



Interagency Consultation Committee

May 5, 2010 – 9:00 a.m. to 10:30 a.m.

Community Planning Association

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AMENDED

** AGENDA **

I. Agenda Additions/Changes

9:00

II. Open Discussion/Announcements/Introductions

9:05

III. Consent Agenda

9:10 *A. Approve the August 27, 2009 Meeting Minutes

IV. Action Items

9:15 *A. Approve the Regional Emissions Analysis Modeling Assumptions for the FY2011-2015 Transportation Improvement Program and *Communities in Motion* Update MaryAnn Waldinger

V. Information/Discussion Items

9:30 *A. Review the Draft Project List for the FY2011-2015 Transportation Improvement Program and the *Communities in Motion* Update MaryAnn Waldinger

9:50 *B. 2035 Demographic Forecast Update Carl Miller
Staff will provide an update on the 2035 Demographics for the Communities in Motion Update

10:00 *C. Review Conformity Calendar for FY2011-2015 Transportation Improvement Program and the *Communities in Motion* Update MaryAnn Waldinger

VI. Other

10:15 A. Next Meeting – Wednesday, June 2, 2010, 9:00 a.m., at COMPASS Chair

VII. Adjournment

10:30 Chair

*Attachments will be distributed 14 days prior to the meeting.

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**INTERAGENCY CONSULTATION COMMITTEE
AUGUST 27, 2008
COMMUNITY PLANNING ASSOCIATION**



****MINUTES****

ATTENDEES: Sabrina Anderson, Ada County Highway District
Beth Baird, City of Boise
Margaret Havey, Valley Regional Transit (*for Kelli Fairless*)
Cecelia Hockett, ACHD Commuteride
Ron Kerr, Idaho Transportation Department
David Luft, IDEQ
Amar Pillai, Ada County Highway District, **Vice Chair**
MaryAnn Waldinger, COMPASS
Greg Vitley, Idaho Transportation Department–District 3, **Chair**

MEMBERS ABSENT: Scott Frey, FHWA (*Ex-Officio*)

OTHERS PRESENT: Lee Coe, COMPASS
Carl Miller, COMPASS
Debbie Winchar, COMPASS

CALL TO ORDER:

Vice Chair Baird called the meeting to order at 9:03 a.m.

AGENDA ADDITIONS/CHANGES

MaryAnn Waldinger suggested moving discussion of Information Item V-B, State Implementation Plan Update before Item V-A, 2035 and Preservation Demographics, in order to accommodate the Idaho Department of Environmental Quality (IDEQ) staff's schedule. The Committee concurred.

OPEN DISCUSSION/ANNOUNCEMENTS

David Luft said Stephen Coe, IDEQ's Regional Airshed Manager, will replace Leonard Herr on the ICC.

CONSENT AGENDA

A. Approve the June 4, 2008 Meeting Minutes

Cecelia Hockett moved and Greg Vitley seconded to approve the June 4, 2009 meeting minutes as written. There being no further discussion, the motion was unanimously approved.

ACTION ITEM

A. Approve 2009 Chair and Vice Chair

MaryAnn Waldinger said the ICC has a rotation order for the positions of Chair and Vice Chair. For the remainder of this calendar year, Greg Vitley, Idaho Transportation Department will take over as Chair and Amar Pillai, Ada County Highway District, Vice Chair.

Greg Vitley moved and Margaret Havey seconded approval of the ICC's 2009 Chair and Vice Chair as presented. There being no further discussion, the motion was unanimously approved.

B. Approve the FY2010-2014 Transportation Improvement Program (TIP) Regional Emissions Analysis-Project List

MaryAnn Waldinger said after the project list was sent out, more cleanup and administrative changes were made. MaryAnn reviewed the proposed changes.

MaryAnn commented on Project No. 94, Eagle Road, I-84 – ½ mile north of Fairview. Fall 2007, the City of Meridian submitted a request to COMPASS to amend *Communities in Motion* (CIM) to include this project. COMPASS did so because the project was 100% developer funded; no public dollars funded the widening project. Eagle Road is a principal arterial, a state highway, therefore regionally significant. Staff went forward with the amendment process according to federal regulations and Eagle Road was technically added to the funded list in CIM with the stipulation that City of Star legislation was changed.

With market conditions changing, CenterCal is still in negotiations on other projects along Eagle Road with the Idaho Transportation Department and they are no longer proposing to widen Eagle Road. COMPASS is seeking guidance from the Federal Highway Administration (FHWA); if the project remains in 2030 because it is technically on the funded list or if it can be moved to the "illustrative" list. FHWA's comments will be emailed to the ICC.

MaryAnn said since this project is part of the funded list, it might remain in 2030 for conformity but when staff prepares planning studies and works with the highway districts, because there is no commitment, it may not be included. ICC has the option to recommend guidance on what to do with this project.

Discussion:

- Project No. 95, Amity Road, Federal Way – this project went to three lanes on the Federal Way side with bike lanes and a pedestrian facility on the north side. It is not in the Capital Improvement Plan (CIP).
- Project No. 123 – Meridian Road, Ustick Road – this project may go to a 5-lane widening project but clarification is needed.

After discussion, **Beth Baird moved and Sabrina Anderson seconded to approve the FY2010-2014 Transportation Improvement Program Regional Emissions Analysis-Project List with the amended project list and with the recommendation that Project No. 94, Eagle Road, I-84 – ½ mile north of Fairview, be moved to the**

illustrative list for lacking of funding; pending guidance from the Federal Highway Administration and/or written documentation from the developers regarding funding. There being no further discussion, the motion was unanimously approved.

INFORMATION/DISCUSSION ITEMS

B. State Implementation Plan Update

David Luft provided a review of State Implementation Plan update.

A. 2035 and Preservation Demographics

Carl Miller provided an update on the 2035 demographics for the *Communities in Motion* (CIM) update. COMPASS has been working with the Demographic Advisory Committee in developing the Preservation, Trend, and Community Choices scenarios, which will be used in public outreaches for the CIM update this fall. Official forecast data will be completed winter 2010.

C. MOVES (Motor Vehicle Emission Simulator)

MaryAnn Waldinger provided information on the MOVES model.

OTHER

A question was raised regarding the status of the Vapor Recovery project. MaryAnn said she would do some research and provide an update at the ICC's next scheduled meeting.

A. Next Meeting: To be determined.

ADJOURNMENT

Sabrina Anderson moved and Cecilia Hockett seconded to adjourn at 10:13 a.m. Motion carries.

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MEMORANDUM

TO: Interagency Consultation Committee
FROM: MaryAnn Waldinger, Principal Planner
DATE: April 14, 2010
RE: Approve the Regional Emissions Analysis Modeling Assumptions for the FY2011-2015 Transportation Improvement Program and the *Communities in Motion* Update

ACTION REQUESTED:

Approve the emissions estimation assumptions and methodologies as drafted for use in the FY2011-2015 Transportation Improvement Program (TIP) and *Communities in Motion* Update Regional Emissions Analysis.

BACKGROUND:

The ICC is required to review and approve the assumptions and emissions estimation methodologies used in regional emissions analyses. These analyses are conducted for transportation conformity purposes per state and federal regulations. Any Northern Ada County TIP or long-range transportation plan must demonstrate conformity to the motor vehicle emissions budgets for particulate matter 10 microns or less in diameter (PM₁₀), nitrogen oxides (NO_x), and volatile organic compounds (VOCs) established by the Northern Ada County PM₁₀ Maintenance Plan. A regional emissions analysis is not federally required for carbon monoxide (CO). However, Northern Ada County's Limited Maintenance Plan for CO requires COMPASS to conduct a build/no build emissions analysis for local planning purposes.

