

Community Planning Association of Southwest Idaho

INTERAGENCY CONSULTATION COMMITTEE ON TRANSPORTATION CONFORMITY

September 16, 2004
9:00 a.m. to 11:00 a.m.
Community Planning Association of Southwest Idaho
800 S. Industry Way - Meridian, ID 83642

AGENDA

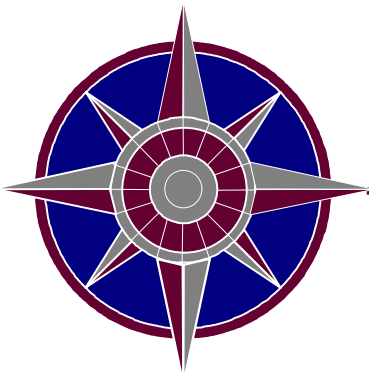
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|---|--------------------------------|----------|
| I. Changes to the Agenda | Chair | 9:00 am |
| ACTION ITEMS | | |
| II. Approve the June 25, 2004 Minutes* | Chair | 9:05 am |
| INFORMATION ITEMS | | |
| III. Submittal of the Northern Ada County FY2005-2009 TIP
Conformity Demonstration to FTA and FHWA for Approval* | Jay Witt | 9:10 am |
| IV. Preliminary Regional Emissions Analysis of Destination 2030
Limited Plan Update and Northern Ada County FY 2005-2009
TIP Amendment* | Jay Witt | 9:25 am |
| V. Discuss the Regionally Significant Transit Project Definition* | Jay Witt | 9:35 am |
| VI. Project Level Conformity Demonstrations for
Park-and-Rides* | Jay Witt/
Catherine Sanchez | 10:05 am |
| VII. Election of a new ICC Vice Chairperson | Chair | 10:35 am |
| VIII. Open Discussion | Chair | 10:45 am |
| IX. Set Next Meeting | Chair | 10:55 am |
| X. Adjourn | Chair | 11:00 am |

* Attachments

This agenda and associated attachments can be accessed on the COMPASS website at compassidaho.org under the topic "Committees."

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Community Planning Association of Southwest Idaho

**Community Planning Association of Southwest Idaho
Interagency Consultation Committee Meeting
June 25, 2004
DEQ Boise Regional Office • 1445 Orchard
Boise, Idaho**

MINUTES

ATTENDEES: Kevin Bittner, ValleyRide
Leonard Herr, DEQ, (for June Ramsdell, **Vice Chair**)
Katey Levihn, ACHD, **Chair**
Catherine Sanchez, ACHD Commuteride
Hal Simmons, Boise City (for Beth Baird)
Greg Vitley, ITD
Jay Witt, COMPASS

OTHERS PRESENT: Jennifer Bowman, FTA (via telephone conference)
Patricia Nilsson, COMPASS
Debbie Winchar, COMPASS

CALL TO ORDER

Jay Witt called the meeting to order at 9:05 a.m.

AGENDA ADDITIONS/CHANGES

None.

APPROVE THE MAY 27, 2004 MINUTES

Leonard Herr moved and Jay Witt seconded to approve the May 27, 2004 minutes as written. There being no further discussion, the motion was unanimously approved.

Approve the “new” travel demand model for use in the 2030 Long Range Plan Limited Update conformity determination

After discussion, Hal Simmons moved and Leonard Herr seconded to approve the “new” travel demand model for use in the 2030 Long Range Plan Limited Update conformity determination. There being no further discussion, the motion was unanimously approved.

Approve the Project List for the 2030 Long Range Plan Limited Update

After discussion, Greg Vitley moved and Hal Simmons seconded to approve the Project List for the 2030 Long Range Plan Limited Update with the following changes:

Exclude:

- **Emerald (Five Mile-Orchard) Project (not regionally significant).**
- **Broadway Bridge Project (changed from widening to rehab only, keeping current number of lanes).**
- **Ten Mile Rd (Overland - US 20/26) due to its classification of a Minor Arterial, the projects do not meet ICC's regionally significant definition.**
- **SH 16 River Crossing, as it is currently classified as a Minor Arterial , does not meet the classification or other criteria of the regionally significant definition.**

Corrected:

- **East Park Center Bridge future number of lanes from 2 to 4.**
- **SH 55 (JCT I-84 WB off ramp to Franklin) is a Principal Arterial and therefore meets ICC's definition of regionally significant.**

There being no further discussion, the motion was unanimously approved.

All the projects in both the "included" and "excluded" lists will be modeled as part of the regional emissions analysis for air quality conformity.

INFORMATION ITEMS

Discuss the Regionally Significant Project Definition

Jay Witt stated that he would like to see the regionally significant definition include transit projects with a size, as well as financial, cut point.

Katey Levihn commented that transit and roadway projects have to be consistent with the long-range plan, but not listed individually unless they are regionally significant. There needs to be consistency between the roadway, transit, and regionally significant definitions.

Jay stated that in section (a)(ii) of the Regionally Significant definition, the phrase "...after completion of the project..." is contrary to what has been done in the past and should be stricken. Additionally, Katey suggested amending the phrase to state "... at the long-range planning horizon..." replacing "twenty (20) year." Katey also suggested taking a few months to look at the entire definition before making modifications.

Jay summarized, based on the Committee's discussion, that COMPASS staff is being directed to look at definitions of regionally significant transit projects from several jurisdictions (i.e., Portland, Sacramento, Spokane, and Salt Lake).

Discuss the draft FY2005-2009 TIP conformity determination

Jay Witt stated the document was being drafted and the public comment period will begin on July 7th, which will be concurrent with the TIP public comment period. Jay reviewed FY05-09 TIP conformity determination charts.

Open Discussion

Jay stated he would send a 2030 Limited Plan Update Preliminary Regional Emissions Analysis to the Committee for review.

Direction was given to Leonard Herr to compile a list of concerns regarding ozone and possible ways the valley can help to reduce this problem.

Set Next Meeting Date

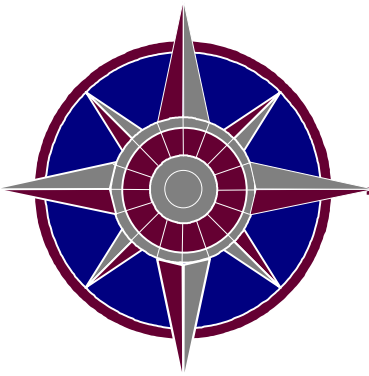
Thursday, August 26, 2004, 9:00 a.m., meeting place to be determined.

ADJOURNMENT

The meeting adjourned at 10:40 a.m.

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Community Planning Association of Southwest Idaho

MEMORANDUM

TO: Interagency Consultation Committee

FROM: Jay Witt P.E., Modeling Principal Planner

DATE: September 2, 2004

RE: Final Conformity Demonstration for the Northern Ada County FY 2005-2009 TIP

Action Requested:

None. Information only.

