



Working together to plan for the future

**INTERAGENCY CONSULTATION COMMITTEE (ICC)
November 22, 2016 – 8:30 AM
COMPASS, 700 NE 2nd Street, 2nd Floor Large Conference Room
Meridian, Idaho**

**** AGENDA ****

I. CALL TO ORDER (8:30)

II. AGENDA ADDITIONS/CHANGES

III. OPEN DISCUSSION/ANNOUNCEMENTS

IV. CONSENT AGENDA

Page 2 ***A. Approve July 12, 2016, Meeting Minutes**

V. INFORMATION/DISCUSSION ITEMS

8:35 ***A. Review the US 20/26 EA, Air Quality Update for New Eagle Road Terminus**
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**ITD, COMPASS,
and FHWA**

9:00 **B. Review the New Format to the Project List**
ICC members requested COMPASS staff revise the format and information provided on the project list developed annually for conformity. Staff will present a few options to ICC.

**Mary Ann
Waldinger**

9:15 **C. Agency Updates**
ICC members are welcome to provide updates and share information on items pertaining to air quality.

VI. OTHER

A. Next Meeting: TBD

VII. ADJOURNMENT (9:30)

***Enclosures will be sent 14-days in advance of the meeting. Times are approximate. Agenda is subject to change.**

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**INTERAGENCY CONSULTATION COMMITTEE
JULY 12, 2016
COMMUNITY PLANNING ASSOCIATION**

**** MEETING MINUTES ****

ATTENDEES: Beth Baird, City of Boise
Jen Cole, Idaho Department of Environmental Quality, **Chair**
Scott Frey, Federal Highway Administration, Ex-officio
Maureen Gresham, ACHD Commuteride
Ryan Head, Ada County Highway District
Brian Shea, Idaho Transportation Department
Greg Vitley, Idaho Transportation Department–District 3
MaryAnn Waldinger, COMPASS

OTHERS PRESENT: Nancy Brecks, COMPASS

CALL TO ORDER:

Chair Jen Cole called the meeting to order at 9:04 a.m.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUCEMENTS/INTRODUCTIONS

None.

CONSENT AGENDA

A. Approve May 26, 2016, Meeting Minutes

Greg Vitley moved and Ryan Head seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Approve the Regional Emissions Analysis Modeling Assumptions for the Draft FY2017-2021 Regional Transportation Improvement Program (TIP)

Mary Ann Waldinger presented the regional emissions analysis modeling assumptions for the draft FY2017-2021 TIP.

Requested clarifications:

Page 5: Note budget tests in 2023 will be done by interpolation

Pages 6/20: Change "Idaho Department of Motor Vehicles" to "Idaho Division of Motor Vehicles"

After discussion, **Beth Baird moved and Maureen Gresham seconded approval of the Regional Emissions Analysis modeling assumptions for the Draft FY2017-2021 Regional Transportation Improvement Program as presented with clarifications. Motion passed unanimously.**

B. Approve the Project List for the Draft FY2017-2021 Regional Transportation Improvement Program

Mary Ann Waldinger reviewed the project list for the Draft FY2017-2021 Regional Transportation Improvement Program.

After discussion, **Mary Ann said she will develop a new template to make the project list more intuitive; including notations for federally funded projects and functional classification designations will be added to the source list.**

After discussion, **Mary Ann stated she will remove projects 137-140 (Overland Road widening) on page 17 from the list until the long-range transportation plan is amended.**

After discussion, **Ryan Head moved and Greg Vitley seconded approval of the project list for the Draft FY2017-2021 Regional transportation Improvement Program with noted changes. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Project level Hot Spot Emission Analysis Modeling Assumptions for Carbon Monoxide (CO)

Chair Cole discussed project level hot spot emission analysis modeling assumptions for carbon monoxide.

After discussion, Maureen asked why the alternative vehicle fuels and technology is different than the regional emission analysis modeling assumptions. Chair Cole replied she will check that and report back to the committee.

B. Agency Updates

Scott Frey discussed a recent email conversation regarding the term "areas of concern" and what that means in respect to project level conformity analysis outside of Ada County and Canyon County specifically. It is not an official DEQ or FHWA term and does not mean that a project level analysis needs to be done for those areas, it is a term created for use in Idaho by DEQ.

After discussion, it was suggested to stop using the term "areas of concern" or expand the definition.

OTHER

After discussion, it was agreed to add to the next agenda:

- **A revised project list template to be used in the next round; a list of upcoming projects potentially needing project level conformity and projects with completed project level conformity**
- **Project level assumptions**

Next Meeting: TBD in fall 2016

ADJOURNMENT

Meeting adjourned at 9:55 a.m.

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INTERAGENCY CONSULTATION COMMITTEE ITEM V-A

Date: November 22, 2016

Topic: US 20/26 EA, Air Quality Update for New Eagle Road Terminus

Request/Recommendation:

ICC is asked to review and provide input on the addendum to US 20/26 corridor hot-spot analysis.

Background/Summary:

Per the IDAPA rules, the Interagency Consultation Committee shall be notified and provided an opportunity to review air quality related items within non-attainment or "maintenance areas." Northern Ada County is designated as a maintenance area in attainment of the 24-hour PM₁₀ NAAQS.

On October 30, 2014, ICC approved the input assumptions and methodology for project-level analyses (also known as hot-spot analysis) to be conducted over the next two years. This also included the approval to use MOVES2010b. Per [federal regulations](#), MOVES2010b was allowed for use until October 7, 2016. Now, all air quality modeling must use MOVES2014a. COMPASS made the transition to the updated model this summer and used it to conduct regional conformity.

In December 2015, actual hot-spot modeling was conducted for the US 20/26 corridor by AECOM, which assessed the air quality impacts for the worst-case intersection in the corridor (Linder Road). The final report was submitted to ITD on June 30, 2016.