STATUS:

COMPASS is developing the FY2011-2015 TIP and the *Communities in Motion* Update. As a result, COMPASS staff is preparing to conduct a regional emissions analysis to support a conformity finding for both. The Northern Ada County PM₁₀ Maintenance Plan established motor vehicle emissions budgets for the years 1999, 2010, and 2015. Thus, budget tests will be performed for:

- 2011 - Base year of the FY2011-2015 TIP and Budget year
- 2015 - Budget year and last year of the TIP
- 2025 - Intermediate analysis year, as there can be no more than 10 years between analysis years
- 2035 – Draft long-range transportation plan (*Communities in Motion* Update) horizon year

Attached are three detailed summaries of the tools and methodologies proposed for use in the upcoming regional emissions analysis. Attachment 1 displays the proposed MOBILE6.2 input assumptions and includes the changes to the Vehicle Inspection and Maintenance (I/M) program (a.k.a vehicle emissions testing) for Ada County that took effect January 1, 2010. Attachment 2 explains the data estimation methodologies. Attachment 3 describes the current version of COMPASS' travel demand model and demographic assumptions.

Attachments (3)
pc: 685.01

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Attachment 1: Proposed FY 2011-2015 TIP MOBILE6.2 Model Input Assumptions

Parameter:	Proposed FY 2011-2015 TIP:	Previously Presented:	Note:
Fleet Mix	EPA MOBILE6.2 defaults, based on national fleet mix data.	Same	
UPDATED I/M Program	Two Annual programs: 1) Two speed test (idle and 2500 RPM) for pre 1996 vehicles only. Waiver Rates (pre 1981 & 1981 or newer) = 1.0% and 1.0%; Stringency (pre 1981 only) = 27.0%. 2) OBDII test for 1996 and newer vehicles. Waiver Rates = 0.0% and 1.0%. 3) Compliance rate for both programs = 98.0%. 4) <u>4-year grace period for new vehicles – effective January 1, 2010.</u> 5) <u>Biennial testing – effective January 1, 2010.</u>	Same	Data acquired from Department of Environmental Quality and confirmed by Dennis Turner, Air Quality Board, on April 13, 2010.
Anti-Tamper Program	Annual check for gasoline vehicles. Model years 1981 and newer are checked for tampering with: air pump, catalyst, fuel inlet restrictor, EGR, and the gas cap. Compliance rate is 98.0%.	Same	Data acquired from/confirmed by Dennis Turner, Air Quality Board, on 3-1-2007.
Min/Max Temperature	Winter = 28.95 / 47.46 F Summer = 49.29 / 78.18 F	Same	Although these temperatures are different from the ones used in the PM ₁₀ Maintenance Plan, they have been used for conformity since at least 2004. ITD's PLAQ uses different temperatures for project screening purposes.
Fuel Reid Vapor Pressure (RVP)	Winter = 15.0 Summer = 8.6	Same	
Diesel Fuel Sulfur Content	500 ppm until 2010 15 ppm after 2010	Same	Diesel fuel sulfur content will be reduced to 15 ppm by 2010 as per federal fuel standards.
Facility Speeds	Based on the weighted average model speeds for interstates, interstate ramps, principle arterials, minor arterials, collectors, local roads, and centroid connectors.	Same	Per PM ₁₀ Maintenance Plan Methodology (see Attachment 2).

Fuel Program	3 = Conventional Gasoline West	Same	Applies one of two phase-in schedules for the Tier 2 sulfur fuel standards for years after 1999.
Absolute Humidity	Winter = 24.87% Summer = 43.05%	Same	Although these values are different from the ones used in the PM ₁₀ Maintenance Plan, they have been used for conformity since at least 2004.
Seasonal Evaluation	Average of winter and summer emissions factors	Same	Winter emissions will be for years 2010, 2011, 2014, 2016, 2026, and 2031. This will allow us to take credit for some fleet turnover in November and December.

Attachment 2: Summary of COMPASS' Proposed Regional Emissions Analysis Methodologies

Budget Tests: A Budget Test will be used to demonstrate conformity of the FY2011-2015 TIP for NO_x, VOC, and PM₁₀. The test will use the PM₁₀ Maintenance Plan's annual emissions estimation methodology. This method developed an annual average emissions factor by averaging summer and winter emissions factors for each pollutant. These annual average emissions factors will then be used with forecasted vehicle miles traveled (VMT) from the travel demand model to calculate annual average emissions in tons per day (TPD).

VOC Emissions Adjustment: Refueling emissions will not be included in the VOC analyses. The supporting on-road emissions inventory calculations for the PM₁₀ Maintenance Plan removed more than refueling emissions from VOC estimates. However, this was done inconsistently and COMPASS staff has been unable to determine exactly how VOC emissions were calculated. Therefore, all evaporative VOC emissions, excluding refueling emissions, will be included in the VOC emissions estimates. This will be done by calculating the seasonal VOC emissions factors using MOBILE6.2 and the following equation:

$$EF_{adj} = \sum_{x=1}^{27} \{ (EF_x - RE_x) * F_x \}$$

Where:

- EF_{adj} = Adjusted VOC emissions factor (in grams VOC/mile) for a given roadway type
- x = MOBILE6.2 vehicle classification (27 classifications based on gross vehicle weight and fuel type)
- EF_x = Total VOC emission factor (tailpipe + evaporative, in grams VOC/mile) for a specific vehicle class on a given roadway type
- RE_x = Refueling VOC emissions factor for a specific vehicle class (in grams VOC/mile)
- F_x = Fraction of vehicle class x in total fleet

The adjusted emissions factors were then used to produce the VOC emissions estimates.

PM Emissions: PM₁₀ emissions will be calculated using average weekday VMT, not average daily VMT, per the Northern Ada County PM₁₀ Maintenance Plan.

CO Planning Analysis: A Build/No Build Test will be conducted using winter emissions factors for CO instead of annual average. Average daily VMT will be used to calculate CO emissions. In addition, CO emissions estimates will be compared to those in the CO Limited Maintenance Plan emissions inventory and the PM₁₀ Maintenance Plan. A CO planning analysis is not required by the Federal Highway Administration (FHWA), but is a requirement of the CO Limited Maintenance Plan.

Methodology for Determining MOBILE Model Facility Speeds: First, speeds for each link in the travel demand model are VMT weighted by multiplying the congested speed of the link by its corresponding distance and daily volume:

$$SW_l = S_l * VMT_l$$

Where:

- SW_l = VMT weights containing speed for each link (miles²/ hour)
- S_l = Congested speed of the link (miles/hour)
- VMT_l = Weekday VMT for the link (miles)

The daily VMT and the VMT weights containing speed are then summed for each of the seven modeled facility types:

$$SW_t = \sum_1^n SW_l \quad VMT_t = \sum_1^n VMT_l$$

Where:

SW_t = Total VMT weights containing speed for a given facility type (miles²/ hour)

VMT_t = Total weekday VMT of a given facility type (miles)

n = number of links for a given facility type

To arrive at a final speed for each travel demand model facility, the total VMT weight containing speed for each facility type is divided by the total VMT of a given facility type:

$$S_m = \frac{SW_t}{VMT_t}$$

Where:

S_m = Speed used in MOBILE6.2 for a given facility type (miles/hour)

This was the methodology used to develop the on-road portion of the PM₁₀ Maintenance Plan's emission inventory and motor vehicle emissions budgets.