Background:

On July 7, 2004 a 30-day public comment period was opened for both the Northern Ada County FY 2005-2009 TIP and the Northern Ada County FY 2005-2009 TIP PM₁₀ conformity demonstration. The public comment period was closed on August 5, 2004. Responses to the comments made on the conformity demonstration were placed in Appendix K of the final conformity document. On August 16, 2004 the COMPASS Board adopted both the TIP and it's PM₁₀ conformity demonstration with Board Resolution #9-2004.

Status:

COMPASS staff has submitted the adopted Northern Ada County FY 2005-2009 TIP conformity demonstration to the Federal Highways Administration and Federal Transit Administration for their official review and approval. The carbon monoxide planning analysis of the final Northern Ada County FY 2005-2009 TIP was also sent for their information. Both the PM₁₀ conformity demonstration and the CO planning document are available at <http://www.compassidaho.org/airquality.html>.

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Community Planning Association of Southwest Idaho

MEMORANDUM

TO: Interagency Consultation Committee
FROM: Jay Witt P.E., Modeling Principal Planner
DATE: September 13, 2004
RE: Destination 2030 Plan Limited Update Preliminary Regional Emissions Analysis

Action Requested:

None. Information only.

Background:

At the request of the COMPASS Board, staff is developing an update to Ada County's current long-range transportation plan, Destination 2025. The update will be limited in scope, as COMPASS staff is also preparing a new regional long-range transportation plan named *Communities in Motion*. This limited update to Destination 2025 (the Destination 2030 Limited Plan Update) is nearing completion. The COMPASS Board recently approved the project list for the Destination 2030 Limited Plan Update. A draft document will be available for public comment in October 2004. Adoption of the Destination 2030 Limited Plan Update is scheduled for December of 2004.

Status:

A preliminary regional emissions analysis is complete for the Destination 2030 Limited Plan Update. This analysis was conducted using COMPASS' recently revised travel demand model and EPA's MOBILE 6.2 emissions factor model. The results of the preliminary analysis are summarized in the attached graphics.

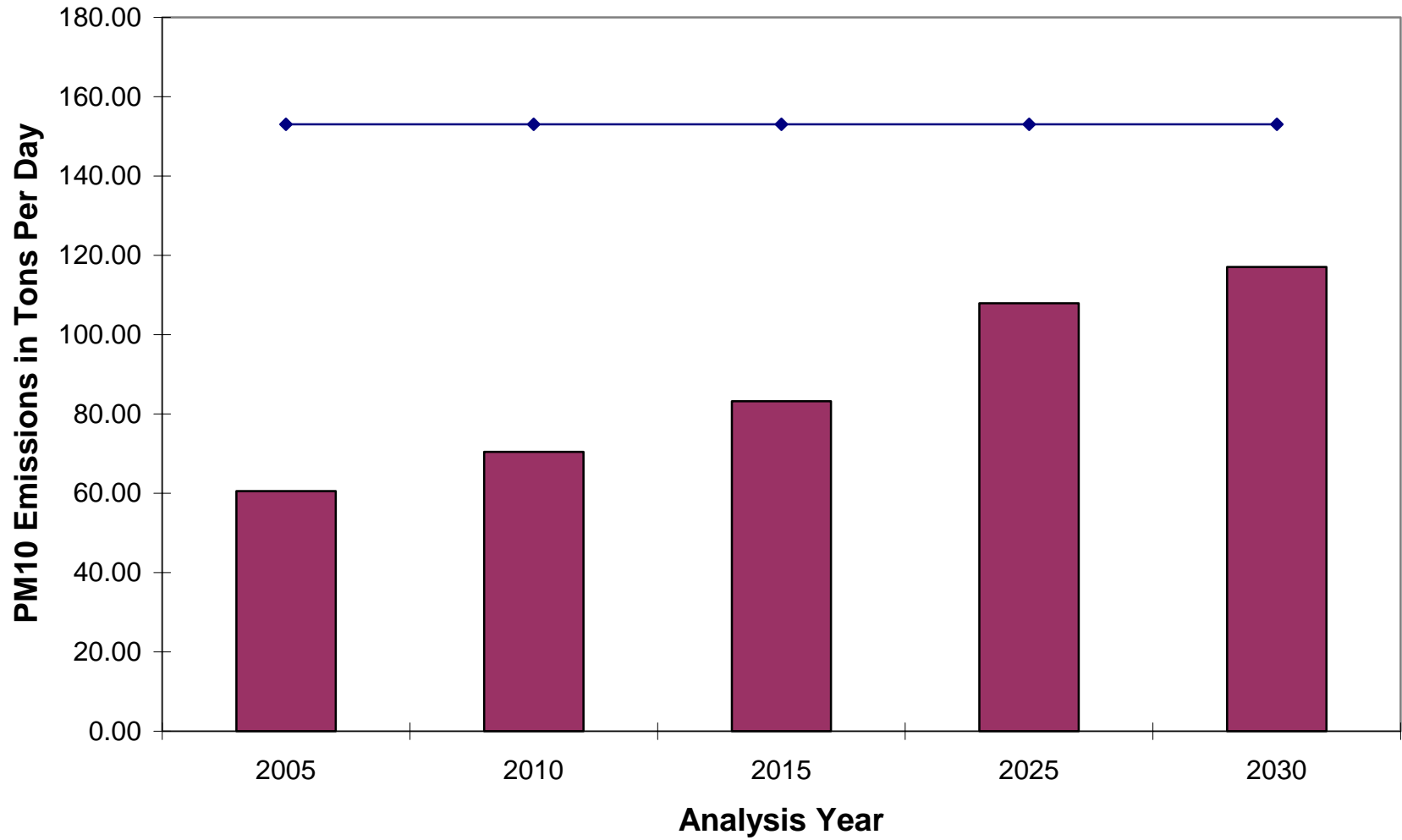
A revision to the FY 2005-2009 TIP will be developed to include any regionally significant roadway projects planned for the next five years as a result of the Destination 2030 Limited Plan Update. Therefore, a summary of the preliminary regional emission for the anticipated FY 2005-2009 TIP revision is also attached.