Originally, the US 20/26 and Eagle Road intersection was not included in the US 20/26 corridor study and was not part of the hot-spot analysis. Recently, the Idaho Transportation Department added the US 20/26 intersection into the project's logical termini and this required the intersection be assessed for conformity purposes. The proposed intersection will be a partial continuous flow intersection and is considered for conformity in Attachment 1.

Attachment 1 is an addendum to the corridor's CO hot spot analysis. The addendum is a build / no build scenario compared to the worst-case intersection, which is the US 20/26 and Linder Road intersection for 2040. The addendum demonstrates the Eagle Road intersection conforms.

More Information

- 1) Attachment 1
- 2) For detailed information or a copy of the hot spot analysis contact: Greg Vitley, ITD District 3 Greg.Vitley@itd.idaho.gov
- 3) For general information visit the [US 20/26 Corridor Study](#) website

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Memorandum

To	Todd Johnson, Parametrix	Page	1
CC	Pete Szobonya, AECOM Boise		
Subject	US 20/26 Corridor Study, Air Quality Update for New Eagle Road Terminus		
From	Christina Schmitt, PE		
Date	September 28, 2016		

AECOM has prepared this update to the air quality analysis for the Idaho Transportation Department (ITD) US 20/26 Corridor Study (Project) to include an evaluation of a terminus extension through the Eagle Road intersection, on the eastern end of the study corridor. The goal of this evaluation is to demonstrate air quality conformity for the Project with this modification. The original air quality report (AECOM, *US 20/26 Corridor Preservation Study Air Quality Analysis, March 2016*) showed that a quantitative conformity analysis was only necessary for carbon monoxide (CO). A particulate matter (PM₁₀ and PM_{2.5}) analysis was not required due to the Project type and diesel vehicle volumes. This proposed extension of the Project does not affect the regional conformity (which had already included the proposed widening to Eagle Road), nor would it affect the evaluation of emissions of greenhouse gases (GHG) or mobile source air toxics (MSAT). Therefore, this memo is limited to the quantitative CO conformity analysis.

The original project-level conformity analysis (CO Hot Spot analysis) was conducted for one intersection along the corridor. The Linder Road intersection was considered to be the worst-case intersection based on traffic volume data. This intersection also showed a Level of Service (LOS) of F for the 2040 No Build scenario. Modeling was conducted at this intersection using MOVES emission factors and CAL3QHC. The modeling results show that potential maximum impacts are well below the National Ambient Air Quality Standards (NAAQS) for 1-hour and 8-hour CO, as provide in Table 1 below:

Table 1: Linder Road Intersection Analyses

Scenario	1-Hour CO Concentration (ppm) ¹	8-Hour CO Concentration (ppm) ²
Existing	3.2	1.9
2040 No Build	3.3	2.0
2040 Build	3.6	2.2
NAAQS	35	9

¹ Background concentration of 2.45 ppm was added to modeled impact.

² Persistence factor of 0.6 was used to convert 1-hr ambient concentration to 8-hr value.

The Eagle Road intersection is the next major intersection to the east of Linder Road, with northbound throughlanes to SH-44. Eagle Road is approximately 3 miles east of Linder Road. The intersections have similar geometry and lane configurations. Figures 1 and 2 show the current intersection for these roads with US 20/26.

The existing year peak PM hour traffic volume for the Eagle Road intersection is almost 80 percent higher than the volume for the Linder Road intersection. This volume comparison is made using Linder Road data from the original analysis, which is for year 2013, while the Eagle Road data is for 2015. However, based on an assumption of minimal annual volume increase for this area (less than 10 percent), the local development around the Eagle Road intersection, and the slightly larger lane layout, we can assume that existing traffic conditions are more congested than those at the Linder Road intersection. The same traffic data shows the LOS at Linder is C (for 2013) and it is F at Eagle (2015). Based on these volume and LOS differences, we expect that the maximum potential impacts at the Eagle Road intersection would be greater than those at the Linder Road intersection for the Existing conditions. However, as shown in Table 1, the maximum modeled impacts for Linder Road Existing scenario are well below the NAAQS, and more than an order of magnitude lower than the 1-hour averaging period standard. It is not possible to strictly 'ratio' results due to these differences in the intersections, but based on professional experience, it is estimated that impacts at the Eagle Road intersection would be no more than double the impacts at the Linder Road intersection for the Existing scenario, and therefore still well within the NAAQS.

Future predicted volume comparisons are very different than the existing scenario, as Linder becomes more developed. The 2040 No Build scenario shows PM traffic volumes at the Eagle Road intersection only 5 percent higher than those at the Linder Road intersection. The LOS for the 2040 No Build scenario is F for both intersections. For the 2040 Build scenario, PM traffic volumes at the Eagle Road intersection are more than 30 percent lower than those at the Linder Road intersection. Therefore, under the Future 2040 scenarios, potential maximum CO impacts at the Eagle Road intersection are expected to remain approximately the same, or lower than those at the Linder Road intersection, which are well below the NAAQS.

Conclusion

The CO Hot-Spot analysis for the Linder Road intersection demonstrated that the Project would not cause or contribute to any air quality violations. This comparison analysis for the Eagle Road intersection shows that the potential impacts at this intersection for the Existing, 2040 No Build, and 2040 Build scenarios would also be well below the NAAQS for CO. Therefore, project-level conformity is demonstrated for the proposed Project terminus extension through the Eagle Road intersection. In addition, the Eagle Road intersection is in proximity to the original analysis area, and this extension would not change any previous analyses for indirect or cumulative impacts as provided in the original Air Quality report.

Figure 1: Intersection of Linder Road and US 20/26



Figure 2: Intersection of Eagle Road and US 20/26