MOBILE6.2 Modeling of Facility Types:

Travel Demand Model Interstate = MOBILE6.2 Freeways

Travel Demand Model Principal Arterials = MOBILE6.2 Arterial

Travel Demand Model Minor Arterials = MOBILE6.2 Arterial

Travel Demand Model Collectors = MOBILE6.2 Arterial

Travel Demand Model Local Roads: For local facility types MOBILE6.2 assigns a speed of 12.9 mph. However travel demand model speeds of local roads are well above 12.9 mph. Therefore emissions factors for local roads are calculated using the ratios of three MOBILE6.2 generated emissions factors:

$$EF_{local} = EF_{as} \times \frac{EF_l}{EF_{al}}$$

Where:

EF_{local} = Emissions factor for local roads (grams/mile)

EF_{as} = The MOBILE6.2 emissions factor for local roads modeled as an arterial (grams/mile)

EF_l = The MOBILE6.2 emissions factor for local roads modeled as a local road (grams/mile)

EF_{al} = The MOBILE6.2 emissions factor for local roads modeled as an arterial at a speed of 12.9 mph (grams/mile)

Travel Demand Model Ramps: For freeway ramps, MOBILE6.2 assigns a speed of 34.6 mph. This was accepted and used for the PM₁₀ Maintenance Plan's emissions inventory.

Travel Demand Model Centroid Connectors = MOBILE6.2 Arterial. Centroid connectors are more representative of a MOBILE6.2 local roadway than a MOBILE6.2 arterial. The travel demand model speeds of most centroid connectors are 15 mph, while the speeds of local roadways are closer to those found on minor arterials and collectors. However, an analysis conducted as part of the FY2004-2008 Northern Ada County TIP regional emissions analysis showed that changing this emissions estimation methodology was insignificant.

Canyon County Vehicles on Ada County Roads *Effective Summer 2010*

Previous air quality conformity analyses accounted for Canyon County's contribution to Ada County VMT. Beginning June 2010, Canyon County vehicles are subject to a vehicle inspection and maintenance program similar to the Ada County process. Therefore, calculating the separate emissions factors for the Canyon County resident portion of Ada County VMT is no longer necessary.

Road Dust Emissions

In February of 2002, Desert Research Institute (DRI) completed a study of fugitive road dust emissions from paved and unpaved roadways in Ada and Canyon Counties (*Treasure Valley Road Dust Study: Final Report*, Etyemezian et. all, DRI; February 15, 2002). It was included in Appendix F of the PM₁₀ Maintenance Plan and used to establish the PM₁₀ motor vehicle emissions budget for Ada County. Section 5 of the report yielded a more current and area specific emissions estimation methodology. It estimates emissions using roadway speeds and an empirically derived emissions potentials.

Unpaved Roads:

$$b = C_{C,S,T} \times s^{-x}$$

Where:

b = Roadway emissions potential (grams PM₁₀/VKT/mps)

$C_{C,S,T}$ = Constant assumed to be 8.58 grams PM₁₀/VKT/mps for dry unpaved roads in Ada County (Section 5.2 of the *Treasure Valley Road Dust Study: Final Report*)

s^{-x} = Dry emissions multiplier used to account for snow cover and precipitation on unpaved roads in Ada County (Table 5-11 of the *Treasure Valley Road Dust Study: Final Report*)

Because unpaved roads are not included in COMPASS' model networks, the *Treasure Valley Road Dust Study: Final Report* assumed unpaved roadway speeds to be 25 mph (11.2 mps). The result is a constant emissions factor of 0.31 pounds road dust per mile traveled for unpaved roadways. Average daily trips on unpaved roadways in Ada County can be assumed, as in past regional emissions analyses, to be 120 vehicles per day. Paving is assumed to occur in Ada County at a rate of 1.95% a year, based on data from the Ada County Highway District.

Using Table 5-11 of the *Treasure Valley Road Dust Study: Final Report* yields a winter dry emissions multiplier (s^{-x}) of 0.77 and a summer value equal to 0.90. In the past it appears that incorrect winter and summer multipliers of 0.91 and 0.94 were used in this calculation. These values result if paved road emissions multipliers from Table 5-4 are mistakenly used.

Paved Roads:

$$b = C_{C,S,T} \times s^{-x}$$

Where:

b = Roadway emissions potential (grams PM₁₀/VKT/mps)

$C_{C,S,T}$ = Constant dependant on County, setting, and season (grams PM₁₀/VKT/mps)

S = Posted speed of the roadway (mps)

x = Empirically derived exponent dependant on County, setting, and season (1/mps)

Table 5-1 in the Treasure Valley Road Dust Study contains values used in the equation above. DRI found $C_{C,S,T}$ for paved residential/local roadways to be independent of speed ($x = 0$). However, paved residential roadway emissions potentials were still seasonally dependant.

In order to calculate road dust emissions, emissions factors were calculated for Ada County's paved urban rural roadways during both summer and winter seasons:

$$EF_{S,T} = b_{S,T} \times s$$

Where:

$EF_{S,T}$ = Roadway PM₁₀ emissions factor per setting and season (grams PM₁₀/VKT)

$b_{S,T}$ = Roadway emissions potential per setting and season (grams PM₁₀/VKT/mps)

S = Posted speed of the roadway (mps)

Individual link speeds and DRI's urban/rural setting designations were used to calculate paved road emissions factors for each roadway link in COMPASS' travel demand model network. Posted speed, in miles per hour (mph), are converted to meters per second (mps) using a conversion factor of 0.447.

Because paved road dust emissions factors change with the seasons, two emissions factors were calculated for each link: a winter factor and a summer factor. Each of these seasonal emissions factors was then adjusted to account for precipitation effects (7% reduction in the summer and 9% reduction in the winter). The seasonal emissions factors adjusted for precipitation effects were then combined, using 0.25 as the fraction of the year the winter scenario applies and 0.75 as the fraction of the year that is summer. This results in one composite emissions factor per roadway link.

PM₁₀ emissions for each link were then calculated by applying the emissions factor to average weekday vehicle kilometers traveled (VKT) of the link:

$$E_{PM10,L} = EF_{C,L} \times VKT_L$$

Where:

$E_{PM10,L}$ = PM₁₀ emissions for a given link (grams PM₁₀/day)

$EF_{C,L}$ = Composite PM₁₀ emissions factor for a given link (grams PM₁₀/VKT)

VKT_L = Average weekday vehicle kilometers traveled for the link (VKT)

Conversion factors of 1.6 kilometers/mile and 907,184.74 grams/ton were applied to get a result in ton PM₁₀/day.