Attachments (10)

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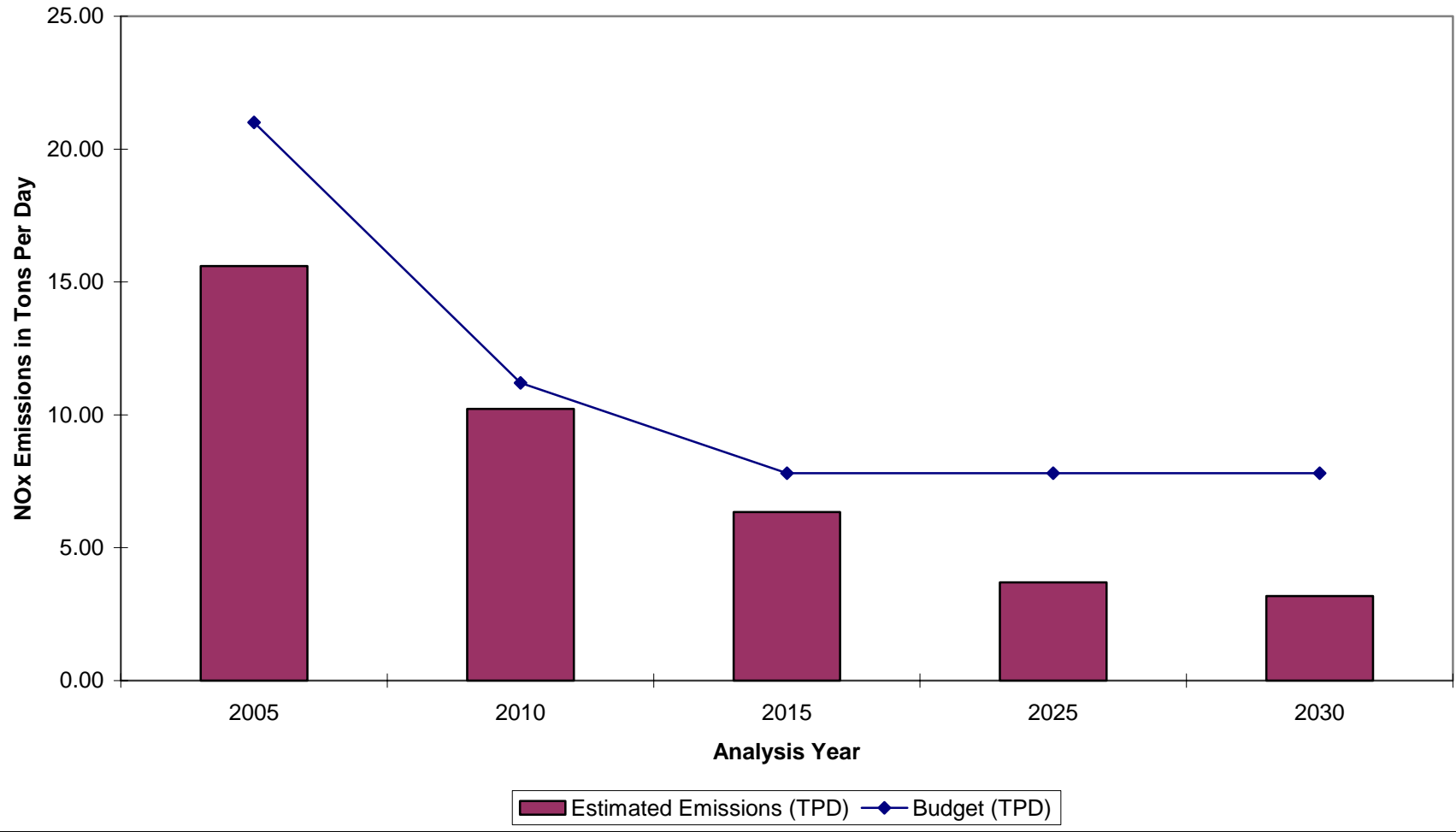
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2030 Limited Update Regional Emissions Analysis - PM10

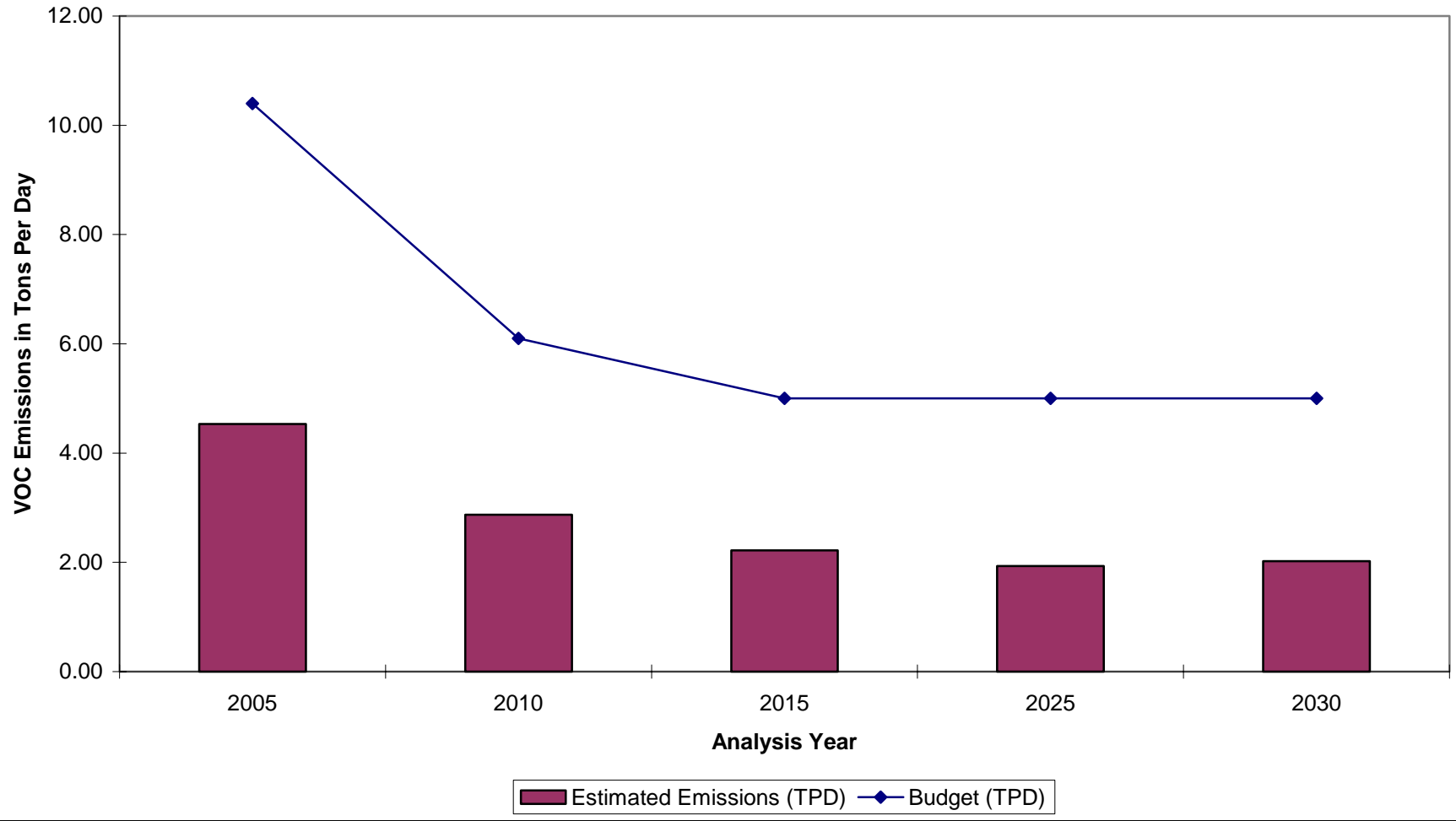


■ Estimated Emissions (TPD) ◆ Budget (TPD)

