ADEQ & ADOT INTERAGENCY CONSULTATION

Meeting Minutes

Tuesday, July 22\textsuperscript{nd}, 2014
TIME: 10:30-11:30 p.m.
1611 West Jackson Street, Phoenix, AZ 85007

ATTENDEES: ADOT – Robert Samour, Carmelo Acevedo, Ralph Ellis, Joonwon Joo
ADEQ – Diane Arnst, Steve Calderon, Lisa M. Tomczak, Bryan Paris
HDR – Ben Spargo

ITEM 1: Welcome and Introductions
Carmelo Acevedo opened the meeting and attendees introduced themselves.

ITEM 2: Review of activities since May 20\textsuperscript{th} meeting
Ben Spargo and Robert Samour discussed inter-agency activities related to the project since the last meeting (May 20\textsuperscript{th}). Since Air Quality Report was submitted to the Environmental Protection Agency (EPA) on June 2, there has been ongoing comment and response between Federal Highway Association (FHWA) and EPA. Comment resolution conference calls were made on June 17\textsuperscript{th} and July 15\textsuperscript{th}, and formal comments are expected during the week of August 4\textsuperscript{th}.

ITEM 3: Interagency Consultation Topics
1) Meteorological Data
Ben Spargo stated that Met-data for MOVES modeling was obtained from MAG that is consistent with regional PM10 conformity analysis, and that Met-data for CAL3QHCR modeling was purchased from Lakes Environmental by ADOT. He noted that the project team discussed about actual and model data issues with EPA. EPA was asked by FHWA to contact Lakes Environmental directly to discuss their concerns.

2) Receptor Locations
Ben Spargo noted that the project team also discussed verification of receptor locations with EPA and explained methods for receptor locations. Robert Samour mentioned that the team had agreed to make the recommended changes requested by the EPA. Hard copies of figures showing the receptor arrays were provided to the group to review.

3) Analysis Locations
Ben Spargo noted that the team concurred with EPA’s I-10 system to system interchange location to be used to demonstrate conformity because of its projected 2035 traffic volume. He also stated that two
additional locations (Broadway Road and 40th Street) were selected, at the team’s discretion to aid in replying to public comments and adhere to the NEPA process.

4) Background Value Calculation
Ben Spargo explained that a single monitor analysis method would be used for background value calculation to conform with EPA’s requirements. Then, he discussed the monitor selection criteria for the three analysis locations. He explained why West Phoenix monitor for I-10 interchange, Durango Complex monitor for Broadway Road interchange and West Chandler monitor for 40th Street interchange locations were selected for the analysis.

Bryan Paris asked why West Phoenix monitor was selected over Greenwood monitor. Ben answered and Carmelo Acevedo emphasized that the Greenwood monitor was not chosen, because it would result in double counting the traffic influence on air quality because of the monitor’s adjacent proximity to the freeway. Bryan Paris also asked why Durango monitor was selected over West 43rd Ave monitor since Durango monitor also has industrial land uses around its location. Ben Spargo answered that the team chose not to use the West 43rd Ave monitor because it is an exclusive source monitor for the sand and gravel operations and the industrial activities in the surrounding area. The Durango monitor was ultimately recommended over the South Phoenix monitor based on it being closer and with similar surroundings.

Discussion Conclusion:
The project team will send the latest draft of Air Quality Analysis Technical Report for South Mountain Freeway and other accompanied documents to ADEQ. After reviewing the documents, ADEQ will notify ADOT of its final consensus decision on the methodologies used for the report by July 25th.

RESOURCES: Agendas and meeting minutes will be available on the MPD Air Quality Consultation Website @ http://www.azdot.gov/business/environmental-services-and-planning/air-quality-planning/conformity