Attachment 3: COMPASS Travel Demand Model Assumptions

- Model Development – The COMPASS two-county travel demand model is undergoing an interim-year update to 2008. This update includes refinement to the TAZs, network and updated demographics. The daily model was completed and accepted in February 2010 by the Transportation Model Advisory Committee. The updated model's demographic and land use "base year" is 2008 to coincide with COMPASS' most recent household travel survey. To develop the 2008 demographics, 2000 Census block-level data was allocated to the refined TAZs then, building permit data from 2000 and 2008 to estimate the base year population and households. Detailed employment data is provided annually by the Department of Labor. The data are reviewed, cleaned and allocated to TAZs for the base year model. As part of the model development, staff collected roadway information such as speed, number of lanes, and connectivity.
- 2002 Treasure Valley Household Characteristics Study - COMPASS surveyed Treasure Valley residents' travel habits in fall of 2002. This survey was part of a major effort to update the input data for the model. Detailed travel data was collected from 2,582 households for each person in the household. The data provide from the survey were used by staff to calculate trip rates by trip type by household classification for both counties, auto occupancy factors by trip type, and the number of trips per duration of time.
- Demographics – *Communities in Motion* (CIM) Update, COMPASS' regional long-range transportation plan will contain an update to the demographic/growth scenario and supporting transportation system for 2035. The "control total" population of 1,046,000 was accepted by the COMPASS Board in April 2009. Allocation of the demographics to the TAZ level was done using UPlan, land use model. On December 29, 2009, COMPASS staff sent the 2035 population, household and employment forecasts, at the TAZ level, to each jurisdiction for review and comment. To some degree, all the jurisdictions participated in the review. Eight of the jurisdictions provided comments via letter. On February 4, 2010, the Demographic Advisory Committee approved the 2035 population, household and employment forecast allocations. *Communities in Motion* (CIM) Update draft will be available for review and comment in May 2010 and is scheduled for adoption by the COMPASS Board in August 2010.
- Mode Choice Tool – "Mode Choice" is the third step in a traditional 4-step travel demand model, such as the one maintained by COMPASS. It takes person trips estimated using the demographic input data and splits them into mode specific trips. In June 2005 a mode choice tool for the COMPASS travel demand model was completed. It is based on the mode choice tool utilized by the Salt Lake City regional metropolitan planning organization (Wasatch Front Regional Council). The tool sorts trips into one of either two motorized (bus or auto) or two non-motorized (walk or bike) mode choices. Transit (bus) trips are assigned to the transit network, while vehicle trips are assigned to the roadway network. An on-board transit ridership survey is scheduled for September 2010. The data collected will be used to update the mode choice model.
- Validation – As per federal guidance, the model has been validated to actual traffic count data. The guidance suggests a model is validated when predicted volumes are within a certain percentage of the measured volumes on a given facility type. Federal validation guidelines:

Freeways/Interstates:	Less than 7% deviation
Principal Arterials:	Less than 10% deviation
Minor Arterials:	Less than 15% deviation
Collectors:	Less than 25% deviation

Additionally, staff validated the model to California Transportation Department (CALTrans) standards. The model was also put through a sensitivity analysis. This involves testing the model's response to changes made to its inputs. The results were then analyzed for their reasonableness.



MEMORANDUM

To: Interagency Consultation Committee
FROM: MaryAnn Waldinger, Principal Planner
DATE: April 14, 2010
RE: Review the Draft Project List for the FY2011-2015
 Transportation Improvement Program and the *Communities in Motion* Update

ACTION REQUESTED:

None. Information Only.

BACKGROUND:

The ICC is required to review and approve the assumptions and emissions estimation methodologies used in regional emissions analyses. These analyses are conducted for transportation conformity purposes per 40CFR93 and IDAPA 58.01.01.563. Any Northern Ada County Transportation Improvement Program (TIP) or long-range transportation plan must demonstrate conformity to the motor vehicle emissions budgets established by the Northern Ada County PM₁₀ Maintenance Plan. Budgets are established for particular matter 10 microns or less in diameter (PM₁₀), nitrogen oxides (NO_x), and volatile organic compounds (VOCs). A regional emissions analysis is not federally required for carbon monoxide (CO). However, Northern Ada County's Limited Maintenance Plan for CO requires COMPASS to conduct a build/no build emissions analysis for local planning purposes.

STATUS:

Staff has prepared the attached listing of projects proposed to make up the "build" travel demand model networks for use in the FY2011-2015 Regional TIP Emissions Analysis and subsequent conformity demonstration for Northern Ada County. The model networks include projects proposed as part of the Ada County Highway District's (ACHD) Capital Improvement Plan (CIP) as of June 2009, Five-Year Work Program (FYWP) adopted February 24, 2010, and draft *Communities in Motion* Update funded project list accepted by the COMPASS Board January 2010.

The Idaho Transportation Department (ITD) will submit their formal FY2010-2014 project list to COMPASS for inclusion in the FY2011-2015 Regional TIP in mid-May 2010.

Staff requests the ICC's review of the attachment and to formulate any questions or comments regarding the proposed model networks or federal regulations regarding financially constrained plans. Attachment 1 includes an additional table listing those roadway projects that are not included in the model network for conformity purposes. These projects are listed as unfunded in draft project list for the CIM Update or for right-of-way preservation only in ACHD's CIP therefore, not part of the funded project list. The ICC will be asked to take action on the proposed model networks at a June 2, 2010 meeting.

Attachments (1)
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**Draft FY 2011-2015 Regional Emissions Analysis Model Networks
As of April 13, 2010**

The following table lists the transportation projects recently completed or under construction. Projects under construction are expected to be open to the motoring public by December 31, 2010.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Status
1.	Meridian Rd & Main St (Ph 1 of split corridor)	I-84 - Franklin Rd	3	FYWP/CIP/CIM-U/TIP/STIP	RD205-06	Yes	No	No	Done
2.	ParkCenter East Bridge	ParkCenter Blvd - Warm Springs Ave	4	FYWP/CIP/TIP/STIP	MA203-02	Yes - Principal Arterial	No	No	Done
3.	Deer Flat Rd	Ten Mile Rd - SH 69	3	FYWP/CIP	RD125	No	No	Yes - Safety (40CFR93.12 6)	Under construction
4.	I-84	Garrity IC - Meridian IC	6	TIP/STIP/CIM-U	9815	Yes - Interstate	Yes - GARVEE	No	Under construction
5.	Orchard IC	Reconstruct - add new ramps and lanes	NA	TIP/CIM-U/STIP	9817	Yes - Interstate	Yes - GARVEE	Yes - (40CFR93.12 7)	Under construction
6.	Ten Mile Rd	Franklin Rd - Cherry Ln	5	FYWP/CIP/CIM-U	RD309	No	No	No	Under construction
7.	Vista IC	Reconstruct - add new ramps and lanes	NA	TIP/STIP/CIM-U	9818	Yes - Interstate	Yes -ARRA	Yes - (40CFR93.12 7)	Under construction

2011 Network

The base network uses 2011 demographics and consists of the existing roadway network and the projects assumed to be completed and open to the motoring public by December 31, 2011. The 2011 demographics forecasts were developed using the demographic allocation approved by DAC on February 4, 2010. The 2011 network uses 2011 demographics and includes all the projects listed above along with the following list of projects.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year – FY1115
8.	Eagle Rd	Victory Rd - Ridenbaugh Canal	5	FYWP/CIP/TIP/STIP	RD203-07	Yes - Principal Arterial	No	No	2011/2011
9.	I-84	Garrity IC - Meridian IC	8	STIP/CIM-U		Yes - Interstate	Yes - GARVEE	No	UC/Funded
10.	I-84	Cole / Overland IC - Broadway IC	8	STIP/CIM-U	09819/ 09820/ 09823	Yes - Interstate	Yes - GARVEE	No	UC/Funded
11.	Overland Rd	Ten Mile Rd - Linder Rd	5	FYWP/CIP		Yes - Principal Arterial	No	No	2011/2014-2018
12.	Ten Mile Rd IC	New Interchange at I-84 and Ten Mile Rd between New Overland Rd – Franklin Rd	NA	TIP/STIP	9815	Yes - Interstate	Yes - GARVEE	No	UC anticipated open summer 2011