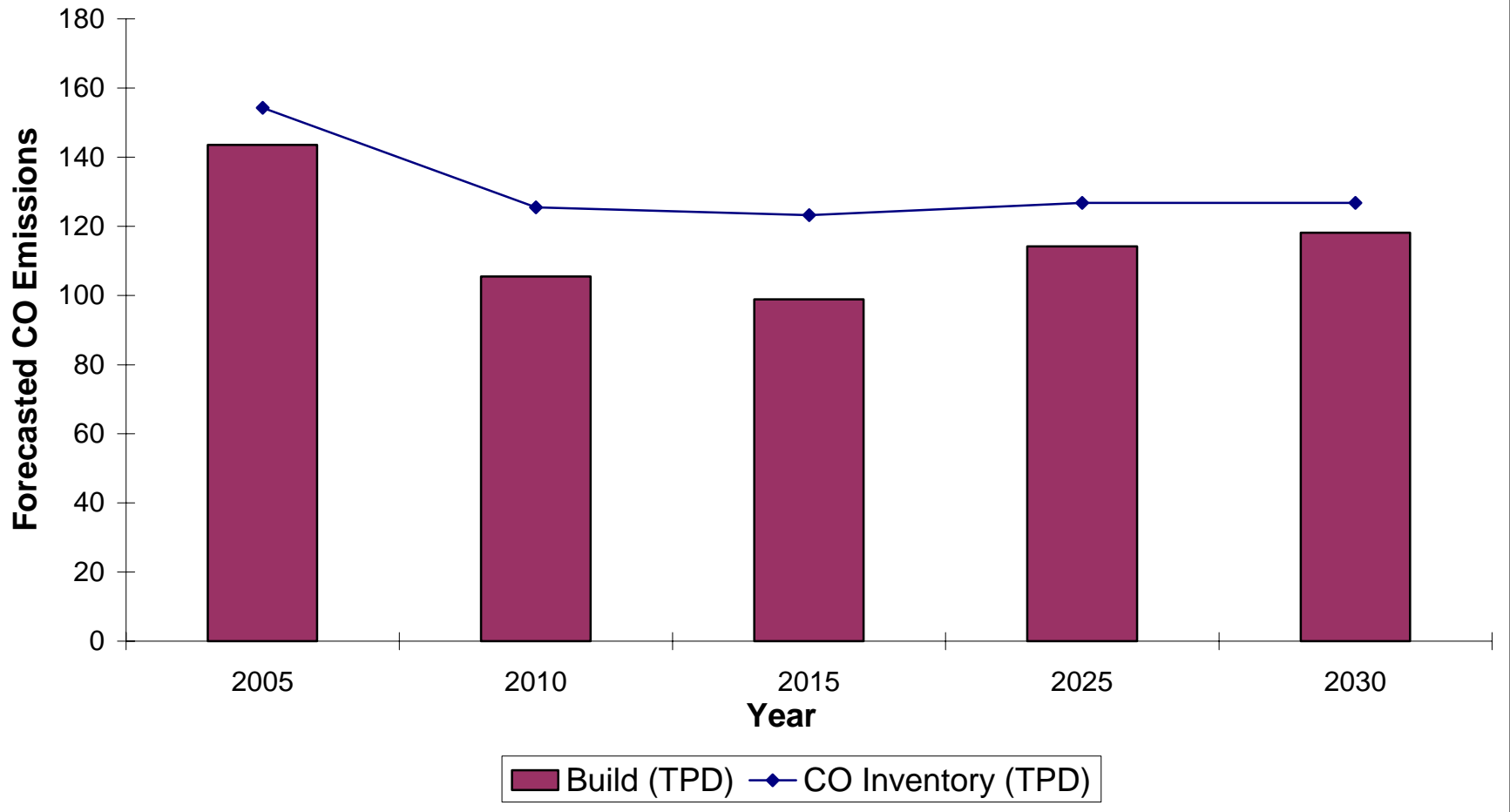
2030 Limited Update Regional Emissions Analysis - NOx



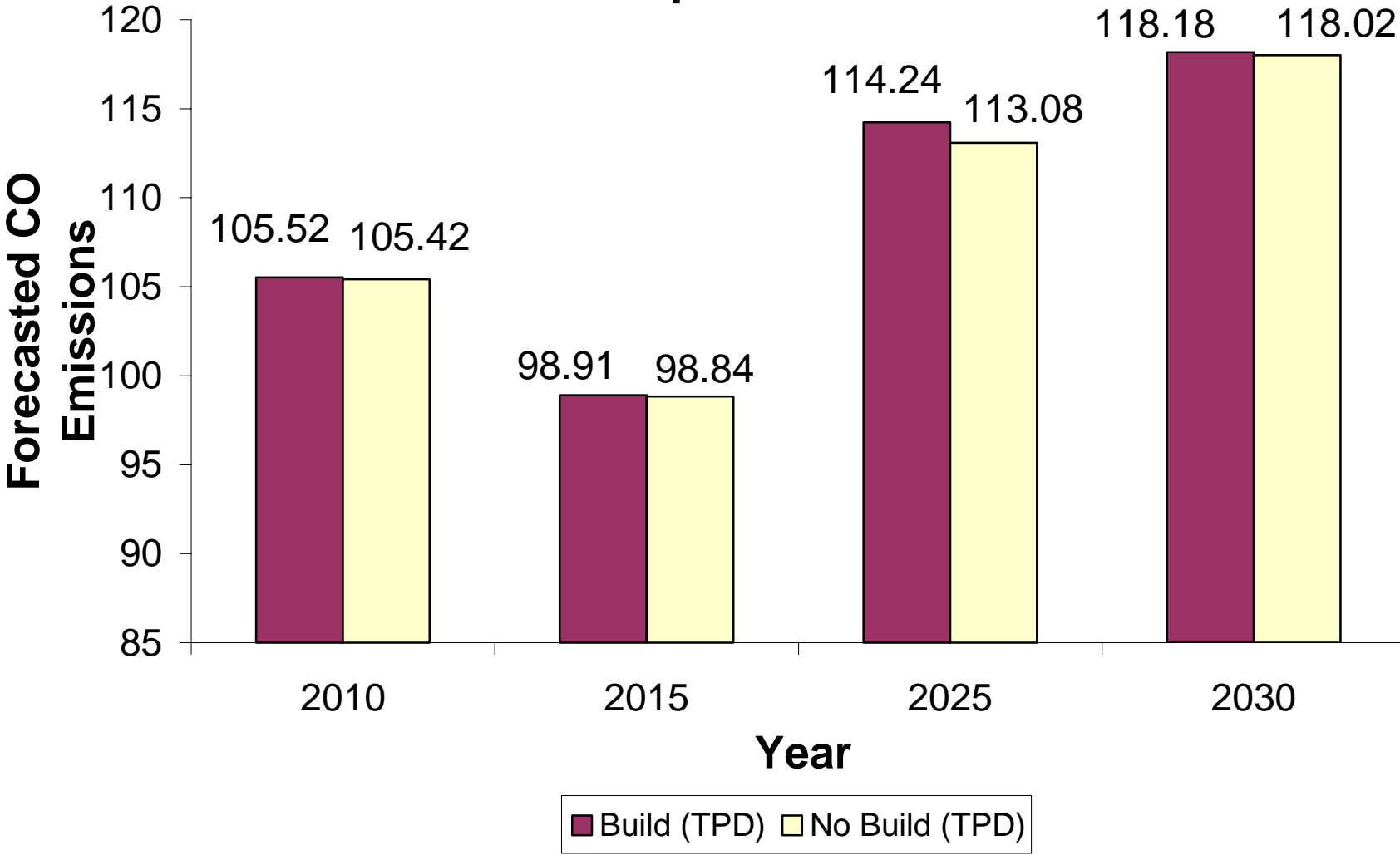
2030 Limited Update Regional Emissions Analysis - VOC



