



INTERAGENCY CONSULTATION COMMITTEE

MAY 6, 2008 – 9:00 A.M. TO 11:00 A.M.
COMMUNITY PLANNING ASSOCIATION

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****AGENDA****

I. AGENDA ADDITIONS/CHANGES

9:00

II. OPEN DISCUSSION/ANNOUNCEMENTS/INTRODUCTIONS

9:05

III. CONSENT AGENDA

9:10 *A. Approve the September 27, 2007 Meeting Minutes Chair

IV. ACTION ITEMS

9:15 * A. Approve FY2009-2013 Transportation Improvement Program Regional Emissions Analysis Modeling Assumptions Yancey Willis

V. INFORMATION/DISCUSSION ITEMS

9:40 *A. Review FY2009-2013 Transportation Improvement Program Regional Emissions Analysis - Draft Project List
Discuss the draft transportation project list for the regional emissions analysis. MaryAnn Waldinger

10:00 *B. Review Chair and Vice Chair Rotation MaryAnn Waldinger
In late 2006, the ICC policy included a rotation order for Chair and Vice Chair. Please refer to page 4 of the ICC Policy, agenda Item V-C

10:20 *C. Idaho Administrative Rules (IDAPA) and ICC Policy MaryAnn Waldinger
IDAPA establishes the transportation conformity process in Idaho and the ICC for the Treasure Valley's nonattainment and maintenance areas.

10:30 D. Discuss ICC Roles and Responsibilities MaryAnn Waldinger
Discuss ICC's roles and responsibilities according to the ICC Policy and IDAPA for the benefit of new members.

VI. OTHER

10:55 A. Next Meeting Chair

VII. ADJOURNMENT

11:00 Chair

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

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*INTERAGENCY CONSULTATION COMMITTEE
SEPTEMBER 27, 2007
COMMUNITY PLANNING ASSOCIATION*

****MINUTES****

ATTENDEES: Karen Gallagher, City of Boise (*for Beth Baird*)
Jorge Garcia, IDEQ
Cecelia Hockett, ACHD Commuteride, *Chair*
Ron Kerr, Idaho Transportation Department
Katey Levihn, ACHD
Greg Vitley, Idaho Transportation Department – District 3
MaryAnn Waldinger, COMPASS

MEMBERS ABSENT: Scott Frey, FHWA

OTHERS PRESENT: Pete Friedman, City of Meridian
Charles Trainor, COMPASS
Yancey Willis, COMPASS
Debbie Winchar, COMPASS

CALL TO ORDER:

MaryAnn Waldinger announced that Chair Hockett was not yet present to call the meeting to order.

Karen Gallagher moved and Pete Friedman seconded that because Chair Hockett was not yet present to call the meeting to order, and the position of Vice Chair has been vacated by Kevin Bittner, that MaryAnn Waldinger is allowed to act as Chair of the meeting until the arrival of Chair Hockett. There being no further discussion, the motion was unanimously approved.

MaryAnn Waldinger called the meeting to order at 9:05 a.m.

AGENDA ADDITIONS/CHANGES

MaryAnn Waldinger stated that on the agenda, the description of Action Item IV-A, should be corrected to read: "...from Franklin Road to ½ mile north of **Fairview Avenue.**"

Chair Hockett arrived and conducted the remainder of the meeting.

OPEN DISCUSSION

None.

CONSENT AGENDA

A. Approve the May 31, 2007 Meeting Minutes

Katie Levihn moved and Jorge Garcia seconded to approve the May 31, 2007 meeting minutes as written. There being no further discussion, the motion was unanimously approved.

ACTION ITEM

*A. Approve Amendment to **Communities in Motion** and FY 2008-2012 Northern Ada County Transportation Improvement Program Regional Emission Analysis-Project List*

MaryAnn Waldinger presented, for the committee's approval, an amendment for the inclusion of the widening of Eagle Road to 6/7 lanes from Franklin Road to ½ mile north of Fairview Avenue. This project is developer funded under the STAR financing tool with an anticipated construction start date in summer 2008.

