instead of the speed distribution. Since MAG uses the emission rate mode to calculate onroad emissions based on link-specific speeds and VMTs for road types 2 to 5, the speed distribution input was not used in the conformity analysis.

The MAG Activity-Based Model transportation network assignment data provide link-specific data in the four time periods: AM peak (6:00-8:59), Mid-day (9:00-13:59), PM peak (14:00-17:59), Nighttime (0:00-5:59 and 18:00-23:59).

Fuel Data

In consultation with FHWA, the fuel formulation data are developed based on the MOVES3.1 default fuel parameters, the local gasoline Reid Vapor Pressure (RVP) regulatory values from the Arizona Department of Agriculture (AZDA), and the MOVES3.1 Fuel Wizard. The MOVES3.1 default gasoline fuel parameters for Pinal County were derived using the MOVES3.1 County Data Manager and are provided in Table 15. (Note: The MOVES3.1 default RVP parameters listed in Table 15 are for informational purposes only. Pinal County regulatory RVP values are used in place of MOVES3.1 defaults as described further below).

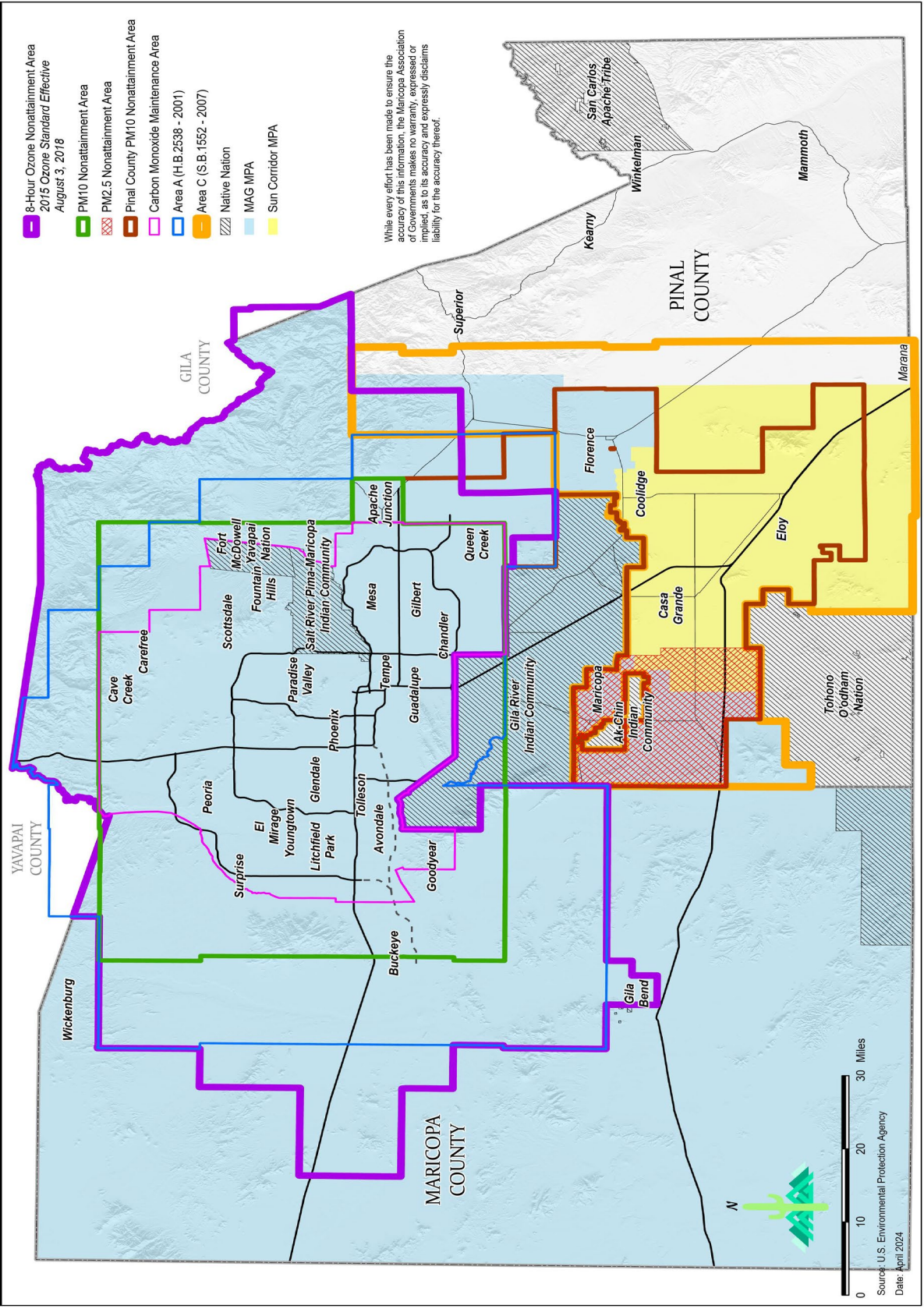
TABLE 15.
PINAL COUNTY MOVES3.1 DEFAULT GASOLINE FUEL PARAMETERS BY MONTH

Fuel Parameter	Month											
	1	2	3	4	5	6	7	8	9	10	11	12
fuelFormulationID	9022	9022	9022	9023	9021	9021	9021	9021	9021	9023	9022	9022
fuelSubtypeID	12	12	12	12	12	12	12	12	12	12	12	12
RVP	10.5	10.5	10.5	10.5	10	10	10	10	10	10.5	10.5	10.5
sulfurLevel	10	10	10	10	10	10	10	10	10	10	10	10
ETOHVolume	10	10	10	10	10	10	10	10	10	10	10	10
MTBEVolume	0	0	0	0	0	0	0	0	0	0	0	0
ETBEVolume	0	0	0	0	0	0	0	0	0	0	0	0
TAMEVolume	0	0	0	0	0	0	0	0	0	0	0	0
aromaticContent	24.45	24.45	24.45	24.95	23.68	23.68	23.68	23.68	23.68	24.95	24.45	24.45
olefinContent	9.39	9.39	9.39	9.59	7.78	7.78	7.78	7.78	7.78	9.59	9.39	9.39
benzeneContent	0.72	0.72	0.72	0.72	0.71	0.71	0.71	0.71	0.71	0.72	0.72	0.72
e200	44.51	44.51	44.51	44.75	42.47	42.47	42.47	42.47	42.47	44.75	44.51	44.51
e300	83.52	83.52	83.52	83.81	83.20	83.20	83.20	83.20	83.20	83.81	83.52	83.52
BioDieselEsterVolume	0	0	0	0	0	0	0	0	0	0	0	0
CetaneIndex	0	0	0	0	0	0	0	0	0	0	0	0
PAHContent	0	0	0	0	0	0	0	0	0	0	0	0
T50	230.03	230.03	230.03	228.68	241.77	241.77	241.77	241.77	241.77	228.68	230.03	230.03
T90	327.50	327.50	327.50	326.26	328.83	328.83	328.83	328.83	328.83	326.26	327.50	327.50

The MOVES3.1 default gasoline fuel parameters for Pinal County are set for three distinct seasons: winter period (January, February, March, November, December), summer period (May, June, July, August, September), and transitional period (April and October).