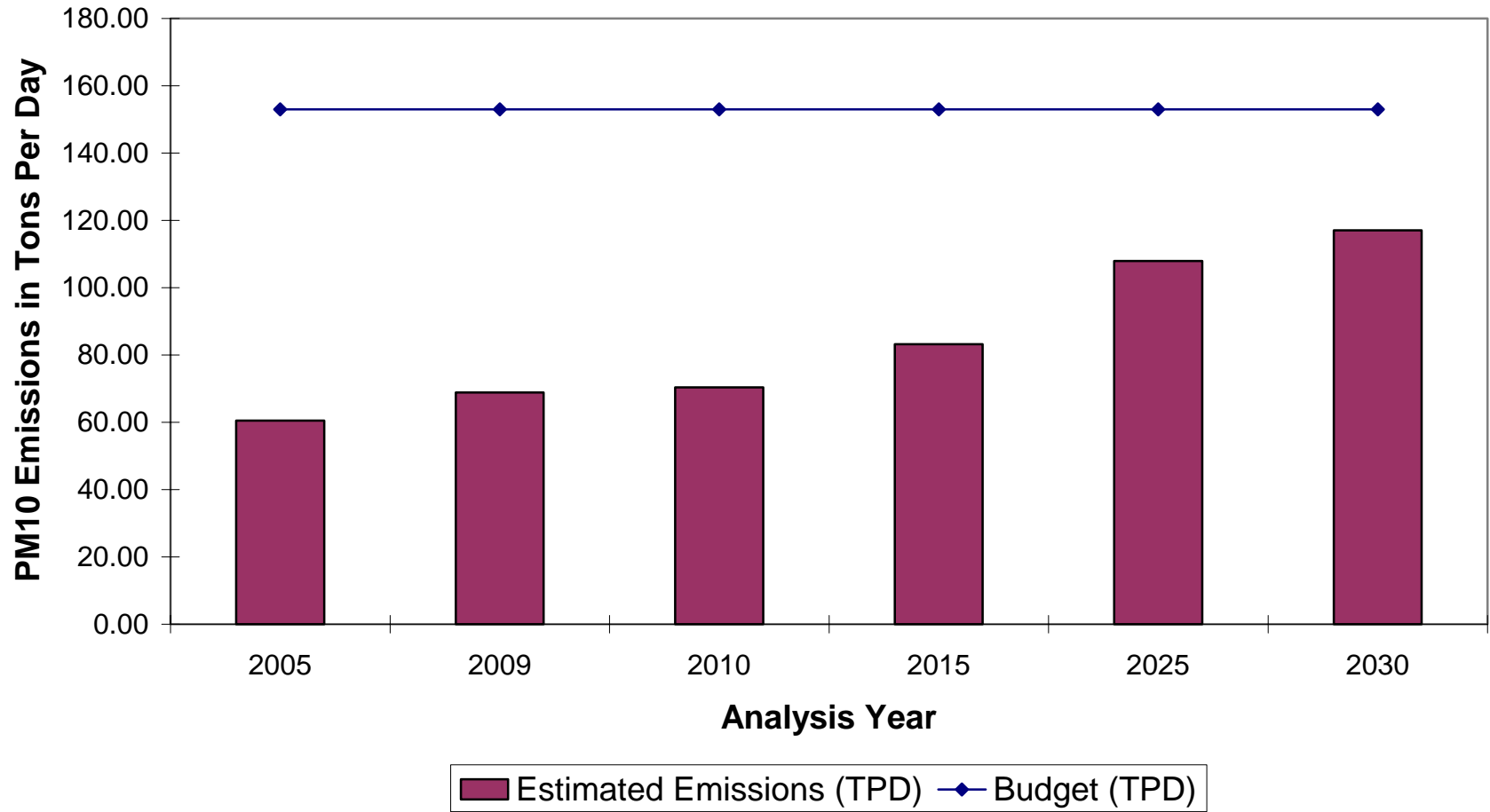
2030 Limited Update: Build/CO Inventory Planning Comparison