2015 Network

The 2015 network uses 2015 demographics and includes the construction year networks for 2011 and the following list of projects.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year – FY1115
13.	30 th St (new road)	Fairview Ave - State St	5	FYWP/CIP	RD202-09	No	No	No	2013/2014-2018
14.	Five Mile Rd	Franklin Rd - Fairview Ave	5	FYWP/CIP/STIP/TIP	F038/11582	No	Yes	No	2013/2013
15.	Five Mile Rd	Fairview Ave - Ustick Rd	5	FYWP/CIP	RD195A	No	No	No	2015/UF ROW only
16.	Franklin Rd	Touchmark Way (~1000' e/o Eagle Rd) - Five Mile Rd	5	FYWP/CIP/STIP/TIP	RD282/77737	Yes - Principal Arterial	Yes	No	2011-12
17.	Franklin Rd	Ten Mile Rd - Linder Rd	5	FYWP/CIP/STIP/TIP/CIM-U	RC0165/9504	Yes*	Yes	No	2012/2012
18.	Hill Rd Extension	State St - Horseshoe Bend Rd	3	FYWP	RD308	No	No	No	2012
19.	I-84	Franklin Blvd - Garrity IC	6	STIP/CIM-U	10916	Yes - Interstate	Yes - GARVEE	No	2015/Funded
20.	Meridian Rd & Main St (Ph 2 of split corridor)	Franklin - Fairview Ave	5	FYWP/CIP/CIM-U/TIP/STIP	RD205-07	Yes*	No	No	2013/2012
21.	SH 16 River Crossing	Connect SH 16 from SH 44 to US 20/26	4	CIM-U/TIP/STIP	11236	Yes - Principal Arterial	Yes - GARVEE	No	Funded / 2011-12
22.	Ten Mile Rd	Cherry Ln - Ustick Rd	5	FYWP/CIP/CIM-U	RD188	No	No	No	2015/2013/funded
23.	Ustick Rd	Meridian Rd – Locust Grove Rd	5	FYWP/CIP/CIM-U	RD202-37	Yes*	No	No	PD/2014-2018/ Funded
24.	Ustick Rd	Locust Grove Rd – Leslie Dr	5	FYWP/CIP/CIM-U	RD205-05	Yes*	No	No	2015/2014-2018/ Funded
25.	Ustick Rd	Duane Dr (1/4 mile e/o Eagle Rd– Five Mile Rd	5	FYWP/CIP/CIM-U	RD202/RD 205-04	No	No	No	2014/2014-2018/ Funded

2025 Network

The 2025 network uses 2025 demographics and includes the construction year networks for 2011, 2015, and the following list of projects.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year – FY1014
26.	36th St	Hill Rd - Cartwright Rd	3	FYWP/CIP		No	No	No	UF/ 2019-2027
27.	Adams St	Improved connection 36 th to 37 th St (Clay St)	3	FYWP	RD208-08	No	No	Yes	PD
28.	Avalon Rd (Kuna Rd)	Linder Rd - Orchard St	5	CIP		No	TBD	No	2019-2027
29.	Cloverdale Rd	Ustick Rd – Chinden Blvd	5	FYWP/CIP/ CIM-U	RD207-13 /RC0092	No	No	No	UF/2014-2018/Funded
30.	Cloverdale Rd	Franklin Rd – Ustick Rd	5	FYWP/CIP/ CIM-U	RD202-14 / RC0087	No	No	No	PD/2014-2018/Funded
31.	Cloverdale Rd	Overland Rd - Franklin Rd	5	CIP/CIM-U		No	No	No	2019-2027UF/ Funded
32.	Cloverdale Rd	Amity Rd – Overland Rd	5	CIP/CIM-U		No	No	No	2014-2018/Funded
33.	Cloverdale Rd	Lake Hazel Rd – Amity Rd	5	CIP/CIM-U		No	No	No	2014-2018/Funded
34.	Cloverdale Rd	Columbia Rd – Lake Hazel Rd	5	CIP/CIM-U		No	No	No	2019-2027 UF /Funded
35.	Cole Rd	I-84 Ramps – Franklin Rd	5	FYWP/CIP/	RD207-16	Yes – Principal Arterial	No	No	PD/2014-2018
36.	Cole Rd	Lake Hazel Rd - Victory Rd	5	CIP		Yes - Principal Arterial	No	No	2019-2027
37.	Fairview Ave	Meridian Rd - Locust Grove Rd	7	FYWP/CIP/ CIM-U	RC0135	Yes - Principal Arterial	No	No	UF/2019-2027 UF/Funded
38.	Fairview Ave	Locust Grove Rd – Eagle Rd	7	FYWP/CIP/ CIM-U	RC0133	Yes - Principal Arterial	No	No	UF/2014-2018/ Funded
39.	Fairview Ave	Eagle Rd – Cloverdale Rd	7	FYWP/CIP/ CIM-U	RC0130	Yes - Principal Arterial	No	No	UF/2014-2018/ Funded
40.	Fairview Ave	Cloverdale Rd - Five Mile Rd	7	FYWP/CIP/ CIM-U	RC0127	Yes - Principal Arterial	No	No	UF/2019-2027/Funded/
41.	Fairview Ave	Five Mile Rd - Maple Grove Rd	7	FYWP/CIP/ TIP/CIM-U	RC0131	Yes - Principal Arterial	No	No	UF/2019-2027/Funded
42.	Fairview Ave	Maple Grove Rd - Cole Rd	7	FYWP/CIP/ CIM-U	RD207-17	Yes – Principal Arterial	No	No	UF/2019-2027/Funded
43.	Fairview Ave	Cole Rd - Orchard St (or e/o Curtis Rd)	7	CIP/CIM-U		Yes – Principal Arterial	No	No	2019-2027 UF/Funded

2025 Network

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year – FY1014
44.	Franklin Rd	Black Cat Rd – Ten Mile Rd	5	FYWP/CIP/CIM-U/	RC0152	Yes – Principal Arterial	No	No	UF/2019-2027 /Funded
45.	Franklin Rd	McDermott Rd - Black Cat Rd	5	CIP/CIM-U		Yes*	No	No	2019-2027 UF /Funded
46.	Maple Grove Rd	Lake Hazel – Victory Rd	5	CIP		No	No	Yes - Safety (40CFR93 .126)	2019-2027
47.	Lake Hazel Rd Extension	Cole Rd - Pleasant Valley Rd	5	CIP/CIM-U		Yes*	No	No	2014-2018/ Funded
48.	Lake Hazel Rd	Locust Grove Rd – Cole Rd	5	CIP/CIM-U		Yes*	No	No	2014-2018/ Funded
49.	Linder Rd	Franklin Rd - Ustick Rd	5	FYWP/CIP/CIM-U	RD077	No	No	No	UF/2019-2027/ Funded
50.	Linder Rd	Ustick Rd to Chinden Blvd	5	CIP/CIM-U		No	No	No	2019-2027/ Funded
51.	McMillan Rd	Locust Grove Rd - Eagle Rd	5	FYWP/CIP	RC0240	No	No	No	UF/2019-2027
52.	Pine St	Eagle Rd - Cloverdale Rd	5	CIP		No	No	No	2019-2027
53.	Ten Mile Rd	Victory Rd – Overland Rd	5	CIP/CIM-U	RC0299	Yes - Principal Arterial	TBD	No	2019-2027/ Funded
54.	Ten Mile Rd	Ustick Rd - Chinden Blvd	5	CIP/CIM-U		No	TBD	No	2019-2027 UF/ Funded
55.	Ustick Rd	Black Cat Rd – Ten Mile Rd	5	CIP/CIM-U		Yes*	TBD	No	2014-2018 /Funded
56.	Victory Rd	Maple Grove Rd - Cole Rd	5	CIP		No	TBD	No	2014 - 2018

