

Air Quality Memorandum

MEMO # 2016TIP-1

DATE July 7, 2015

FROM Cache Metropolitan Planning Organization

SUBJECT CONFORMITY DETERMINATION FOR THE 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CACHE MPO

ABSTRACT The Transportation Equity Act (TEA-21) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality nonattainment and maintenance areas be derived from a “conforming” Transportation Plan (Plan) and Transportation Improvement Program (TIP). A conforming Plan or Program is one which has been analyzed for emissions of controlled air pollutants and found to satisfy emission level limits established in the State Implementation Plan (SIP) for air quality. This conformity analysis is made by the Cache Metropolitan Planning Organization (MPO) to be submitted to the Federal Highway Administration and the Federal Transit Administration for their concurrence. This conformity analysis is being prepared under the Transportation Conformity Regulations promulgated by EPA in March 2010.

Section 93.122(g)(1) Subparagraphs 1 through 4 of the 2010 Conformity Regulations (40 CFR part 93) states “Conformity determinations for a new ... TIP may be demonstrated to satisfy the requirements of ... Section 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new ... TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with current emission budgets or interim conformity requirements as applicable. As discussed below, the CMPO 2016-2021 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to Transportation Conformity Regulations for particulate emissions and NO_x precursor emissions in the Logan PM_{2.5} non-attainment area. Therefore, all the transportation projects in Cache County included in the 2016-2021 TIP may be found to conform.

Transportation Improvement Program (TIP)

The Cache Metropolitan Planning Organization's (CMPO) Transportation Improvement Program (TIP) is a six-year program which plans for the development of collector and above type roads of regional importance, highway, transit, pedestrian, and bicycle projects for the urbanized area. It is a compilation of projects from the various federal, state, and local funding programs for all the cities in the region, as well as for the Utah Department of Transportation and the Cache Valley Transit Districts. Projects included in the program will implement the Long Range Highway and Transit Plans for the Region, meet the short range needs of the area, and provide for the maintenance of the existing transportation system. The Logan Urbanized Area includes: Wellsville, Hyrum, Nibley Millville, Providence, River Heights, Logan, North Logan, Hyde Park, Smithfield, and Cache County.

TIP Timeframe

All projects which must be started no later than 2021 in order to achieve the transportation system envisioned by the CMPO 2040 Regional Transportation Plan are included in the 2016-2021 Transportation Improvement Program (TIP). Implementing these projects within the TIP time frame is dependent on available funding. Funding availability is based on the most reasonable assumptions available at the time the RTP was prepared. Projects in the RTP are considered “financially constrained”, that is, they are not included in the RTP without identifying a reasonable funding source.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the TIP and RTP. All regionally significant projects are also included in the regional emissions analysis. Regionally significant projects are identified as those projects involving a new or existing principal arterial or select minor arterials identified by Interagency Consultation. The most recent Utah Department of Transportation Functional Classification map was used to identify principal arterials.

In addition to the regionally significant transportation projects which were identified and included in the regional emissions analysis, it is the practice of CMPO to include a number of minor arterials and collectors in the travel model in order to produce a more accurate model of current and future traffic conditions. Including minor arterials and collectors in the travel model does not mean these facilities should be treated as regionally significant facilities.

Concept and Scope

The design concept and scope of all regionally significant projects in the TIP have not changed significantly from the design and scope identified in the Plan.

Budget Test or Interim Test

Interim conformity regulations apply to the Logan/Franklin PM_{2.5} non-attainment area until a SIP is completed. A PM_{2.5} SIP for the Logan/Franklin area has been completed but a mobile source conformity budget has yet to be approved by EPA. Applicable interim conformity regulations for the Logan/Franklin PM_{2.5} non-attainment area require that future particle emissions and NO_x precursor emissions must be less than 2008 levels. The interim conformity regulations for the Logan PM_{2.5} non-attainment area have been satisfied as documented in Air Quality Memorandum# 2040RTP-1

Public Comment

The CMPO 2016-2021 TIP was made available for public inspection and comment from July 10, 2015 to August 12, 2015. Air Quality Memorandum and 2040RTP-1 & 2016TIP-1 (this document) are also available to the public upon request.

List of Acronyms

ADT	Average Daily Traffic
CAAA	Clean Air Act Amendments
CMPO	Cache Metropolitan Planning Organization
COG	Cache Council of Governments
CTAC	Cache Technical Advisory Committee
CVTD	Cache Valley Transit District
DOT	U.S. Department of Transportation
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HPMS	Highway Performance Management System
IDOT	Idaho Department of Transportation
IDEQ	Idaho Department of Environmental Quality
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standard
NEPA	National Environmental Policy Act
PM 2.5	Particulate Matter less than 2.5 micrometers
RTP	Regional Transportation Plan
SIPs	State Implementation Plans
STIP	Statewide Transportation Improvement Program
STP	Federal Surface Transportation Program Funds
TIP	Transportation Improvement Program
VMT	Vehicle Miles Traveled