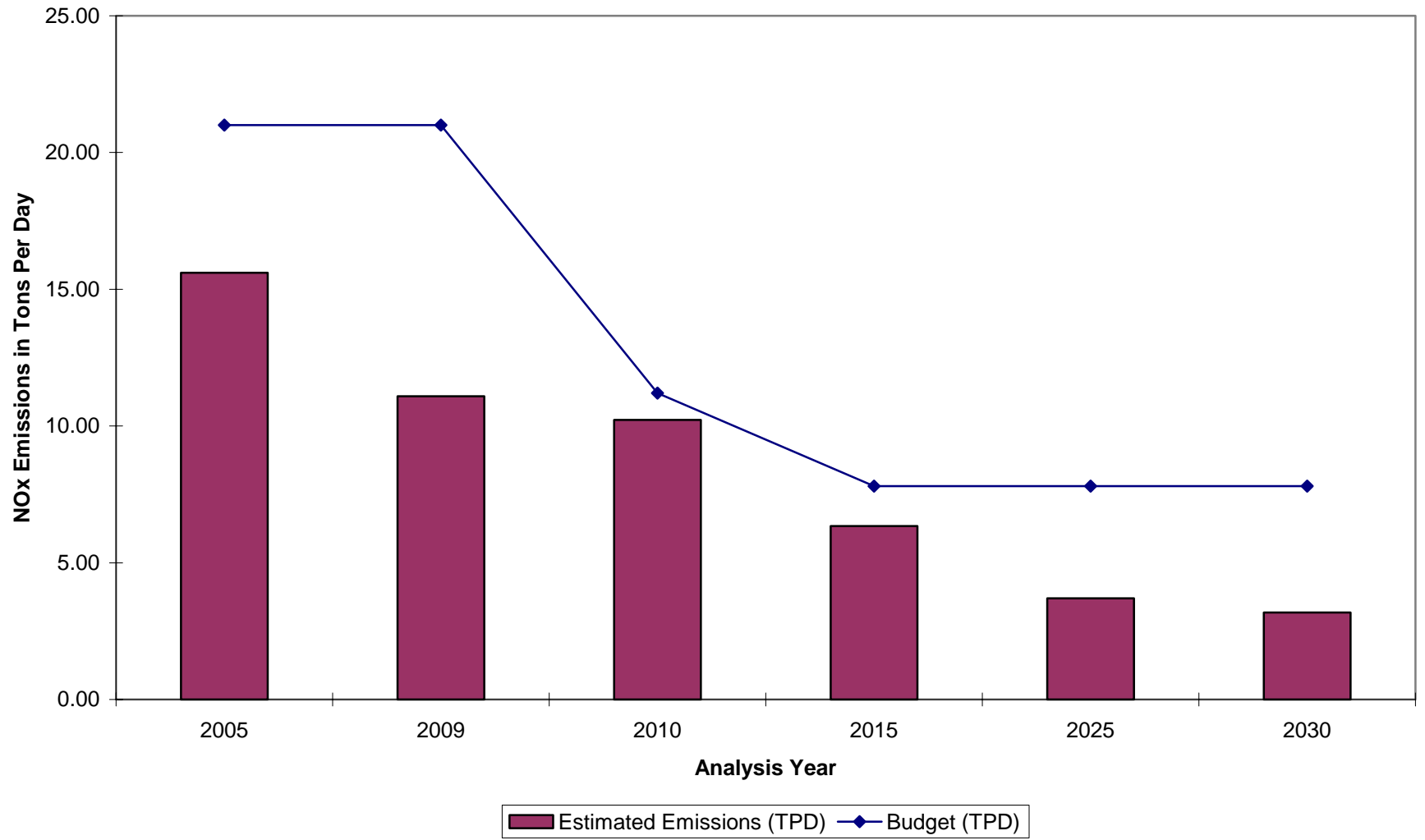
2030 Limited Update: Build/No Build Planning Comparison



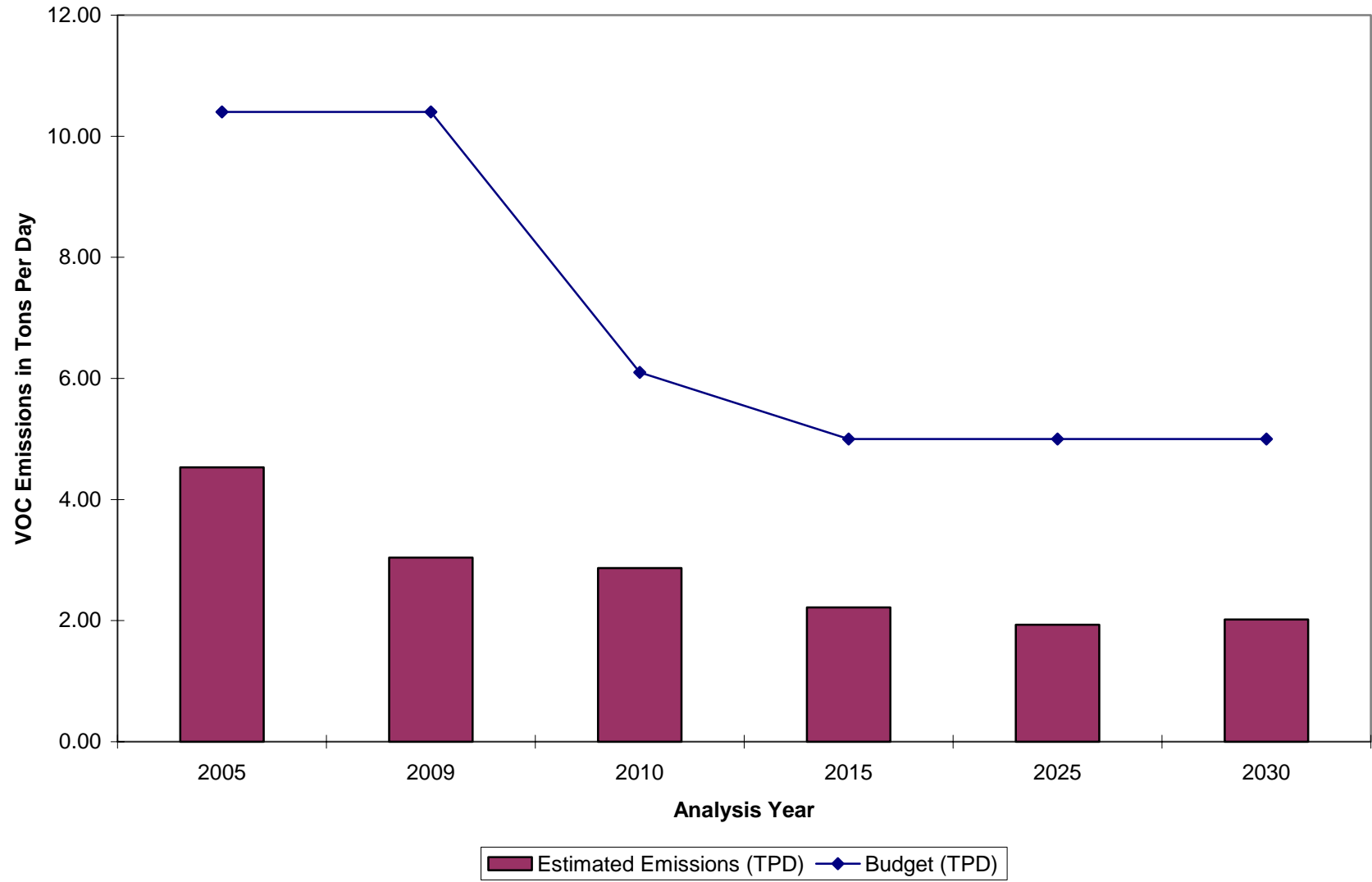
FY2005-2009 TIP Revision Regional Emissions Analysis - PM10