2035 Network

The 2035 network uses 2035 demographics and includes the construction year networks for 2011, 2015, 2025, and the following list of projects.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year – FY1014
57.	36 th St	Extend 36 th St from existing to Cartwright Rd and Bogus Basin Rd	3	CIP	RD307	No	No	Yes - Safety (40CFR93.126)	UF 2019-2027
58.	Amity Rd	McDermott Rd - Meridian Rd	3	CIP/(5 lanes in CIM-U)		Yes - Principal Arterial	TBD	No	2019-2027 UF/ Funded
59.	Amity Rd	Meridian Rd - Eagle Rd	5	CIP/CIM-U		No	TBD	No	2019-2027/ Funded
60.	Emerald St	Curtis Rd -Orchard St	5	CIP		No	TBD	No	2019-2027
61.	Executive St / Presidential	3 In couplet with Presidential	N.A.	CIP		No	TBD	No	2019-2027
62.	Federal Way	S/o SH 21 - Isaac Canyon IC	5	Developer Funded		No	Developer Funded	No	NA
63.	Overland Rd New Extension	Black Cat Rd – Ten Mile Rd	5	South Meridian Study		No	TBD	No	2035 Overland Rd east of Ten Mile Rd will be realigned due to the Ten Mile IC.
64.	State St	Glenwood St – 36 th St	7	FYWP/CIP/CIM-U (to MMC)		Yes - Principal	TBD	No	UF/2019-2027 /Funded
65.	Ten Mile Rd	Lake Hazel - Victory Rd	5	CIP/CIM-U		Yes*	TBD	No	2019-2027 UF /Funded
66.	Ustick Rd	Star Rd – Black Cat Rd	5	CIP/CIM-U		Yes*	TBD	No	2019-2027 UF /Funded
67.	Ustick Rd	Ten Mile Rd – Meridian Rd	5	CIP/CIM-U		Yes*	TBD	No	2019-2027 /Funded
68.	Ustick Rd	Cole Rd - Curtis Rd	5	CIP/CIM-U		No	TBD	No	2019-2027 UF/ Funded

Unfunded and/or ROW only: The following projects will not be included in the travel demand forecast model networks for air quality conformity purposes.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Status
69.	Amity Rd	Federal Way - Holcomb Rd/Surprise Way	3	FYWP	RD209-01	No	No	Yes	UF
70.	Beacon Light Rd	Extend Beacon Light Rd from Ada Co. Line - SH 16	2	CIP/CIM-U		No	TBD	No	UF- ROW only/ Unfunded
71.	Beacon Light Rd	SH 16 - Park Ln	5	CIP/CIM-U		No	TBD	No	UF- ROW only/ Unfunded
72.	Beacon Light Rd	Park Ln - Eagle Rd	3	CIP/CIM-U		No	TBD	No	UF- ROW only/ Unfunded
73.	Black Cat Rd	Amity Rd - Cherry Ln	3	CIP		No	TBD	No	UF-ROW only/ Unfunded
74.	Black Cat Rd	Cherry Ln - Chinden Blvd	5	CIP/CIM-U		No	TBD	No	UF-ROW only/ Unfunded
75.	Broadway IC	Reconstruct - add new ramps and lanes	N.A.	CIM-U	9821	Yes - Interstate	Yes	Yes - (40CFR93.127)	unfunded
76.	Cherry Ln	McDermott Rd - Black Cat Rd	5	CIP/CIM-U		Yes*	TBD	No	2019-2027 UF/ Unfunded
77.	Eagle Rd	I-84 - ½ mile north of Fairview	7	City of Meridian/ CIM-U/TIP		Yes - Principal Arterial	No	No	Highway districts and developers still negotiating roadway improvements. As of August 2009 improvements may be more operational than capacity.
78.	Eagle Rd	Lake Hazel Rd – Amity Rd	5	CIP		Yes - Principal Arterial	TBD	Yes - Safety (40CFR93.126)	UF- ROW only
79.	Emerald St	Five Mile Rd – Curtis Rd	5	CIP			TBD	No	UF- ROW only
80.	Executive St / Presidential	Cloverdale Rd - Five Mile Rd	5	CIP		No	TBD	No	UF- ROW only

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Status
81.	Five Mile Rd	Lake Hazel Rd – Amity Rd	5	CIP		No	TBD	No	UF – ROW only
82.	Five Mile Rd	Overland Rd - Franklin Rd	5	CIP		No*	TBD	No	UF – ROW only
83.	Five Mile Rd	Ustick Rd - McMillan Rd	5	CIP		No	TBD	No	UF – ROW only
84.	Franklin Rd	Eagle Rd - Milwaukee St	7	CIP		Yes - Principal Arterial	TBD	No	UF – ROW only
85.	Glenwood St / Cole Rd couplet	Two way couplet - Mountain View Dr	3	CIP		Yes - Principal Arterial	TBD	No	UF – ROW only
86.	Gowen IC	Reconstruct	NA	CIM-U	9822	Yes - Interstate	Yes	Yes - (40CFR93.127)	Unfunded
87.	Hill Rd	Castle Dr - 36 th St	3	CIP		No	TBD	Yes - Safety (40CFR93.126)	UF – ROW only
88.	I-84	Broadway IC - Isaacs Canyon IC	8	CIM-U	K307/ K301	Yes - Interstate	Yes	No	Unfunded
89.	Lake Hazel Rd	SH 69 – Eagle Rd	5 (3 lanes in CIP)	CIP/CIM-U		Yes*	TBD	No	2019-2027 UF /Unfunded
90.	Lake Hazel Rd	McDermott Rd - SH 69	5	CIM-U		Yes*	TBD	No	Unfunded
91.	Lake Hazel Rd (Gowen Rd Realignment)	Gowen Rd - Eisenman Rd	4-5	CIP/CIM-U		Yes*	TBD	No	2019-2027 ROW only/ Funded
92.	Linder Rd	Victory Rd - Overland Rd	5	CIM-U		No	TBD	Yes - Safety (40CFR93.126)	Unfunded
93.	Linder Rd	Kuna Mora Rd - Victory Rd	5	CIM-U		No	TBD	No	Unfunded
94.	Linder Rd	Overland Rd - Franklin Rd (includes overpass)	5	CIP/CIM-U		No	TBD	No	UF - ROW only/ Unfunded
95.	Linder Rd	Chinden Blvd - State St (4 lane bridge)	5	CIP/CIM-U		No	TBD	No	UF – ROW only/ Unfunded
96.	Linder Rd	State St - Beacon Light Rd	5	CIP/CIM-U		No	TBD	No	UF – ROW only/ Unfunded
97.	Locust Grove Rd	Fairview Ave - McMillan Rd	5	CIP		No	TBD	No	UF – ROW only