Within Maricopa and Pinal counties, specific geographic areas designated as Area A and Area C have been created to implement different fuel parameter regulations. Area A includes wintertime and summertime RVP limits, while Area C only includes summertime RVP limits. A map showing Area A and Area C is included in Figure 4 below.

Figure 4: Area A and Area C in Maricopa and Pinal Counties



In Pinal County, a small portion of the West Pinal PM-10 Nonattainment Area is situated within Area A, whereas Area C encompasses the remaining portion, including the entirety of the West Central Pinal PM-2.5 Nonattainment Area and most of the PM-10 nonattainment area. The MOVES3.1 Fuel Wizard adjusts the MOVES3.1 default gasoline fuel parameters for each month using the Arizona monthly regulatory RVP values for both Area A and Area C in Table 16. Given in Table 17, the final two sets of gasoline fuel parameters adjusted by the MOVES3.1 Fuel Wizard with the regulatory RVPs for the 12 months were used for the West Pinal PM-10 and West Central Pinal PM-2.5 conformity tests.

TABLE 16.
ARIZONA REGULATORY RVP FOR AREA A AND AREA C BY MONTH FOR
GASOLINE IN PINAL COUNTY

Month	Averaged Reid Vapor Pressure (pounds per square inch) for AREA A	Averaged Reid Vapor Pressure (pounds per square inch) for AREA C
January	9.0	13.5
February	9.0	13.5
March	9.0	11.5
April	10.0	10.0
May	9.0	10.0
June	7.0	7.0
July	7.0	7.0
August	7.0	7.0
September	7.0	7.0
October	9.0	10.0
November	9.0	11.5
December	9.0	13.5

TABLE 17.
TWO SETS OF PINAL COUNTY GASOLINE PARAMETERS FOR PM-10 AND PM-2.5
CONFORMITY TESTS IN BOTH AREA A AND AREA C BY MONTH

Fuel Parameter	Month (AREA A)											
	1	2	3	4	5	6	7	8	9	10	11	12
fuelFormulationID	9023	9023	9023	9024	9025	9026	9026	9026	9026	9030	9023	9023
fuelSubtypeID	12	12	12	12	12	12	12	12	12	12	12	12
RVP	9	9	9	10	9	7	7	7	7	9	9	9
sulfurLevel	10	10	10	10	10	10	10	10	10	10	10	10

Fuel Parameter	Month (AREA A)											
	1	2	3	4	5	6	7	8	9	10	11	12
ETOHVolume	10	10	10	10	10	10	10	10	10	10	10	10
MTBEVolume	0	0	0	0	0	0	0	0	0	0	0	0
ETBEVolume	0	0	0	0	0	0	0	0	0	0	0	0
TAMEVolume	0	0	0	0	0	0	0	0	0	0	0	0
aromaticContent	24.45	24.45	24.45	24.95	23.68	23.68	23.68	23.68	23.68	24.95	24.45	24.45
olefinContent	9.39	9.39	9.39	9.59	7.78	7.78	7.78	7.78	7.78	9.59	9.39	9.39
benzeneContent	0.72	0.72	0.72	0.72	0.71	0.71	0.71	0.71	0.71	0.72	0.72	0.72
e200	31.76	31.76	31.76	34.71	27.15	22.56	22.56	22.56	22.56	32.42	31.76	31.76
e300	82.72	82.72	82.72	83.46	82.66	81.74	81.74	81.74	81.74	83.00	82.72	82.72
BioDieselEsterVolume	0	0	0	0	0	0	0	0	0	0	0	0
CetaneIndex	0	0	0	0	0	0	0	0	0	0	0	0
PAHContent	0	0	0	0	0	0	0	0	0	0	0	0
T50	237.05	237.05	237.05	231.02	246.45	255.81	255.81	255.81	255.81	235.70	237.05	237.05
T90	330.66	330.66	330.66	327.31	330.94	335.16	335.16	335.16	335.16	329.42	330.66	330.66

Fuel Parameter	Month (AREA C)											
	1	2	3	4	5	6	7	8	9	10	11	12
fuelFormulationID	9022	9022	9023	9024	9025	9026	9026	9026	9026	9024	9023	9022
fuelSubtypeID	12	12	12	12	12	12	12	12	12	12	12	12
RVP	13.5	13.5	11.5	10	10	7	7	7	7	10	11.5	13.5
sulfurLevel	10	10	10	10	10	10	10	10	10	10	10	10
ETOHVolume	10	10	10	10	10	10	10	10	10	10	10	10
MTBEVolume	0	0	0	0	0	0	0	0	0	0	0	0
ETBEVolume	0	0	0	0	0	0	0	0	0	0	0	0
TAMEVolume	0	0	0	0	0	0	0	0	0	0	0	0
aromaticContent	24.45	24.45	24.45	24.95	23.68	23.68	23.68	23.68	23.68	24.95	24.45	24.45
olefinContent	9.39	9.39	9.39	9.59	7.78	7.78	7.78	7.78	7.78	9.59	9.39	9.39
benzeneContent	0.72	0.72	0.72	0.72	0.71	0.71	0.71	0.71	0.71	0.72	0.72	0.72
e200	42.08	42.08	37.49	34.71	29.44	22.56	22.56	22.56	22.56	34.71	37.49	42.08
e300	84.81	84.81	83.88	83.46	83.13	81.74	81.74	81.74	81.74	83.46	83.88	84.81
BioDieselEsterVolume	0	0	0	0	0	0	0	0	0	0	0	0
CetaneIndex	0	0	0	0	0	0	0	0	0	0	0	0
PAHContent	0	0	0	0	0	0	0	0	0	0	0	0
T50	215.98	215.98	225.35	231.02	241.77	255.81	255.81	255.81	255.81	231.02	225.35	215.98
T90	321.18	321.18	325.39	327.31	328.83	335.16	335.16	335.16	335.16	327.31	325.39	321.18

Alternative Vehicle Fuel and Technologies (AVFT) Data

The AVFT table is used to adjust fuel type distributions to reflect local information, such as vehicle registration data. The AVFT table was derived using the ERG’s vehicle classification scripts, the ADOT 2023 vehicle registration data, the transit bus data from public transit providers, and the MOVES3.1 default AVFT to adjust fuel type distributions for the conformity analysis in Maricopa and Pinal counties.

The Pinal County 2023 transit bus data were obtained from the Arizona Department of Transportation (ADOT) in February 2024. For the conformity analysis for the West Pinal PM-10 and West Central Pinal PM-2.5 nonattainment areas, the Pinal County 2023 transit bus data is provided in Table 18.

TABLE 18.
TRANSIT BUS DATA FOR PINAL COUNTY

Model Year	2023 Transit Bus Data	
	Gasoline	Diesel
2007	1	0
2008	0	0
2009	0	3
2010	0	0
2011	0	0
2012	0	0
2013	0	0
2014	2	1
2015	6	0
2016	0	0
2017	0	0
2018	4	1
2019	1	0
2020	3	0
2021	0	2
2022	0	0
2023	0	0
TOTAL	24	

MOVES3.1 AVFT input requires fuel engine fraction (e.g. gasoline or diesel) by source type and model year. Fuel engine fraction for transit bus was calculated based on transit bus population by fuel type for each model year. Table 19 shows the MOVES AVFT 2023 inputs for the conformity analysis for the West Pinal PM-10 and West Central Pinal PM-2.5 nonattainment areas.