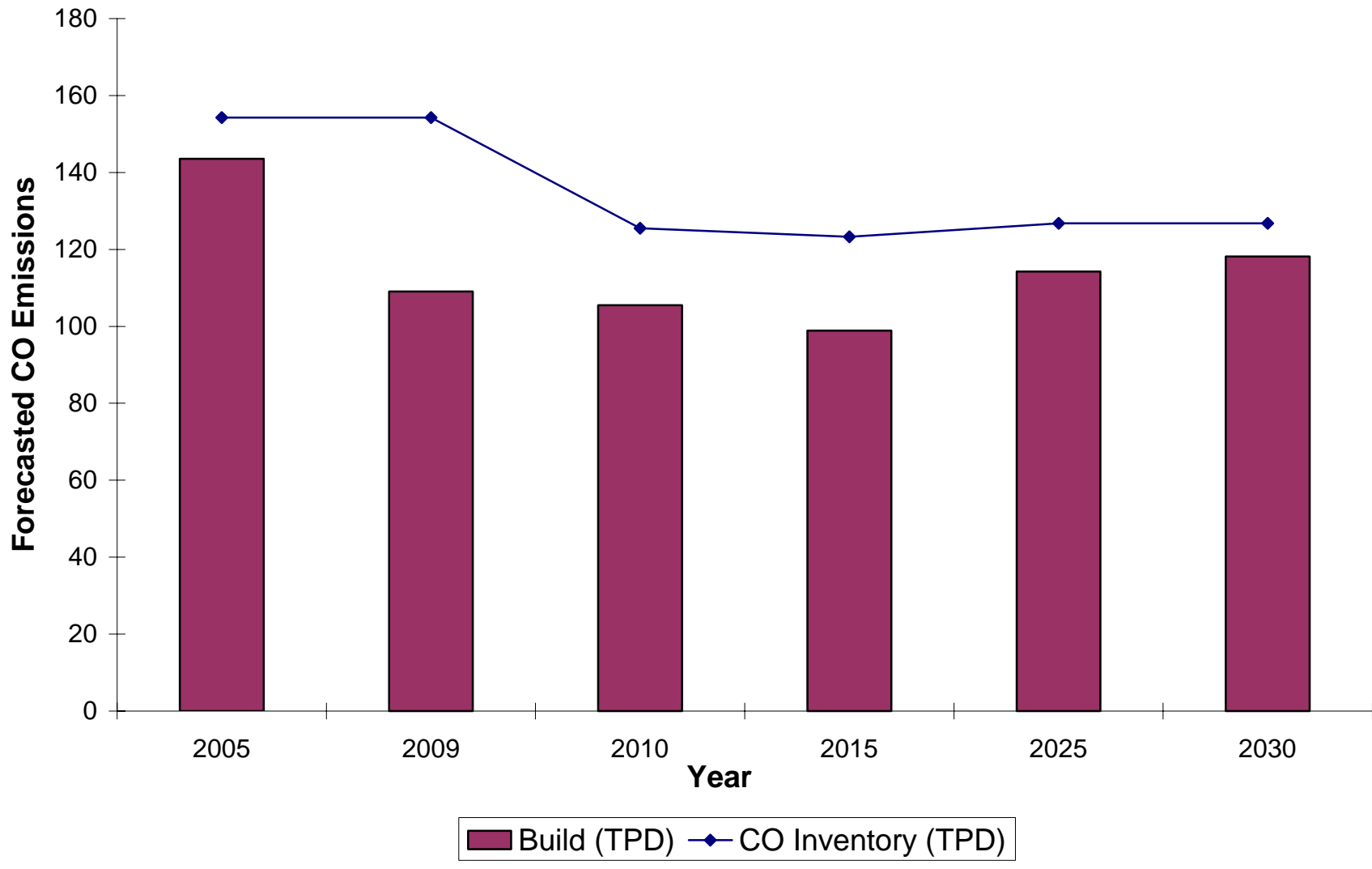
FY2005-2009 TIP Revision Regional Emissions Analysis - NOx



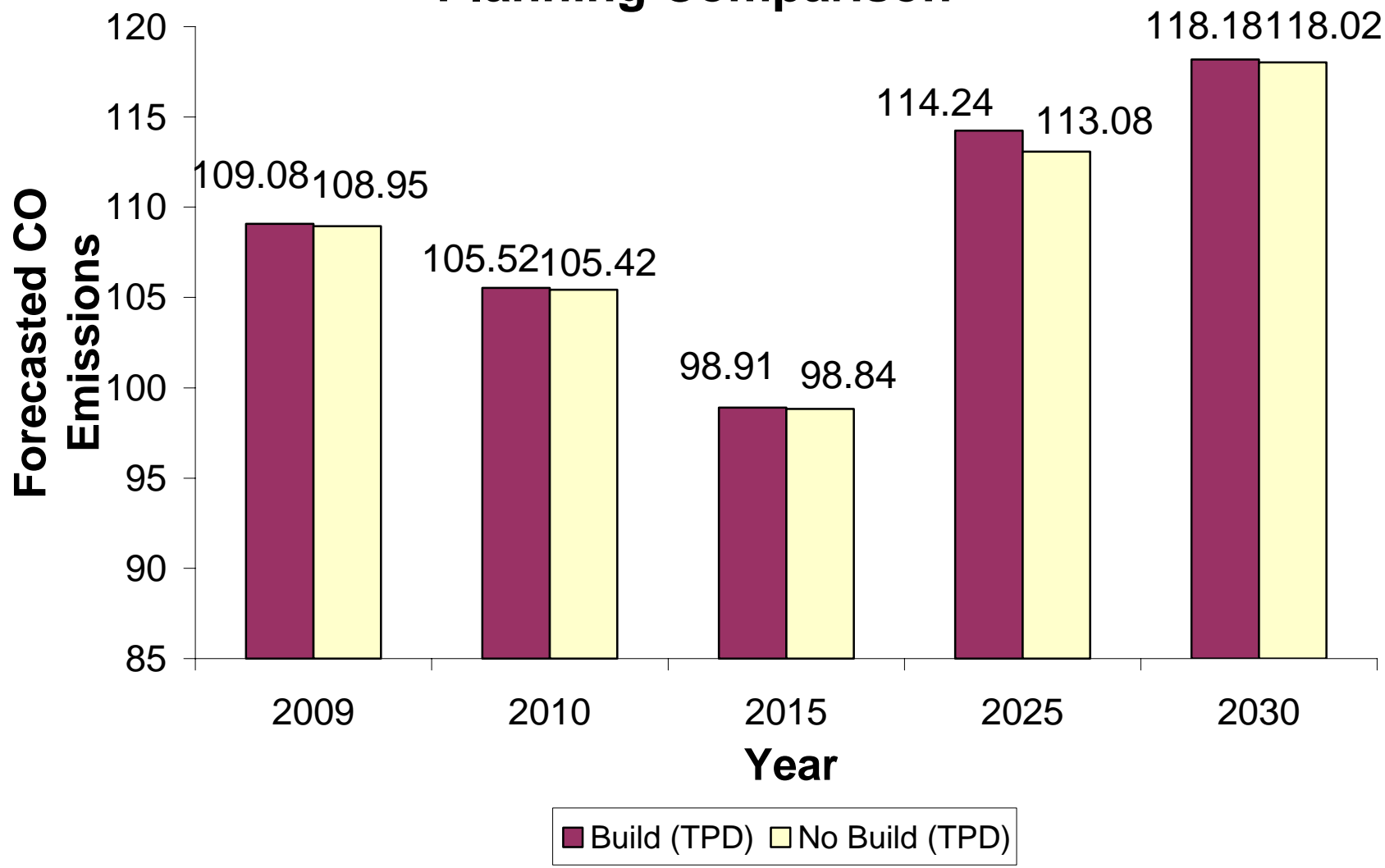
FY2005-2009 TIP Revision Regional Emissions Analysis - VOC