*After discussion, Pete Friedman moved and Jorge Garcia seconded to approve the Amendment to **Communities in Motion** and FY 2008-2012 Northern Ada County Transportation Improvement Program Regional Emission Analysis-Project List. There being no further discussion, the motion was unanimously approved.*

INFORMATION/DISCUSSION ITEMS

A. Staff Changes at Valley Regional Transit

MaryAnn Waldinger announced that Kevin Bittner and Randy Kyrias have left Valley Regional Transit. Kevin was the Vice Chair of ICC. An information item will be added to the next ICC agenda regarding the rotation order for Chair and Vice Chair as it pertains to the ICC Policy.

OTHER

Jorge Garcia questioned the ICC's role in approving modeling assumptions.

MaryAnn Waldinger replied that demographic assumptions are presented to the Demographic Advisory Committee and it is a very time consuming effort. Additional information regarding forecasts (population, housing and employment) can be found on the COMPASS website:
<http://www.compassidaho.org/prodserv/demo-forecasts.htm>.

MaryAnn stated that staff will review the ICC Policy regarding its role in reviewing modeling assumptions and all it entails.

A. Next Meeting: MaryAnn commented that an email will be sent to committee regarding the scheduling of the next ICC meeting.

ADJOURNMENT

There being no further business, the meeting adjourned at 9:50 a.m.



MEMORANDUM

TO: Interagency Consultation Committee
FROM: Yancey Willis, Assistant Planner
DATE: April 8, 2008
RE: Approve the FY2009-2013 Transportation Improvement Program Regional Emissions Analysis Modeling Assumptions

ACTION REQUESTED:

Approve the emissions estimation assumptions and methodologies as drafted for use in the FY2009-2013 Transportation Improvement Program (TIP) 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 FY2009-2013 TIP. As a result, COMPASS staff are preparing to conduct a regional emissions analysis to support a conformity finding for the TIP. The Northern Ada County PM₁₀ Maintenance Plan established motor vehicle emissions budgets for the years 1999, 2010, and 2015. Thus, budget tests will be preformed for:

- 2009 - Base year of the FY2009-2013 TIP
- 2010 - Budget year
- 2013 - Last year of the TIP Amendment
- 2015 - Budget year
- 2025 - Intermediate analysis year, as there can be no more than 10 years between analysis years
- 2030 – Long-range transportation plan (*Communities in Motion*) 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. Attachment 2 explains the data estimation methodologies. Attachment 3 describes the current version of COMPASS' travel demand model and demographic assumptions. The proposed assumptions in all three attachments are the same as those approved in May 2007 by the ICC for use in the FY2008-2012 TIP Regional Emissions Analysis.

Attachments (3)
pc: 685.01

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Attachment 1: Proposed FY 2009-2013 TIP MOBILE6.2 Model Input Assumptions

<i>Parameter:</i>	<i>Proposed FY 2009-2013 TIP:</i>	<i>Previously Presented:</i>	<i>Note:</i>
Fleet Mix	EPA MOBILE6.2 defaults, based on national fleet mix data.	Same	COMPASS will continue working with IDEQ and ITD to develop local fleet characteristics for use in Treasure Valley emissions modeling.
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%. Compliance rate for both programs = 98.0%.	Same	Data acquired from/confirmed by Denis Turner, Air Quality Board, on 3-1-2007.
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 Denis 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 FY2009-2013 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 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 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 7 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

Separate emissions factors will be developed to account for the Canyon County resident portion of Ada County VMT. Estimates of the Canyon portion of Ada VMT are based on COMPASS' 2002 Household Travel Survey and US Census statistics. The only difference between the Canyon and Ada County emissions factors will be the impacts associated with the I/M program. Below is an example of how Canyon County vehicles driven on Ada County roadways were accounted for in the FY2007-2011 regional emissions analysis.

Percentage of Ada VMT traveled by Canyon County Vehicles in 2007:

32.00% Canyon Pop. That work in Ada (Table 28 of the *2002 Treasure Valley Transportation Survey*)

33.70% Going Home trips (Table 35 of the *2002 Treasure Valley Transportation Survey*)

8.30% Work Trips (Table 35 of the *2002 Treasure Valley Transportation Survey*)

5.40% Work Related Trips (Table 35 of the *2002 Treasure Valley Transportation Survey*)

47.40% Sum of all Canyon work related trips

Therefore:

32.00% Canyon Commuting Pop. x 47.40% of Canyon Trips related to work =

15.17% Canyon Trips that involve Ada travel, based on work trips

<i>2007</i>	<i>Average Daily Canyon VMT (From COMPASS' TDM)</i>	$15.17\% \times 3,506,042 \text{ VMT} = 531,797$	Estimated Canyon VMT that includes Ada travel, based on work trips
Interstate	905,610		
Principal Art.	1,226,949	$531,797 \text{ VMT} \div 7,317,523 \text{ Ada VMT} = .0727$	
Minor Art.	760,969		
Collectors	285,217		$.0727 \times 100 =$
Locals	13,040		
Ramps	38,289		$7.27\% \text{ Of Ada's 2007 VMT from Canyon Commuters}$
Centroids	275,967		
Total	3,506,042		

Once the percentage of Canyon vehicle travel on the Ada network is calculated for each analysis year, emissions are estimated using the Ada VMT and network speeds for a 100% Ada fleet and a 100% Canyon fleet. The total emissions for a given analysis are the sum of the portion of Canyon fleet emissions in Ada and the portion of Ada fleet emissions:

$$E_t = E_c(\text{VMT}_t) + (E_a(1-\text{VMT}_t))$$

Where:

E_t = Total Ada County Emissions (tons/day)

E_c = Emissions resulting from a 100% Canyon County Fleet on Ada's Network (tons/day)

E_a = Emissions resulting from a 100% Ada County Fleet on Ada's Network (tons/day)

VMT_t = Fraction Ada VMT traveled by Canyon County vehicles (percentage derived above \div 100)

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 PM_{10}

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 miles per hour (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 ACHD.

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 - COMPASS' two-county travel demand model was completed and approved in June 2004 by the Transportation Model Advisory Committee. The model's demographic and land use "base year" is 2002 to coincide with COMPASS' most recent household travel survey. To develop the 2002 demographics, 2000 Census block-level data was allocated to TAZs then, building permit data from 2000 and 2002 to estimate the base year population and households. Detailed employment data was purchased, 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. In addition, staff reviewed planning level capacities in the model.
- 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), COMPASS' long range regional transportation plan contains a "Community Choices" demographic/growth scenario and supporting transportation system for 2030. This plan was adopted by the COMPASS Board in August 2006. The "Community Choices" growth/land use scenario combines modest land use intensification/densification along transportation corridors with additional employment and population growth in outlying communities. Less suburban residential development is anticipated in this growth scenario, as compared with the current trend. With more infill development (and thus increased densities) within areas of impact and along primary corridors, this scenario consumes less land.
- 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 of 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 MPO (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.
- 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 4, 2008
RE: Review FY2009-2013 Transportation Improvement Program Regional Emissions Analysis - Draft Project List

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 particulate 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 FY 2009-2013 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) adopted on July 26, 2006, Five-Year Work Program (FYWP) adopted on February 27, 2008, and *Communities in Motion* adopted on August 21, 2006.

The Idaho Transportation Department (ITD) will submit their formal FY2009-2013 project list to COMPASS for inclusion in the FY2009-2013 Regional TIP in late April 2008. GARVEE projects proposed for the Treasure Valley are included in COMPASS' current *Communities in Motion: Regional Long-Range Transportation Plan 2030* and model assumptions. Based on information provided to COMPASS staff, changes to regionally significant transportation projects are not anticipated.

Staff requests the ICC's review of the projects listed in the attached tables and formulate any questions or concerns regarding the proposed model networks. The ICC will be asked to take action on the proposed model networks at a June 2008 meeting. The first attachment summarizes the project changes from the previous TIP. The second attachment is the FY2009-2013 draft project list.

Attachment (2)
pc: 685.01

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*Differences between the FY 2008-2012 and Proposed FY 2009-2013 Regional Emissions Analysis Model Networks
Primarily Resulting from ACHD's 2009-2013 FYWP*