TABLE 19.
ADJUSTED MOVES AVFT INPUTS FOR TRANSIT BUS IN PINAL COUNTY

Model Year	2023 Transit Bus Data	
	Gasoline	Diesel
2007	1	0
2008	0	0
2009	0	1
2010	0	0
2011	0	0
2012	0	0
2013	0	0
2014	0.667	0.333
2015	1	0
2016	0	0
2017	0	0
2018	0.8	0.2
2019	1	0
2020	1	0
2021	0	1
2022	0	0
2023	0	0

MOVESLink3

MOVESLink3 processes link data files output by the MAG transportation models. The program calculates emissions for roadway links in the MAG highway networks, which include all of Maricopa and Pinal counties. Traffic volumes for four time periods (AM peak, mid-day, PM peak, and nighttime) for each link are converted into hourly volumes based upon traffic count data collected in Maricopa and Pinal counties. Hourly emission factors are developed by running MOVES3.1 for each facility type, area type, and vehicle class using link speeds by time of day.

The transportation model inputs to MOVESLink3 consist of database formatted files that contain link-specific data and a node coordinate definitions file. MOVESLink3 also requires as input:

- A table containing adjustment factors used to allocate traffic volumes for four time periods to hourly traffic volumes.
- A matrix of emission factors for a range of hours, facility types, area types, vehicle classes, and vehicle ages (generated by the MOVES model).
- The ratio of vehicles participating in the I/M program.
- The year being modeled.

- The regulatory fuel RVP values and MOVES default fuel parameters adjusted by the MOVES Fuel Wizard.
- The annual transit bus data for natural gas, gasoline, and diesel fuels.

For the Sun Corridor MPO Conformity Analysis, the applicable conformity tests for PM-10 in the West Pinal PM-10 Nonattainment Area and PM-2.5 and NOx in the West Central Pinal PM-2.5 Nonattainment Area are the Action/Baseline scenario analyses for 2025, 2030, 2040, and 2050 as discussed in Chapter 1. MOVES3.1 and MOVESLink3 were applied to estimate vehicle emissions for PM-10, PM-2.5, and NOx.

Traffic data (vehicle miles of travel and speeds by link) were generated with the MAG transportation models. GIS was used to derive VMT and vehicle speed by link for the West Pinal PM-10 and West Central Pinal PM-2.5 nonattainment areas. The MOVESLink3 model was used to calculate vehicle exhaust, tire wear and brake wear emissions for each nonattainment area using MOVES3.1 emission factors and the traffic data.

For this conformity analysis, MAG changed meteorological and fuel inputs from seasonal average to monthly average and processed MOVES3.1 for each month of the selected season. The changed inputs result in a more accurate estimate of emissions. As a post processing step, MOVESLink3 model calculated the weighted seasonal average emissions for each day type (weekday and weekend) from the monthly average results by weighting the number of days for each month for the selected season. Finally, MOVESLink3 model calculated the weighted seasonal average day emissions by weighting the number of days for each day type.

On October 4, 2024, MAG staff discussed changes to the HPMS reconciliation factor and the use of monthly average meteorological data that more accurately estimate emissions with EPA and FHWA. EPA and FHWA concurred with both proposed changes for this regional emissions analysis.

AP-42

PM-10 emission factors for reentrained dust from vehicles traveling on unpaved and paved roads in the West Pinal PM-10 nonattainment area are calculated using the latest equations found in Sections 13.2.2 and 13.2.1.3, respectively, of AP-42, EPA Compilation of Air Pollutant Emission Factors. The AP-42 equation for paved roads was revised by EPA in January 2011. The unpaved and paved road emission factors are multiplied by vehicle miles of travel to estimate unpaved and paved road emissions. The following two sections discuss the assumptions used to calculate PM-10 emissions from unpaved and paved roads.

Paved and unpaved road PM-2.5 emissions were not estimated for the West Central Pinal PM-2.5 nonattainment area, because Section 93.119(f)(8) of the EPA conformity regulations indicates that reentrained road dust only needs to be included in the conformity

analysis for PM-2.5 nonattainment areas if EPA or the Arizona Department of Environmental Quality have made a finding and notified MAG and the U.S. Department of Transportation that these sources are a significant contributor to the PM-2.5 problem.

PM-10 Emissions from Public and Private Unpaved Roads

The AP-42 equation that calculates PM-10 emission factors for unpaved road fugitive dust and requires as input the road surface material silt content, road surface moisture content, average vehicle speed, and the annual number of wet days (with at least 0.01 inch of precipitation). For the West Pinal PM-10 Nonattainment Area, the AP-42 inputs for public unpaved roads is provided in Table 20 and the AP-42 inputs for private unpaved roads is provided in Table 21. Average vehicle speeds are available for five classes of public unpaved roads (Classes A-E) and are identical to the average speeds used in the 2017 Base Year PM-10 Emissions Inventory for the West Pinal County Serious PM-10 Nonattainment Area, December 2023. The 2017 Base Year PM-10 Emissions Inventory was used in the development of the 2023 Five Percent Particulate Plan for PM-10 for the West Pinal County Nonattainment Area. For the five classes, Class A represents the lowest average daily traffic (ADT) roads and Class E represents the highest ADT roads.

TABLE 20.
WEST PINAL PM-10 NONATTAINMENT AREA PUBLIC UNPAVED ROADS
(2017 BASE YEAR INVENTORY DATA)

	k	s	S	M	C	P	ADT	Miles
	lb/mi	%	mph	%	lb/mi	wet days		
Class A	1.8	7.1	29	0.3	0.00047	25	15	7.22
Class B	1.8	7.1	44	0.3	0.00047	25	53	324.10
Class C	1.8	7.1	37	0.3	0.00047	25	104	14.63
Class D	1.8	7.1	47	0.3	0.00047	25	160	21.3
Class E	1.8	7.1	40	0.3	0.00047	25	485	7.18

TABLE 21.
WEST PINAL PM-10 NONATTAINMENT AREA PRIVATE UNPAVED ROADS
(2017 BASE YEAR INVENTORY DATA)

	k	s	S	M	C	P	ADT	Miles
	lb/mi	%	mph	%	lb/mi	wet days		
Non-Irrigation Roads	1.8	14.4	25	0.3	0.00047	25	29	1,027.54
Alleys	1.8	14.4	10	0.3	0.00047	25	4	51.88

PCAQCD provided a GIS shapefile in 2021 that contained the lengths and ADT for all public unpaved roads within the nonattainment area. Using the data from this shapefile and the AP-42 equation values, 2017 base year emissions for all public unpaved roads were calculated. To be consistent with the 2023 Five Percent Particulate Plan for PM-10, for the Action/Baseline analysis years, the same values used to calculate 2017 base year

emissions are used, with the exception of grown ADT values. Consistent with assumptions in the 2023 Five Percent Particulate Plan for PM-10, 2025, 2030, 2040 and 2050 ADT on each public unpaved road is grown from 2017 ADT by using the VMT growth rate observed on paved low-ADT arterials from the Action and Baseline scenarios as a surrogate.