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Status
98.	Maple Grove Rd	Fairview Ave - McMillan Rd	5	CIP		No	TBD	No	UF – ROW only
99.	McDermott Rd	Lake Hazel Rd - I84	5	CIM-U		Yes* - Principal Arterial	TBD	No	Unfunded
100.	McMillan Rd	McDermott Rd - Locust Grove Rd	3	CIP		No	TBD	Yes - Safety (40CFR93.126)	UF – ROW only
101.	McMillan Rd	Cloverdale Rd - Five Mile Rd	5	CIP		No	TBD	No	UF – ROW only
102.	McMillan Rd	Five Mile Rd - Maple Grove Rd	3	CIP		No	TBD	Yes - Safety (40CFR93.126)	UF – ROW only
103.	Meridian Rd	Cherry Ln – Ustick Rd	5	CIP/CIM-U		No	TBD	No	2018-2027 UF/Unfunded
104.	Meridian Rd	Ustick Rd - Chinden Blvd	3	CIP		No	TBD	No	UF – ROW only
105.	Meridian Rd IC	Reconstruct interchange	NA	CIM-U		Yes - Interstate	Yes	Yes - Safety (40CFR 93.126)	Unfunded
106.	Overland Rd	Meridian Rd - Maple Grove Rd	7	CIP		Yes - Principal Arterial	TBD	No	UF – ROW only
107.	SH 16 Expressway	Ada Co. Line - I-84 (Urban ICs at Chaparral, Beacon Light, SH 44, US 20/26, and Ustick)	4	CIM-U		Yes - Principal Arterial	Yes	No	Unfunded
108.	SH 16 IC	I-84 - Vicinity of McDermott		CIM-U		Yes - Interstate	Yes	No	Unfunded
109.	SH 44	Ada Co. Line - Ballantyne Rd	4	CIM-U		Yes - Principal Arterial	Yes	No	Unfunded
110.	SH 55	Beacon Light Rd - Brookside Ln	4	CIM-U		Yes - Principal Arterial	TBD	No	Unfunded
111.	SH 69 Connection	Kuna Mora Rd - Kuna Rd	2	CIM-U		Yes* - Principal Arterial	TBD	No	Unfunded
112.	State St	36 th St – 27 th St	7	FYWP/CIP/CIM-U		Yes - Principal	TBD	No	UF/2019-2027 UF /Unfunded

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Status
113.	Three City's River Crossing (new road & bridge)	Chinden Blvd - State St	5	FYWP/CIP/STIP/CIM-U	C202-01/9189	Yes - Principal Arterial	Yes	No	UF/2019-2027/PD/Unfunded
114.	US 20/26	Can Ada Rd - Eagle Rd	4 or 6	CIM-U		Yes - Principal Arterial	Yes	No	Unfunded
115.	Victory Rd	Eagle Rd - Cloverdale Rd	3	CIP		No	TBD	Yes - Safety (40CFR93.126)	UF – ROW only
116.	Victory Rd	Cloverdale Rd – Maple Grove Rd	5	CIP		No	TBD	No	UF – ROW only

Source of Projects:

FYWP = Ada County Highway District's Five Year Work Plan FY 2011-2015

CIP = ACHD 2006 Capital Improvements Plan FY 2006-2027

STIP = Idaho Transportation Department's Statewide Transportation Improvement Program FY 2010-2013 and Grant Anticipation Revenue Vehicle (GARVEE) Bond Scenario 7 approved by the IT Board in October 2006

TIP = Draft FY 2011-2015 Regional Transportation Improvement Program list

CIM-U = Draft *Communities in Motion Update* Project List – Long Range Transportation Plan for the six county region

Unfunded = Unfunded projects in the Draft *Communities in Motion Update* Project List

FYWP #/ITD Key #:

FYWP# = ACHD GIS Numbers are alpha numeric identification numbers (ex. RD169)

ITD Key# = ITD Key Numbers are from the Transportation Improvement Program and the State Transportation Improvement Program and are strictly numeric (ex. 6299)

Regionally Significant:

Yes* = Represents a proposed change in functional classification as part of the 2035 *Regional Planning Functional Classification Map*

<http://www.compassidaho.org/prodserv/func-maps.htm>

Regionally Significant Roadway Project Definition:

Regional emissions analyses, for the purposes of demonstrating transportation conformity of a TIP or long-range plan, must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area. On January 30, 2002, the ICC 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.”

Despite these definitions, the ICC maintains discretionary authority in interpreting and applying them to the area’s transportation programs, plans, and projects. For the purposes of this conformity determination, all applicable roadway projects, despite their significance, were included in the travel demand model networks.

Exempt:

Pursuant to 40CFR93.126 (Exempt Projects), certain projects listed in a long-range transportation plan or TIP may proceed even in the absence of a conformity finding/demonstration. Exempt projects include highway safety or mass transit projects, landscaping projects, roadway rehabilitation and repair, transportation enhancement projects, and transportation planning activities that do not lead directly to construction. However, the exempt projects listed in 40CFR93.126 are not considered exempt if the ICC concludes that they may have an adverse impact on air quality.

Federal Aid:

GARVEE = Grant Anticipation Revenue Vehicle (GARVEE) bonds are tax-exempt financing mechanisms backed by annual federal appropriations for federal-aid transportation projects.

Construction Year:

UF = Construction is unfunded, illustrative, or listed for preservation of right-of-way only in FYWP and/or CIP

PD = Preliminary development projects

UC = Project is currently under construction

Status:

Based on monthly GARVEE reports provided by ITD, ACHD’s draft FYWP 2011-2015 and CIP.

The COMPASS model is a two-county model. The planned projects in Ada and Canyon County are included in the appropriate model network year.

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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

MEMORANDUM

To: Interagency Consultation Committee
FROM: MaryAnn Waldinger, Principal Planner
DATE: April 14, 2010
RE: 2035 Demographic Forecast Update

ACTION REQUESTED:

None. Information Only.

BACKGROUND:

On April 20, 2009, the COMPASS Board approved a population forecast of 1,046,000 for the year 2035. This population has been allocated to subareas and Traffic Analysis Zones (TAZ), transmitted to local land use agencies for review, and recommended for COMPASS Board approval at the February 4, 2010 Demographic Advisory Committee meeting.

STATUS:

Please see the attached memo and tables for more information regarding the demographic forecast process and results.

Attachments (1)

pc: 647.1

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COMPASS BOARD MEETING AGENDA ITEM V-B

Date: March 15, 2010



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: *Communities in Motion* Forecast**Summary:**

Communities in Motion (CIM) was adopted as the regional, long-range transportation plan for southwest Idaho in August 2006. Federal requirements necessitate the update of this plan by August 2010. One of the key steps to identifying transportation improvements is to realize land use, growth, and subsequent travel demand impacts.

On April 20, 2009, the COMPASS Board approved a population forecast of 1,046,000 for the year 2035. This population has been allocated to subareas and Traffic Analysis Zones (TAZ), transmitted to local land use agencies for review, and recommended for Board approval at the February 4, 2010 Demographic Advisory Committee (DAC) meeting.

The Preservation Scenario forecast is the buildout of local land use plans and will help to identify long-range corridor preservation needs. The Preservation Scenario forecast has been reviewed by local land use agencies. At the November 19, 2009 DAC meeting, it was recommended for Board approval. The Preservation Scenario depicts where 2.6 million people and 1.4 million jobs will be located. There is no identified date for this buildout to occur.

Staff Recommendation/Request:

Approve the 2035 and Preservation Scenario population and employment forecasts for the update to *Communities in Motion*.

Implication (policy and/or financial):

- A population forecast must be approved prior to the adoption of the update to the *Communities in Motion* transportation plan in August 2010.

Highlights:

- The 2035 forecast allocates 1,046,000 population and 470,000 jobs in Ada and Canyon counties.
- The Preservation Scenario depicts where 2.6 million people and 1.4 million jobs will be located at buildout.