<i>No.</i>	<i>Project</i>	<i>Location</i>	<i>No. of lanes</i>	<i>Source</i>	<i>Regionally Significant</i>	<i>Previous Model Year (FY08-12)</i>	<i>Proposed Model Year (FY09-13)</i>	<i>Comments</i>
1.	30 th St (new road)	Fairview Ave - State St	5	FYWP/CIP	No	2012	2015	Moved from 2012 to PD in FYWP
2.	36 th St	Hill Rd - Cartwright Rd	3	FYWP/CIP	No	2010	2030	Still listed as UF in FYWP but was listed as 2008 in CIP
3.	Adams St	Chinden Blvd - Veteran's Memorial Parkway includes new connection 36 th to 37 th St	3	FYWP	No	2030	2015	Still listed as PD in FYWP
4.	Cloverdale Rd	Franklin Rd - Fairview Ave	5	FYWP/CIP/ CIM	No	2012	2025	Moved from 2012 to UF in FYWP
5.	Cloverdale Rd	Fairview Ave - Ustick Rd	5	FYWP/CIP/ CIM	No	2012	2015	Moved from 2011 to PD in FYWP
6.	Deer Flat Rd	Ten Mile Rd - SH 69	3	FYWP/CIP	No	2008	2009	Moved from 2008 to 2009 in FYWP
7.	Eagle Rd	Victory Rd - Ridenbaugh Canal	5	FYWP/CIP/ TIP/STIP	Yes - Principal Arterial	2008	2010	Moved from 2008 to 2010 in FYWP
8.	Eagle Rd	I-84 - ½ mile north of Fairview Ave	7	City of Meridian/ CIM/TIP	Yes - Principal Arterial	2010	2015	This developer funded project was added as part of the CIM Amendment. Latest information indicates this project will not be completed prior to 2013.
9.	Fairview Ave	Meridian Rd - Eagle Rd	7	FYWP/CIP/ CIM/TIP/ STIP	Yes - Principal Arterial	2025	2015	Moved from UF to PD in FYWP
10.	Fairview Ave	Eagle Rd - Cloverdale Rd	7	FYWP/CIP/ CIM/TIP/ STIP	Yes - Principal Arterial	2025	2013	Moved from PD to 2013 in FYWP

<i>No.</i>	<i>Project</i>	<i>Location</i>	<i>No. of lanes</i>	<i>Source</i>	<i>Regionally Significant</i>	<i>Previous Model Year (FY08-12)</i>	<i>Proposed Model Year (FY09-13)</i>	<i>Comments</i>
11.	Fairview Ave	Cloverdale Rd - Five Mile Rd	7	FYWP/CIP/ CIM/TIP/ STIP	Yes - Principal Arterial	2012	2013	Moved from PD to 2012 in FYWP
12.	Fairview Ave	Five Mile Rd - Maple Grove Rd	7	FYWP/CIP/ TIP/CIM/ STIP	Yes - Principal Arterial	2012	2013	Moved from 2011 to 2012 in FYWP
13.	Five Mile Rd	Franklin Rd - Fairview Ave	5	FYWP/CIP/ STIP/TIP	No	2012	2013	Moved from 2011 to 2013 in FYWP
14.	Five Mile Rd	Fairview Ave - Ustick Rd	5	FYWP/CIP	No	2015	2025	Moved from PD to UF in FYWP
15.	Franklin Rd	Ten Mile Rd - Linder Rd	5	FYWP/CIP/ STIP/TIP/ CIM	Yes*	2012	2015	Still listed as PD in FYWP but was listed as 2011 in CIP
16.	Hill Rd Extension	State St - Horseshoe Bend Rd	3	FYWP	No	2010	2013	Moved from 2010 to 2012 in FYWP
17.	Linder Rd	Victory Rd - Overland Rd	5	CIM	No	2015	2025	Only listed in CIM; Construction not likely to occur prior to Cherry Ln - Ustick Rd widening
18.	Linder Rd	Cherry Ln - Ustick Rd	5	FYWP/CIP/ CIM	No	2015	2025	Still listed as UF in FYWP but was listed as 2013-17 in CIP
19.	Linder Rd	Ustick Rd - State St (4 lane bridge)	5	CIP/CIM	No	2015	2025	Construction not likely to occur prior to Cherry Ln - Ustick Rd widening
20.	McMillan Rd	Locust Grove Rd - Eagle Rd	5	FYWP/CIP	No	2015	2025	Still listed as UF in FYWP but was listed as 2013-17 in CIP
21.	Meridian Rd & Main St (Ph 1 of split corridor)	I-84 - Franklin Rd	5	FYWP/CIP/ CIM/TIP/ STIP	Yes*	2010	2009	Did not have a 2009 network for 2008-12 TIP
22.	Meridian Rd & Main St (Ph 2 of split corridor)	Franklin - Fairview Ave	5	FYWP/CIP/ CIM/TIP/ STIP	Yes*	2012	2013	Will not have a 2012 network for 2009-13 TIP