In addition to growing ADT of public unpaved roads by the growth rate described above, unpaved public roads that have been paved since 2017 have been removed. In the committed controls for the 2023 Five Percent Particulate Plan for PM-10, beginning in 2023, all unpaved public roads with ADT above 26 are required to be either paved or stabilized. The 2023 Five Percent Particulate Plan for PM-10 assumes that beginning in 2024, implementation of these committed controls will result in combined emission reduction benefits equivalent to the paving of 15 miles per year and the stabilization of 15 miles per year as documented in the Technical Support Document for the 2023 Five Percent Particulate Plan for PM-10. This assumption is carried forward into future years until all unpaved roads with ADT above 26 are paved or stabilized.

For the Action scenario, the control assumptions for public unpaved roads from the 2023 Five Percent Particulate Plan for PM-10 are applied without any modification. For the Baseline scenario, the control assumptions are reduced in the future, as under a Baseline scenario less funds are allocated for the paving and stabilizing of unpaved roads, and less new paved roads are being built, which increases and forces increased traffic onto existing unpaved roads. To account for this, under a Baseline scenario, it is assumed that emissions reductions equivalent to the paving and stabilizing of 10 miles per year are occurring, instead of the 15 miles per year assumed in the 2023 Five Percent Particulate Plan for PM-10.

The ADT is multiplied by the miles to calculate VMT. The VMT is multiplied by the AP-42 emission factor to obtain the PM-10 unpaved road emissions for each of the five road type classifications (Classes A-E).

As described in the 2023 Five Percent Particulate Plan for PM-10 motor vehicle emissions budgets, private unpaved roads include non-irrigation roads and alleys. Consistent with the assumptions in the 2023 Five Percent Particulate Plan for PM-10, it is assumed that there is no growth in VMT from private unpaved roads from the 2017 base year PM-10 emissions for either the Action scenario or the Baseline scenario. To calculate 2025, 2030, 2040, and 2050 PM-10 emissions from private unpaved roads, 2017 base year PM-10 emissions are held constant. The 2023 Five Percent Particulate Plan for PM-10 assumes that the committed control measures for unpaved roads will only be applied to public unpaved roads due to the financial difficulties in using public funds on private roads. If a private unpaved road becomes paved, or becomes a public unpaved road, those emissions are removed from the private unpaved road inventory. After accounting for known paving, private unpaved road emissions in 2025, 2030, 2040 and 2050 are identical for the Action and Baseline scenarios.

For this updated methodology, PM-10 emissions from unpaved agricultural roads (e.g. irrigation canal roads, harvest roads, etc.) are no longer included in the Action/Baseline

scenarios as these roads have not been included in the motor vehicle emissions budget in the 2023 Five Percent Particulate Plan for PM-10.

PM-10 Emissions for Reentrained Dust from Paved Roads

The estimation of PM-10 emissions for reentrained dust from paved roads are based on the AP-42 equation released by EPA in January 2011 and are consistent with the data inputs and control assumptions described in the 2023 Five Percent Particulate Plan for PM-10.

The AP-42 equation that calculates PM-10 emission factors for paved road fugitive dust requires as input the road surface silt loading, the average weight of vehicles traveling on paved roads, and the number of wet days (with at least 0.01 inch of precipitation). These values are shown in Table 22 below for the Action scenarios and Table 23 for the Baseline scenarios.

The silt loadings were derived from the MAG 2012 Five Percent Plan for PM-10 for the Maricopa County Nonattainment Area and were used in the development of the motor vehicle emissions budgets in the 2023 Five Percent Particulate Plan for PM-10. Since the silt loadings are stratified by road type, vehicle weights are estimated separately for freeways and arterials for each analysis year. The average vehicle weights for freeways and arterials were calculated using MOVES3 Source Type (i.e., vehicle class) output, based on January 2020 vehicle registrations for Pinal County and the latest traffic assignment data for each year for the Action and Baseline scenarios. The average vehicle weights for freeways and arterials in units of tons, are shown in Table 22 below for the Action scenarios and in Table 23 for the Baseline scenarios.

**TABLE 22.
PAVED ROAD REENTRAINED PM-10 EMISSIONS IN THE WEST PINAL
PM-10 NONATTAINMENT AREA (ACTION SCENARIO)**

Year	Facility Type	k	sL	W	P*	N	E	VMT
		g/mi	g/m2	tons	wet days	days in yr	g/vmt	mile/day
2025	Freeway	1.00	0.02	8.01	25	365	0.23	2,182,879
	High ADT Arterial	1.00	0.07	2.67	25	365	0.23	1,616,087
	Low ADT Arterial	1.00	0.23	2.67	25	365	0.70	2,632,379
2030	Freeway	1.00	0.02	8.23	25	365	0.24	2,448,053
	High ADT Arterial	1.00	0.07	2.67	25	365	0.23	2,276,555
	Low ADT Arterial	1.00	0.23	2.67	25	365	0.70	3,233,303
2040	Freeway	1.00	0.02	8.56	25	366	0.25	3,283,757
	High ADT Arterial	1.00	0.07	2.70	25	366	0.23	4,160,167
	Low ADT Arterial	1.00	0.23	2.70	25	366	0.71	4,031,992
2050	Freeway	1.00	0.02	9.09	25	365	0.27	4,371,253
	High ADT Arterial	1.00	0.07	2.68	25	365	0.23	6,661,271
	Low ADT Arterial	1.00	0.23	2.68	25	365	0.70	4,654,942

TABLE 23.
PAVED ROAD REENTRAINED PM-10 EMISSIONS IN THE WEST PINAL
PM-10 NONATTAINMENT AREA (BASELINE SCENARIO)

Year	Facility Type	k	sL	W	P*	N	E	VMT
		g/mi	g/m2	Tons	wet days	days in yr	g/vmt	mile/day
2025	Freeway	1.00	0.02	8.01	25	365	0.23	2,212,973
	High ADT Arterial	1.00	0.07	2.62	25	365	0.22	1,726,738
	Low ADT Arterial	1.00	0.23	2.62	25	365	0.69	2,435,075
2030	Freeway	1.00	0.02	8.26	25	365	0.24	2,528,022
	High ADT Arterial	1.00	0.07	2.58	25	365	0.22	2,315,249
	Low ADT Arterial	1.00	0.23	2.58	25	365	0.68	2,880,185
2040	Freeway	1.00	0.02	8.73	25	366	0.25	3,469,613
	High ADT Arterial	1.00	0.07	2.52	25	366	0.22	3,972,683
	Low ADT Arterial	1.00	0.23	2.52	25	366	0.66	3,384,278
2050	Freeway	1.00	0.02	9.10	25	365	0.27	4,761,015
	High ADT Arterial	1.00	0.07	2.49	25	365	0.21	5,714,058
	Low ADT Arterial	1.00	0.23	2.49	25	365	0.65	4,018,526

A control factor based upon the control effectiveness assumptions in the 2023 Five Percent Plan is equally applied to both the resulting Action and Baseline AP-42 emission factors to reflect the adopted controls in the 2023 Five Percent Particulate Plan for PM-10.