More Information:

- 1) Attachments
- 2) For additional information contact: Carl Miller, Principal Planner, at 855-2558 ext. 275 or at cmiller@compassidaho.org.

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2035 Population and Employment Forecast by Demographic Area

Ada County

Demographic Area	<u>2008 Actual</u>			<u>2035 Community Choices</u>			<u>Preservation Scenario</u>		
	Population	Households	Jobs	Population	Households	Jobs	Population	Households	Jobs
Airport	587	210	11,767	0	0	19,527	3,924	1,278	70,458
Central Bench	42,369	17,801	22,598	51,706	22,380	26,777	63,623	26,255	73,835
Downtown Boise	4,301	2,427	30,825	16,972	9,271	73,971	15,507	8,275	107,331
East End	6,886	3,156	3,020	9,010	4,274	4,597	12,185	5,587	3,205
Foothills	10,251	4,015	3,362	12,619	5,056	4,085	18,565	7,112	4,748
North End	18,241	8,405	3,381	22,491	10,588	4,580	29,427	13,318	5,611
Northwest	19,227	7,654	4,256	26,191	10,680	4,689	32,419	12,727	7,642
Southeast	38,529	15,538	19,819	55,092	23,078	32,285	100,900	40,339	78,641
Southwest	41,961	13,839	15,728	66,929	22,722	21,000	126,685	41,828	52,392
West Bench	71,029	25,957	43,026	89,317	33,890	54,476	122,009	42,357	151,031
Boise Total	253,381	99,002	157,782	350,326	141,939	245,987	525,245	199,077	554,894
Eagle Total	21,610	7,294	4,997	28,043	10,089	11,869	38,677	12,976	22,128
Garden City Total	11,125	4,366	7,890	28,473	11,447	14,175	31,372	12,206	22,837
Kuna Total	15,558	4,983	1,326	40,407	13,307	4,788	92,830	29,131	50,203
Star Total	5,895	2,096	526	14,127	5,172	1,708	32,385	11,407	19,605
Center Meridian	43,906	15,048	16,700	68,858	24,500	45,266	113,007	39,423	83,005
North Meridian	21,702	7,461	1,437	49,474	17,474	5,184	76,910	26,154	17,910
South Meridian	13,000	4,054	3,082	21,445	6,804	8,943	49,154	15,142	16,916
Meridian Total	78,608	26,563	21,219	139,777	48,778	59,393	239,071	80,719	117,830
Foothills Rural	3,760	1,357	310	9,427	3,522	351	19,557	6,562	804
Northwest Rural	4,104	1,377	612	34,745	12,428	1,402	153,722	52,697	74,389
Southeast Rural	219	92	251	326	144	484	42,121	18,260	67,070
Southwest Rural	6,508	2,169	2,589	41,169	14,281	5,143	196,237	66,057	62,021
Rural Total	14,591	4,995	3,762	85,667	30,375	7,380	411,637	143,576	204,284
Ada County Total	400,768	149,299	197,502	686,820	261,108	345,300	1,371,217	489,092	991,781
Regional Total	591,165	214,591	246,879	1,046,000	388,623	471,645	2,574,354	900,020	1,418,082

2035 Population and Employment Forecast by Demographic Area

Canyon County

Demographic Area	<u>2008 Actual</u>			<u>2035 Community Choices</u>			<u>Preservation Scenario</u>		
	Population	Households	Jobs	Population	Households	Jobs	Population	Households	Jobs
Central Caldwell	10,744	3,964	1,856	13,032	4,931	4,671	14,443	5,335	3,986
Downtown Caldwell	4,489	1,503	3,910	5,768	2,011	7,900	7,116	2,426	10,354
Northeast Caldwell	12,295	4,251	2,743	22,852	8,376	12,428	37,481	13,435	58,185
South Caldwell	10,932	3,786	1,086	25,378	9,250	5,487	47,169	16,703	12,467
West Caldwell	6,869	2,348	2,374	8,864	3,120	5,672	30,384	10,993	41,598
Caldwell Total	45,329	15,852	11,969	75,893	27,688	36,158	136,593	48,892	126,590
Downtown Nampa	5,684	2,199	3,587	9,892	4,028	12,989	7,148	2,753	8,131
East Nampa	16,959	5,630	6,788	27,333	9,330	10,986	35,913	11,872	30,749
North Nampa	8,941	3,154	6,977	23,158	8,528	20,737	35,205	12,518	55,451
South East Nampa	24,761	8,127	4,131	30,829	10,362	5,281	39,667	12,858	6,452
West Nampa	36,206	12,840	8,226	47,977	17,452	12,710	72,920	25,340	26,783
Nampa Total	92,551	31,950	29,709	139,189	49,700	62,703	190,852	65,340	127,566
Middleton Total	5,147	1,790	421	12,189	4,270	1,345	23,067	8,334	2,452
West Rural - Greenleaf	1,787	609	314	3,382	1,176	616	28,158	8,764	4,086
South Rural - Melba	1,440	503	222	4,121	1,485	420	16,523	5,776	3,913
Northwest Rural - Notus	2,329	804	261	6,583	2,332	2,319	13,317	4,503	653
Northwest Rural - Parma	3,611	1,274	759	10,704	3,884	4,381	16,650	6,069	7,481
West Rural - Wilder	1,901	534	208	5,344	1,547	879	8,863	2,489	8,627
Northeast Rural Total	12,013	4,141	1,351	43,491	15,755	10,710	302,525	105,782	83,422
Northwest Rural Total	2,610	776	317	3,526	1,162	369	69,212	24,655	778
South Rural Total	14,070	4,535	1,658	40,856	13,778	2,899	216,299	68,590	13,973
West Rural Total	7,609	2,524	2,188	13,901	4,738	3,546	181,078	61,735	46,760
Rural Total	47,370	15,700	7,278	131,909	45,857	26,139	769,114	260,762	144,933
Canyon County Total	190,397	65,292	49,377	359,180	127,515	126,345	1,203,138	410,928	426,301
Regional Total	591,165	214,591	246,879	1,046,000	388,623	471,645	2,574,354	900,020	1,418,082



MEMORANDUM

To: Interagency Consultation Committee
FROM: MaryAnn Waldinger, Principal Planner
DATE: April 14, 2010
RE: Review Conformity Calendar for FY2011-2015 Transportation Improvement Program and the *Communities in Motion Update*.

ACTION REQUESTED:

None. Information Only.

STATUS:

The following outlines the calendar of major events for the FY 2011-2015 Regional Transportation Improvement Program and *Communities in Motion Update*.

- May 2010:
 - ICC is requested to accept the regional emissions assumptions and reviews the draft project list.
 - RTAC is requested to review first draft of the CIM Update
 - Release Draft CIM Update for public review and comment.
- June 2010:
 - ICC is requested to accept the final project list for air quality conformity for the FY 2011-2015 TIP and CIM Update.
 - COMPASS staff begins and complete the air quality conformity analysis for the TIP and CIM Update.
 - RTAC continues review of draft CIM Update
 - RTAC is requested to recommend the draft FY 2011-2015 TIP be released for public comment
- July 2010:
 - COMPASS Board approves release of draft FY 2011-2015 TIP for public comment
 - COMPASS staff completes and finals the CIM Update
- August 2010:
 - public comment for the ends for the FY 2011-2015 TIP
 - COMPASS Board is requested to adopt *Communities in Motion Update*.
- September 2010:
 - COMPASS Board is requested to approve the FY 2011-2015 Regional Transportation Improvement Program.

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