<i>No.</i>	<i>Project</i>	<i>Location</i>	<i>No. of lanes</i>	<i>Source</i>	<i>Regionally Significant</i>	<i>Previous Model Year (FY08-12)</i>	<i>Proposed Model Year (FY09-13)</i>	<i>Comments</i>
23.	ParkCenter East Bridge	ParkCenter Blvd - Warm Springs Ave	4	FYWP/CIP/TIP/STIP	Yes - Principal Arterial	2010	2009	Moved from 2008 to 2009 in FYWP
24.	Pine St	Locust Grove Rd - Eagle Rd	5	CIP	No	2015	2009	Developer funded and development agreement requires extension to be built in October 2008 (start of FY 2009)
25.	Ten Mile Rd	Victory Rd - Franklin Rd	5	FYWP/CIP/CIM	Yes - Principal Arterial	2015	TBD	Not listed in 2009-13 FYWP but was listed as 2013-17 in CIP. A portion of this project may be built with the Ten Mile Interchange.
26.	Ten Mile Rd	Franklin Rd - Cherry Ln	5	FYWP/CIP/CIM	No	2008	2010	Moved from 2008 to 2010 in FYWP
27.	Ten Mile Rd	Cherry Ln - Ustick Rd	5	FYWP/CIP/CIM	No	2010	2013	Moved from 2010 to 2013 in FYWP
28.	Ustick Rd	Meridian Rd - Eagle Rd	5	FYWP/CIP/CIM	Yes*	2015	2030	Moved from PD to UF in FYWP
29.	Ustick Rd	Eagle Rd - Cloverdale Rd	5	FYWP/CIP/CIM	No	2015	2030	Still listed as UF in FYWP but was listed as 2013-17 in CIP
30.	Ustick Rd	Cloverdale Rd - Five Mile Rd	5	FYWP/CIP/CIM	No	2015	2025	Moved from PD to UF in FYWP

DRAFT FY 2009-2013 Regional Emissions Analysis Model Networks
Updated on 4-14-08

2009 Network

The base network uses 2009 demographics and consists of the existing roadway network and the projects assumed to be completed and open to the motoring public by December 31, 2009. The 2009 demographics were estimated using a straight-line interpolation between 2005 demographics and 2030 Community Choices demographics. All the demographics forecasts were developed using the Community Choices allocation.

<i>No.</i>	<i>Project</i>	<i>Location</i>	<i>No. of lanes</i>	<i>Source</i>	<i>FYWP #/ITD Key #</i>	<i>Regionally Significant</i>	<i>Federal Aid</i>	<i>Exempt</i>	<i>Construction Year</i>
1.	Deer Flat Rd	Ten Mile Rd - SH 69	3	FYWP/CIP	RD125	No	No	Yes - Safety (40CFR93.126)	2009/2007
2.	Floating Feather Rd	Eagle Rd - Edgewood Dr	3	FYWP	RD257	No	No	Yes - Safety (40CFR93.126)	2008 (currently UC)
3.	I-84	Garrity IC - Meridian IC	6	TIP/STIP/CIM	9815	Yes - Interstate	Yes - GARVEE	No	2009/2009/Funded
4.	Maple Grove Rd	Franklin Rd - Fairview Ave	5	FYWP/TIP/STIP	F040/7192	No	Yes	No	2006/2008/2008 (currently UC)
5.	Meridian Rd & Main St (Ph 1 of split corridor)	I-84 - Franklin Rd	5	FYWP/CIP/CIM/TIP/STIP	RD205-06	Yes*	No	No	2009/2009/Funded/2009/2009
6.	ParkCenter East Bridge	ParkCenter Blvd - Warm Springs Ave	4	FYWP/CIP/TIP/STIP	MA203-02	Yes - Principal Arterial	No	No	2009/2008/2009/2009
7.	Pine St - new	Locust Grove Rd - Eagle Rd (Developer Funded)	5	CIP		No	TBD	No	2013-2017 (agreement requires construction to begin in Oct. 2008)
8.	Ustick Rd	Five Mile Rd - Cole Rd	5	FYWP/CIP/CIM	RD222	No	No	No	2008/2007/Funded (currently UC)

2010 Network

The 2010 network uses 2010 Community Choices demographics and includes the 2009 construction year network along with the following list of projects.