In addition to AP-42 emission factors for freeways, high ADT arterials, and low ADT arterials, the 2023 Five Percent Particulate Plan for PM-10 also includes paved road reentrained dust PM-10 emissions from asphalt rock dust palliative (ARDP, often referred to as “chip-sealed” roads) roads. Consistent with the 2023 Five Percent Particulate Plan for PM-10, ARDP roads are assumed to emit reentrained road dust at a rate 10 percent higher than traditionally paved roads, since ARDP roads require more upkeep to maintain. ARDP roads are assumed to have the same silt loading content as low ADT arterials. The same paved road control factors applied to traditionally paved roads are also applied to ARDP roads, consistent with the assumptions in the 2023 Five Percent Particulate Plan for PM-10.

The Action and Baseline AP-42 emission factors for paved roads are multiplied by the VMT for freeways, high traffic arterials, low traffic arterials and ARDP roads to obtain total paved road emissions. The VMTs for freeways and high and low traffic arterials for the Action and Baseline scenarios are derived from the MAG transportation model traffic assignments. All centroid connectors are considered low traffic arterials. VMT on ARDP roads is grown from the 2017 base year inventory data based upon the growth rate of low ADT arterials from 2017 to the analysis years, as the ABM network assignments do not provide VMT estimates for ARDP roads.

Road Construction

Since PM-10 emissions from road construction in the West Pinal PM-10 Nonattainment Area have been included in the motor vehicle emission budgets established in the 2023

Five Percent Particulate Plan for PM-10, the Action scenario includes PM-10 emission estimates for road construction. For the Baseline scenario, road construction emissions are assumed to be zero, as no new construction is assumed to occur in future analysis years.

Road construction emissions for the West Central Pinal PM-2.5 Nonattainment Area were not included in the Action/Baseline scenarios per 40 CFR 93.122(f), as there is no implementation plan that identifies construction-related PM-2.5 emissions as a significant contributor to PM-2.5 nonattainment problem.

5 TIP AND REGIONAL TRANSPORTATION PLAN CONFORMITY

The principal requirements of the federal transportation conformity rule for TIP and Regional Transportation Plan assessments are: (1) the TIP and Regional Transportation Plan (RTP) must pass an emissions budget test with a budget that has been found to be adequate or approved by EPA for transportation conformity purposes, or interim emissions tests; (2) the latest planning assumptions and emission models in force at the time the conformity analysis begins must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. Consultation generally occurs both at the beginning of the process of preparing the conformity analysis, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. The final determination of conformity for the TIP and Regional Transportation Plan is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations, except for the conformity test results. Prior chapters have also addressed the updated documentation required under the federal transportation conformity rule for the latest planning assumptions. A status report on transportation control measures is not necessary since there are no applicable plans for the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area. The Appendix will include the public notice, consultation correspondence, and any comments received and responses made as part of the public comment process.

This chapter presents the results of the conformity tests, satisfying the remaining requirement of the federal transportation conformity rule. Conformity interim emissions Action/Baseline tests were performed for the Pinal County nonattainment areas. The results of the Pinal County conformity analyses are described below.

PINAL COUNTY NONATTAINMENT AREAS

For the Pinal County nonattainment areas, Action/Baseline tests were conducted for particulate matter (PM-10) for the West Pinal PM-10 Nonattainment Area and particulate matter (PM-2.5) and nitrogen oxides (NOx) for the West Central Pinal PM-2.5 Nonattainment Area. Also, for information, MAG conducted a budget test using the 2026 budget established in the submitted 2023 Five Percent Particulate Plan for PM-10 for the West Pinal County Nonattainment Area. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required

under the federal transportation conformity rule and summarized in Chapters 3 and 4. The applicable conformity tests were reviewed in Chapter 1. The results are summarized below. Table 24 and figures 5 through 7 present the conformity results for the PM-10 and PM-2.5 nonattainment areas for each of the analysis years tested.

Conformity Test Results for the West Pinal PM-10 Nonattainment Area

The conformity modeling results for PM-10 are listed in Table 24 and graphed in Figure 5. The PM-10 emissions were calculated for the PM-10 nonattainment area for an annual average day.

The projected PM-10 emissions in 2025, 2030, 2040, and 2050 for the Action scenarios are 41,135, 39,297, 34,971, and 32,983 kilograms per day, respectively. The projected PM-10 emissions in 2025, 2030, 2040, and 2050 for the Baseline scenarios are 41,287, 41,083, 37,822, and 35,172 kilograms per day, respectively.

Since the PM-10 emissions projected for the Action scenarios are not greater than the PM-10 emissions projected for the Baseline scenarios in all conformity analysis years, it is also reasonable to expect the build emissions would not exceed the baseline emissions for the time periods between the analysis years. These results support a finding of conformity.

Also, for information, MAG conducted the budget test using the 2026 budget of 42.5 metric tons per day established in the submitted 2023 Five Percent Particulate Plan for PM-10 for the West Pinal County Nonattainment Area. The conformity modeling results are provided in Table 25. The PM-10 emissions were calculated for the West Pinal PM-10 Nonattainment Area for an annual average day. The projected emissions in 2026, 2030, 2040, and 2050 are 41.1, 39.3, 35.0, and 33.0 metric tons per day, respectively, which are all less than the 2026 motor vehicle emissions budget of 42.5 metric tons per day.

Conformity Test Results for the West Central Pinal PM-2.5 Nonattainment Area

The conformity modeling results for PM-2.5 and NO_x are listed in Table 24 and graphed in figures 6 and 7. The PM-2.5 and NO_x emissions were calculated for the West Central Pinal PM-2.5 Nonattainment Area for an annual average day.

The projected PM-2.5 emissions in 2025, 2030, 2040, and 2050 for the Action scenario are 17, 16, 15, and 20 kilograms per day, respectively. The projected PM-2.5 emissions in 2025, 2030, 2040, and 2050 for the Baseline scenario are 17, 17, 18, and 23 kilograms per day, respectively.

The projected NO_x emissions in 2025, 2030, 2040, and 2050 for the Action scenario are 484, 332, 324, and 460 kilograms per day, respectively. The projected NO_x emissions in 2025, 2030, 2040, and 2050 for the Baseline scenario are 487, 387, 495, and 691 kilograms per day, respectively.

Since the PM-2.5 and NOx emissions projected for the Action scenarios are not greater than the PM-2.5 and NOx emissions projected for the Baseline scenarios in all conformity analysis years, it is also reasonable to expect the build emissions would not exceed the baseline emissions for the time periods between the analysis years. These results support a finding of conformity.

TABLE 24.
CONFORMITY INTERIM EMISSION (ACTION/BASELINE) TEST RESULTS
(KILOGRAMS/DAY) PINAL COUNTY NONATTAINMENT AREAS

Pollutant	PM-10	PM-2.5	NOx
2025			
- Action	41,135	17	484
- Baseline	41,287	17	487
2030			
- Action	39,297	16	332
- Baseline	41,083	17	387
2040			
- Action	34,971	15	324
- Baseline	37,822	18	495
2050			
- Action	32,983	20	460
- Baseline	35,172	23	691

TABLE 25.
 CONFORMITY TEST RESULTS USING THE SUBMITTED BUDGET
 FROM THE 2023 FIVE PERCENT PLAN FOR PM-10 FOR THE PINAL PM-10
 NONATTAINMENT AREA FOR INFORMATIONAL PURPOSES
 (METRIC TONS/DAY)

Pollutant	PM-10
Budget Test	42.5
2026	41.1
2030	39.3
2040	35.0
2050	33.0

The submitted 2023 Five Percent Particulate Plan for PM-10 for the Pinal County Nonattainment Area establishes a 2026 PM-10 budget of 42.5 metric tons/day. EPA has advised that MAG should include the budgets from submitted plans so that an adequacy finding on a submitted SIP does not interfere with the conformity process.