2005-2009 TIP Revision: Build/CO Inventory Planning Comparison



2005-2009 TIP Revision: Build/No Build Planning Comparison





Community Planning Association of Southwest Idaho

MEMORANDUM

TO: Interagency Consultation Committee

FROM: Jay Witt, P.E., Modeling Principal Planner

DATE: September 2, 2004

RE: Discussion on ICC's Working Definition of a Regionally Significant Transit Project

Action Requested:

None. Information only.

Background:

Several transit projects are currently being studied in Boise. None of them are currently being proposed as fixed guideway projects. Due to the mode share of transit in Ada County, these projects may have significant impacts on the transportation network (and to a lesser extent, air quality). Both the state and federal interagency consultation rules state, at a minimum, all fixed guideway transit projects must be considered regionally significant. However, the ICC working definition of a regional significant project (Attachment 1), adopted on January 30, 2002, does not provide any guidance for transit projects. The ICC is empowered to designate any transportation project regionally significant "for the purposes of regional emissions analysis".

At the ICC meeting held on June 25, 2004, there was a discussion on revising what defines a regionally significant transit project in Northern Ada County. COMPASS staff was asked to research how other western MPO's define a regionally significant transit project.

Discussion:

Compass staff has contacted several western MPO's regarding their consultation committee's working definition of a "regionally significant" transit project. To date, there has been no response to our request for information. Any information received after September 3, 2004 will be distributed prior to the ICC meeting on September 16, 2004.

In lieu of the responses from other western MPO's, Northern Ada County should discuss what criteria could be used to determine the significance of a transit project. For example, could significance be based on a regional single occupant vehicle trip reduction criterion? COMPASS will be developing a mode choice component to its travel demand model over the next year. The mode choice model will be the tool used to address transit project impacts on the regional

transportation network. Perhaps the development of this tool could help determine the criterion used for the ICC's working definition of a regionally significant transit project.

Attachment (1)

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Attachment 1
Regionally Significant Definitions

40CFR93.101 defines a regionally significant project as:

“... a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”

The State of Idaho Administrative Code (IDAPA 58.01.01.566) further defines a regionally significant project as:

“A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs... and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum:

- a. All principal arterial highways
- b. All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- c. Any other facilities determined to be regionally significant through Section 570, interagency consultation.”

On January 30, 2002, the Ada County Interagency Consultation Committee on Air Quality Conformity developed the following definition of a “Regionally Significant” project:

"A transportation project in Ada County, Idaho is designated 'Regionally Significant' if:

- (a) the project is for the improvement of either:
 - (i) a principal arterial or higher functional classification; or
 - (ii) a minor arterial which will have a twenty (20) year projected traffic volume of at least 45,000 vehicles a day after completion of the project; and
- (b) the project will add at least one new continuous vehicular lane which either:
 - (i) extends from one intersecting principal or minor arterial to another intersecting principal or minor arterial; or
 - (ii) in the case of an interstate, extends from the on ramp of one interstate interchange to a point beyond the off ramp of the next adjacent interstate interchange.



Community Planning Association of Southwest Idaho

MEMORANDUM

TO: Interagency Consultation Committee

FROM: Jay Witt, P.E., Modeling Principal Planner

DATE: September 2, 2004

RE: Discussion on Project –Level Conformity Demonstrations for Park-and-Ride Projects

Action Requested:

None. Information only.

Background:

All transportation projects not exempted by 40CFR 93.126-127 (Attachment 1) must demonstrate conformity if they are federally funded. The majority of roadway projects in Northern Ada County conduct project-level conformity demonstrations for CO and PM₁₀ using established methodologies. However, park-and-ride projects are often federally funded, non-exempt transportation projects that do not have an established methodology for determining project-level conformity. One of the tasks charged to the Northern Ada County ICC is to approve the assumptions and methodologies used in the non-attainment (or maintenance) area for demonstrating project-level conformity.

Discussion:

ACHD Commuteride has a park-and-ride project that is programmed for construction. However, as part of the project's environmental analysis, it must demonstrate project-level conformity for CO and PM₁₀. The EPA does not have any specific air quality tools available to quantify the impacts (positive or negative) associated with park-and-ride facilities. Therefore, the ICC should discuss and eventually establish a qualitative (or quantitative) methodology for park-and-ride projects. One possible methodology may involve a blanket statement from the ICC on the air quality impacts associated with park-and-ride projects. Project sponsors could then use the statement in their conformity analysis to qualitatively address air quality impacts.

Attachment (1)

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Attachment 1 40CFR93.126-127

40 CFR §93.126 Exempt Projects.

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 2 of this section is not exempt if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation. Table 2 follows:

TABLE 2.--EXEMPT PROJECTS

Safety

Railroad/highway crossing.
Hazard elimination program.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Safety improvement program.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking demonstration.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
Rehabilitation of transit vehicles.¹
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in

existing rights-of-way.

Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet.¹

Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.

Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:

Planning and technical studies.

Grants for training and research programs.

Planning activities conducted pursuant to titles 23 and 49 U.S.C. Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.

Noise attenuation.

Emergency or hardship advance land acquisitions (23 CFR 712.204(d)).

Acquisition of scenic easements.

Plantings, landscaping, etc.

Sign removal.

Directional and informational signs.

Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).

Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

Note: ¹ In PM10 nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

[58 FR 62234, Nov. 24, 1993; 62 FR 43780, August 15, 1997]

40 CFR §93.127 Projects Exempt From Regional Emissions Analyses.

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table 3 of this section are exempt from regional emissions analysis requirements. The local effects of these projects with respect to CO or PM10 concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in Table 3 of this section is not exempt from regional emissions analysis if the MPO in consultation with other agencies (see §93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason. Table 3 follows:

TABLE 3.--PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES

Intersection channelization projects.
Intersection signalization projects at individual intersections.
Interchange reconfiguration projects.
Changes in vertical and horizontal alignment.
Truck size and weight inspection stations.
Bus terminals and transfer points.

[58 FR 62234, Nov. 24, 1993; 62 FR 43780, August 15, 1997]