<i>No.</i>	<i>Project</i>	<i>Location</i>	<i>No. of lanes</i>	<i>Source</i>	<i>FYWP #/ITD Key #</i>	<i>Regionally Significant</i>	<i>Federal Aid</i>	<i>Exempt</i>	<i>Construction Year</i>
9.	Eagle Rd	Victory Rd - Ridenbaugh Canal	5	FYWP/CIP/TIP/STIP	RD203-07	Yes - Principal Arterial	No	No	2010/2007/2007/2007
10.	Franklin Rd	Eagle Rd - Five Mile Rd	5	FYWP/CIP/STIP/TIP	RD282/8698	Yes - Principal Arterial	Yes	No	2010/2009/2009/2010
11.	I-84	Cole IC - Vista IC	6	TIP/STIP/(8 lanes in CIM)	9819	Yes - Interstate	Yes - GARVEE	No	2009/2009/Funded
12.	Orchard IC	Reconstruct - add new ramps and lanes	NA	TIP/CIM/STIP	9817	Yes - Interstate	Yes - GARVEE	Yes - (40CFR 93.127)	2009/Funded/2009
13.	Ten Mile Rd	Franklin Rd - Cherry Ln	5	FYWP/CIP/CIM	RD309	No	No	No	2010/2007/Funded

2013 Network

The 2013 network uses 2013 Community Choices demographics and includes the construction year networks for 2009, 2010, along with the following list of projects.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year
14.	Fairview Ave	Eagle Rd - Cloverdale Rd	7	FYWP/CIP/CIM/TIP/STIP	RC0130	Yes - Principal Arterial	TBD	No	2013/2018-2027/ Funded/PD/PD
15.	Fairview Ave	Cloverdale Rd - Five Mile Rd	7	FYWP/CIP/CIM/TIP/STIP	RC0127	Yes - Principal Arterial	No	No	2012/2011/Funded /2011/PD
16.	Fairview Ave	Five Mile Rd - Maple Grove Rd	7	FYWP/CIP/TIP/CIM/STIP	RC0131	Yes - Principal Arterial	No	No	2012/2011/2011/ Funded/2011
17.	Five Mile Rd	Franklin Rd - Fairview Ave	5	FYWP/CIP/STIP/TIP	F038/ 7238	No	Yes	No	2013/2009/2013/ 2011
18.	Hill Rd Extension	State St - Horseshoe Bend Rd	3	FYWP	RD308	No	No	No	2012
19.	I-84	Garrity IC - Meridian IC	8	CIM		Yes - Interstate	Yes - GARVEE	No	Funded
20.	I-84	Cole / Overland IC - Broadway IC	8	CIM		Yes - Interstate	Yes - GARVEE	No	Funded
21.	Meridian Rd & Main St (Ph 2 of split corridor)	Franklin - Fairview Ave	5	FYWP/CIP/CIM/TIP/STIP	RD205-07	Yes*	TBD	No	2012/2013-2017/ Funded/PD/2012
22.	SH 16 River Crossing	Connect SH 16 from SH 44 to US 20/26	4	CIM		Yes - Principal Arterial	Yes - GARVEE	No	Funded
23.	Ten Mile Rd IC	New Interchange at I-84 and Ten Mile Rd	NA	TIP/STIP	9815	Yes - Interstate	Yes - GARVEE	No	2009/2009
24.	Ten Mile Rd	Cherry Ln - Ustick Rd	5	FYWP/CIP/CIM	RD188	No	No	No	2013/2009/Funded

2013 Network

25.	Vista IC	Reconstruct - add new ramps and lanes	NA	TIP/STIP/CIM	9818	Yes - Interstate	Yes - GARVEE	Yes - (40CFR 93.127)	2011/2011/Funded
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2015 Network