Figure 5: PM-10 Results for Conformity Interim Emission (Action/Baseline) Test
 Pinal County PM-10 Nonattainment Area

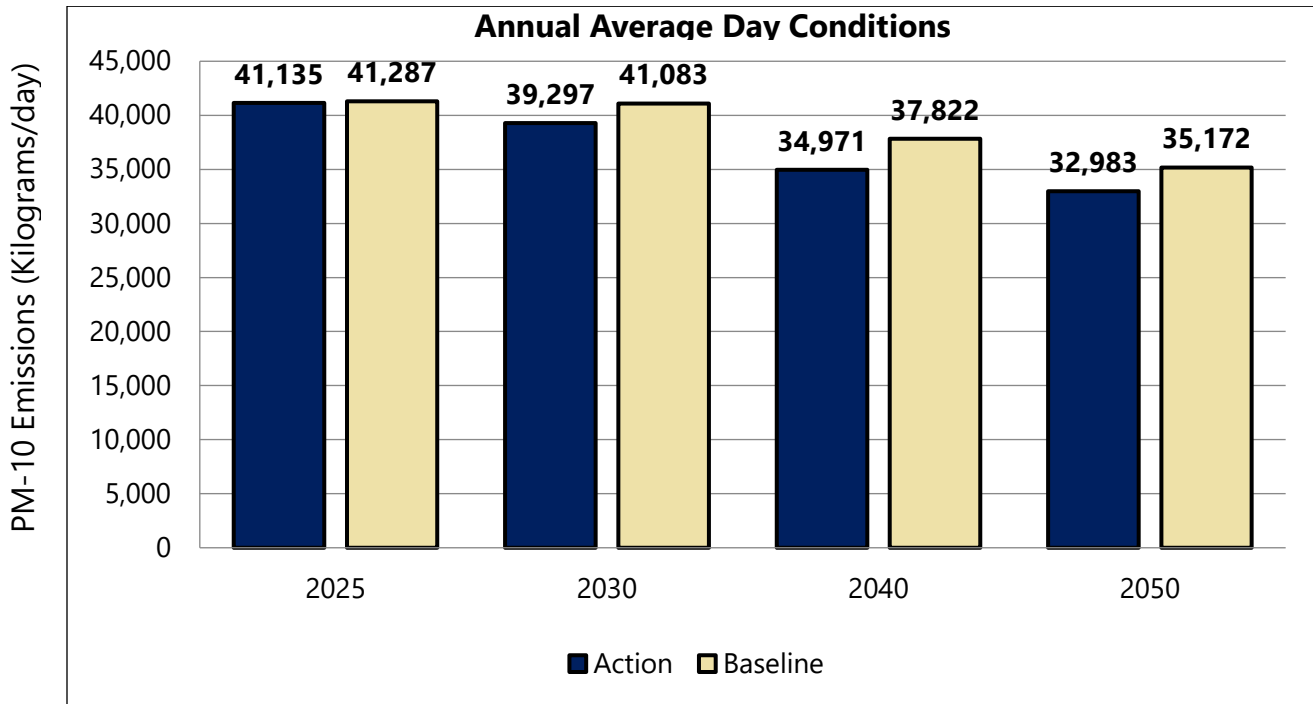


Figure 6: PM-2.5 Results for Conformity Interim Emission (Action/Baseline) Test
 Pinal County PM-2.5 Nonattainment Area

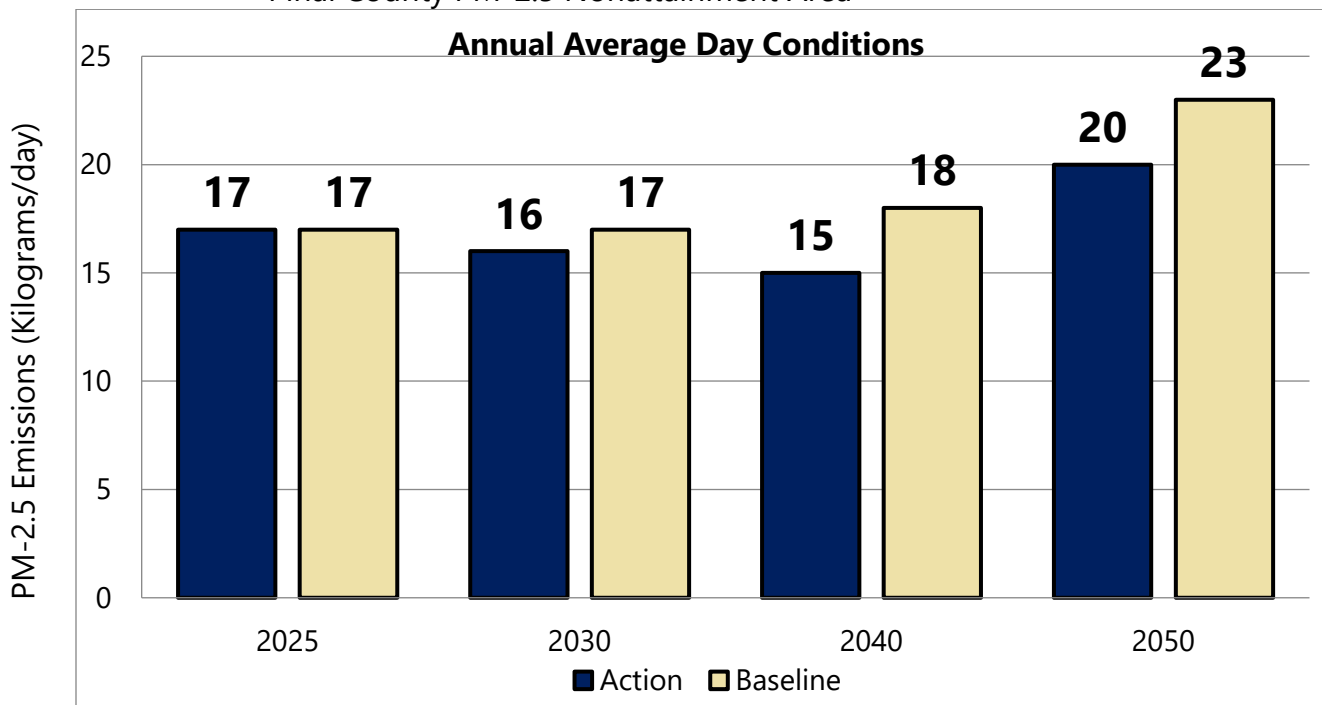
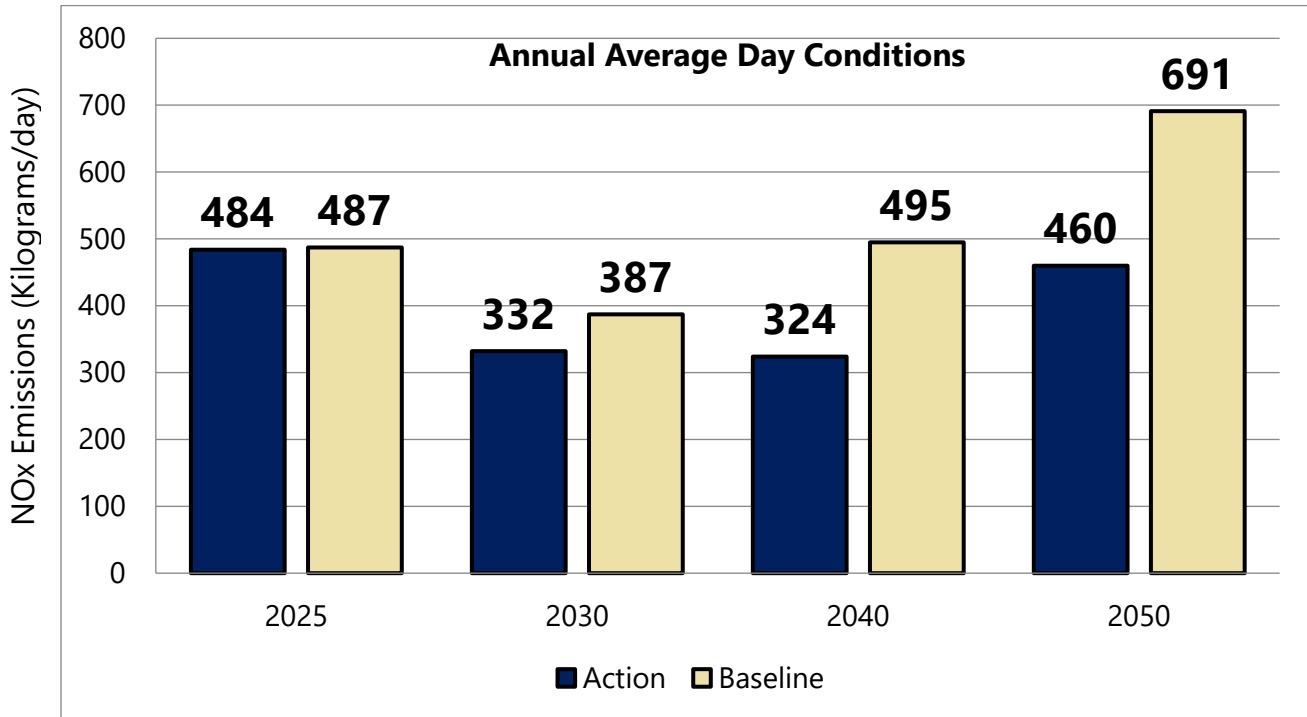


Figure 7: NOx Results for Conformity Interim Emission (Action/Baseline) Test
Pinal County PM-2.5 Nonattainment Area



GLOSSARY

40 CFR Parts 51 and 93	Sections 51 and 93 from Title 40 of the Code of Federal Regulations describing the transportation conformity rule.
ADEQ	Arizona Department of Environmental Quality.
ADOT	Arizona Department of Transportation.
AP-42	AP-42, Fifth Edition, provides PM-10 emission factors. Common name for the EPA Compilation of Air Pollutant Emission Factors.
Applicable Plan	An air quality plan that has been approved by EPA for a specific air pollutant.
A.R.S.	Arizona Revised Statutes. The codified laws of the State of Arizona.
Arterial Roadway	A major urban street serving through traffic and also providing access to adjacent land.
Attainment	The status of having air quality that is below (i.e., cleaner air) the allowable national standard for a particular pollutant.
AZ-SMART	Arizona Socioeconomic Modeling, Analysis, and Reporting Toolbox is the MAG socioeconomic model used to develop population and employment projections.
Action/Baseline	Action or Build refers to the action scenario which assumes the Baseline or No-Build scenario and the implementation of the proposed action (included in the TIP or RTP) for each of the years to be analyzed. The Baseline scenario assumes the future transportation network without implementation of the proposed action (included in the TIP or RTP) for the years to be analyzed.

CAA	The U.S. Clean Air Act, referring to the Air Pollution Control Act of 1955, as subsequently amended in 1963, 1967, 1970, 1974, 1977, and 1990.
Capacity	The maximum number of vehicles that a roadway can carry in a given time period under prevailing roadway, traffic, and control conditions.
Centroid Connector	An abstract representation of the local street system, as used in MAG travel demand models. These links connect the centroids of zones, where trips begin or end, to arterial or collector roadways on the modeled road network.
CO	Carbon monoxide. A colorless, odorless, poisonous gas that results from the incomplete combustion of carbon-based fuels, such as gasoline.
Collector Roadway	A minor urban street providing access to and from local streets and serving adjacent land use.
Concentration	The relative content of a pollutant in the air, expressed as a volume unit to volume unit often expressed as an average for a specified time interval. For example, the national standard for ambient carbon monoxide concentration is an eight-hour average of 9.0 parts per million.
Conformity	An analysis which demonstrates that a transportation plan, program, or project conforms with the State Implementation Plan purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

Congestion	Traffic congestion is a condition in which vehicles experience undue delay. It is quantified in the MAG travel demand models by the ratio of traffic volume to capacity (V/C). A V/C ratio of 1.00 or more is considered severe congestion.
Emission Factor	The rate at which a pollutant is emitted from a given source (example: grams per mile) for given conditions (e.g., vehicle type and model year, vehicle speed, fuel type, and ambient air temperature).
Episode Day	A day selected to represent conditions (meteorology, etc.) under which violations of the air quality standard for a particular pollutant are likely to occur.
EPA	United States Environmental Protection Agency.
Exceedance	A term used to refer to an episode during which ambient concentrations of an air pollutant in a region are higher than the allowable national standard.
FHWA	Federal Highway Administration.
FIP	Federal Implementation Plan.
FMS	Freeway Management System. Infrastructure such as cameras, variable message signs, and ramp metering systems to improve the flow of people and goods on limited access facilities.
FTA	Federal Transit Administration.
Freeway	A divided highway with two or more lanes for the exclusive use of traffic in each direction, and with full control of access and egress.
FY	Fiscal Year. The federal fiscal year extends from October 1 to September 30. For example, FY 2024 began on October 1, 2023.
Hot Spot	Localized area with the potential to cause or contribute to a violation of an air quality standard. For example, a busy intersection where vehicular traffic may cause or contribute to increased emissions of carbon monoxide may attribute to a violation of the standard.

HOV	High Occupancy Vehicle. Multi-occupant vehicles such as a carpool, vanpool, or bus.
HOV Lane	A roadway lane available for use by High Occupancy Vehicles.
HPMS	Highway Performance Monitoring System. Summary information for urbanized areas provides detailed data for a sample of the arterial and collector functional systems to assess highway condition, performance, air quality trends, and future investment requirements.
I/M	Vehicle Inspection/Maintenance Program.
ITS	Intelligent Transportation System. The deployment of advanced electronics and information technologies to improve the performance of freeways and arterial roadways.
Link	A computer record describing a section of roadway in the MAG transportation models.
Local Roadway	A road, usually with low traffic volume, designed solely to serve adjacent development rather than through traffic.
MAG	Maricopa Association of Governments. The Maricopa Association of Governments was designated the metropolitan planning agency for Maricopa County, Arizona, by Governor Jack Williams on December 14, 1973.
Metric Ton	A unit of mass equal to 1000 kilograms, or approximately 2203 pounds.
Mode Choice Model	A computer model which determines mode choice, such as transit, auto driver, and auto passenger, based on variables such as travel times, costs, and income of travelers.
MOVES3	MOVES3 is a currently approved EPA model for estimating onroad vehicle emission factors. This model is used to estimate the emission factors for CO, VOC, NOx, and PM-10 exhaust, tire wear, and brake wear emissions.

MOVESLink	A MAG software program that combines emission factors (such as from MOVES3) with link-level transportation data to produce onroad mobile emission inventories.
MPO	Metropolitan Planning Organization. A body of elected public officials responsible for regional transportation decision-making, as required under federal transportation planning regulations.
NAAQS, or National Standard	Refers to the National Ambient Air Quality Standards (NAAQS) which are the maximum pollutant levels which may not be exceeded in the ambient air to protect the public from adverse health effects.
Network	A computer readable representation of a specific urban street and highway system.
Nonattainment Area	An area designated by the U.S. Environmental Protection Agency as not being in attainment of the national standard for a specified pollutant.
Node	A point identifying one end of a link in the MAG transportation models.
NO _x	Nitrogen Oxides includes nitric oxide (NO) and nitrogen dioxide (NO ₂). These gaseous air pollutants combine with volatile organic compounds (i.e. hydrocarbons) in the presence of sunlight to produce ozone.
O ₃	Ozone is a secondary pollutant formed by the combination of VOCs and NO _x in the presence of sunlight.
OBD	On-Board Diagnostics. A computer based system built into all model year 1996 and newer light-duty cars and trucks. OBD monitors the performance of some of the engines= major components, including individual emission controls.
Phased in I/M Cutpoints	Cutpoints are the maximum emission level, by pollutant, used to determine if a vehicle passes or fails the emissions test administered through the vehicle inspection and maintenance program. The phased-in I/M cutpoints are the cutpoints currently enacted into legislation for vehicles subject to the enhanced emissions test.

PCAQCD	Pinal County Air Quality Control District.
PM-10	Particulate Matter less than or equal to ten microns in diameter.
ppm	Parts per million, a measure of pollution concentration.
psi	Pounds per square inch, a measure of pressure.
Reentrained Dust	Dust deposited on the roadway that is subsequently projected into the air by the passage of motor vehicles.
RTP	Regional Transportation Plan.
SIP	State Implementation Plan. Mandated by the Clean Air Act, SIPs contain details to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards.
Socioeconomic Data	Data consists primarily of TAZ-level household projections of population and employment by type which are input to the MAG travel demand models.
Sun Corridor MPO	Sun Corridor Metropolitan Planning Organization was designated on May 6, 2013 and includes the cities of Casa Grande, Coolidge, Eloy and unincorporated areas of Pinal County.
TAZ	Traffic Analysis Zone. A small geographic area for which socioeconomic data is estimated in the MAG travel demand models.
TCM	Transportation Control Measure. A TCM as defined in CAA Section 108(f)(1)(A) includes any measure in an applicable implementation plan which is intended to reduce emissions from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions (e.g., transit improvements).
TIP	Transportation Improvement Program. An annual or biennial document listing transportation projects to be funded in upcoming years.

TransCAD	Software programs which are used to perform the MAG travel demand modeling.
U.S. DOT	United States Department of Transportation.
V/C Ratio	Volume to Capacity Ratio. A parameter used to measure congestion. For a given roadway link, it is calculated as total traffic volume divided by capacity.
Violation	A term used to define the number of exceedances that result in noncompliance with the national standard.
VMT	Vehicle Miles of Travel. A measure of total vehicle travel within a specified area and time frame.

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MEMO TO: SUN CORRIDOR MPO EXECUTIVE BOARD

FROM: Irene Higgs, Sun Corridor MPO Executive Director

DATE: January 14, 2025

SUBJECT: Discussion and Possible Action to Approve Amendment #12 to the FY2023 - 2027 Sun Corridor MPO Transportation Improvement Program and Regional Transportation Plan 2050 Update, contingent on the new finding of conformity.

The following amendments and administrative modifications to the FY 2023- 2027 Sun Corridor MPO Transportation Improvement Program (TIP) and to the Regional Transportation Plan 2050 Update (RTP) are being proposed, contingent on the new finding of conformity.

The amendment involves various project changes that requires a new conformity determination on the FY 2023-2027 TIP and Regional Transportation Plan 2050 Update. Project changes are indicated in red on the FY 2023–2027 Sun Corridor MPO Transportation Improvement Program.

The Sun Corridor MPO staff recommends the approval of the amendments and administrative modifications to the FY 2023-2027 Sun Corridor MPO Transportation Improvement Program and as appropriate, to the Regional Transportation Plan 2050 Update, contingent on the new finding of conformity.

Board Action Requested: <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Action Requested Below
A motion to approve Amendment #12 to the FY 2023-2027 Sun Corridor MPO TIP and to the RTP 2050 Update, contingent on the new finding of conformity.

MEMO TO: SUN CORRIDOR MPO EXECUTIVE BOARD
FROM: Irene Higgs, Sun Corridor MPO Executive Director
DATE: January 14, 2025
SUBJECT: Discussion and Possible Action to Elect a New SCMPO Regional Transportation Advocacy Council (RTAC) Board Representatives

The mission of the Rural Transportation Advocacy Council is to protect and promote rural and small metropolitan transportation interests, as well as creating a stronger and more effective rural transportation advocacy network in Arizona.

The RTAC consists of an Executive Board with representation from an elected official from each member Council of Government (COG) and Metropolitan Planning Organization (MPO) in Arizona.

The RTAC Board typically meets on the 4th Monday of each month at 1:00 P.M. The approved 2025 schedule is listed below.

November 18, 2024

2025 RTAC BOARD MEETING SCHEDULE

11/25/24	Monday	1:00	Virtual	RTAC Board Officer Elections
12/16/24	Monday	1:00	Virtual	
1/27/25	Monday	10:30	In Person	Meeting & Legislator Lunch
2/24/25	Monday	1:00	Virtual	
3/24/25	Monday	1:00	In Person	RTAC Budget

4/28/25	Monday	1:00	Virtual	
5/19/25	Monday	1:00	In Person	Liaison Performance Review
6/23/25	Monday	1:00	Virtual	
7/28/25	Monday	1:00	In Person	RTAC Agenda Reset
8/25/25	Monday	1:00	Virtual	
9/22/25	Monday	1:00	Virtual	
10/27/25	Monday	1:00	Virtual	Potentially replace with meeting at RTS
11/17/25	Monday	1:00	Virtual	
12/15/25	Monday	1:00	Virtual	

(Typically 4th Monday of each month)

The Sun Corridor MPO staff recommends the election of a new Regional Transportation Advocacy Council (RTAC) Board Representative.

Board Action Requested: <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Action Requested Below
A motion to elect the New SCMPO Regional Transportation Advocacy Council (RTAC) Board Representatives.