The 2015 network uses 2015 Community Choices demographics and includes the construction year networks for 2009, 2010, 2013, along with the following list of projects.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year
26.	30 th St (new road)	Fairview Ave - State St	5	FYWP/CIP	RD202-09	No	No	No	PD/2010
27.	Adams St	Chinden Blvd - Veteran's Memorial Parkway includes new connection 36 th to 37 th St	3	FYWP	RD101	No	No	Yes	PD
28.	Cloverdale Rd	Columbia Rd - Franklin Rd	5	CIP/CIM		No	TBD	No	2013-2017/Funded
29.	Cloverdale Rd	Fairview Ave - Ustick Rd	5	FYWP/CIP/ CIM	RC0087	No	No	No	PD/2011/Funded
30.	Cloverdale Rd	Ustick Rd - US 20/26	5	CIP/CIM		No	TBD	No	2013-2017/Funded
31.	Cole Rd	Lake Hazel Rd - Victory Rd	5	CIP		Yes - Principal Arterial	TBD	No	2013-2017
32.	Cole Rd	I-84 WB ramps - Franklin Rd	5	CIP		Yes - Principal Arterial	TBD	No	2013-2017
33.	Eagle Rd	I-84 - ½ mile north of Fairview	7	City of Meridian/ CIM/TIP		Yes - Principal Arterial	No	No	2013/2008
34.	Fairview Ave	Meridian Rd - Eagle Rd	7	FYWP/CIP/ CIM/TIP/STIP	RC0135	Yes - Principal Arterial	TBD	No	PD/2018-2027/ Funded/PD/PD
35.	Fairview Ave	Maple Grove Rd - Cole Rd	7	CIP/CIM		Yes - Principal Arterial	No	No	2013-2017/Funded
36.	Franklin Rd	Black Cat Rd -	5	FYWP/CIP/	RC0152/	Yes*	Yes	No	PD/2013-2017/

2015 Network

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year
		Ten Mile Rd		STIP/TIP/CIM	9637				PD/PD/Funded
37.	Franklin Rd	Ten Mile Rd - Linder Rd	5	FYWP/CIP/STIP/TIP/CIM	RC0165/9504	Yes*	Yes	No	PD/2011/2011/PD/Funded
38.	Glenwood St / Cole Rd couplet	Two way couplet - Mountain View Dr	3	CIP		Yes - Principal Arterial	TBD	No	2013-2017
39.	Maple Grove Rd	Lake Hazel - Overland Rd	5	CIP		No	TBD	Yes - Safety (40CFR 93.126)	2013-2017
40.	Orchard St	Gowen Rd - I-84 EB on ramp	5	CIP		Yes - Principal Arterial	TBD	No	2013-2017
41.	Overland Rd	Ten Mile Rd - Linder Rd	5	CIP		Yes - Principal Arterial	TBD	No	2013-2017
42.	Pine St	Eagle Rd - Colverdale Rd	5	CIP		No	TBD	No	2013-2017
43.	Ten Mile Rd	Victory Rd - Franklin Rd	5	CIP/CIM		Yes - Principal Arterial	TBD	No	2013-2017/Funded A portion of this project may be built with the Ten Mile Interchange.
44.	Ten Mile Rd	Ustick Rd - Chinden Blvd	5	CIP		No	TBD	No	2013-2017
45.	Ustick Rd	Cole Rd - Curtis Rd	5	CIP/CIM		No	TBD	No	2013-2017/Funded

2025 Network

The 2025 network uses 2025 Community Choices demographics and includes the construction year networks for 2009, 2010, 2013, 2015, along with the following list of projects.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year
46.	36th St	Extend 36 th St from existing to Cartwright Rd and Bogus Basin Rd	3	CIP		No	No	No	2018-2027
47.	Cloverdale Rd	Franklin Rd - Fairview Ave	5	FYWP/CIP/CIM	RD202-14	No	No	No	UF/2010/Funded
48.	Five Mile Rd	Lake Hazel Rd - Victory Rd	5	CIP		No	TBD	No	2018-2027
49.	Five Mile Rd Overpass	Overland Rd - Franklin Rd	5	CIP		No*	TBD	No	2018-2027
50.	Five Mile Rd	Fairview Ave - Ustick Rd	5	FYWP/CIP	RD195A	No	No	No	UF/2010
51.	Hill Rd	Castle Dr - 36 th St	3	CIP		No	TBD	Yes - Safety (40CFR 93.126)	2018-2027
52.	Linder Rd	Victory Rd - Overland Rd	5	CIM		No	TBD	Yes - Safety (40CFR 93.126)	UF
53.	Linder Rd	Overland Rd - Franklin Rd (includes overpass)	5	CIP/CIM		No	TBD	No	2018-2027/UF
54.	Linder Rd	Franklin Rd - Ustick Rd	5	FYWP/CIP/CIM	RD077	No	No	No	UF/2018-2027/UF
55.	Linder Rd	Ustick Rd - State St (4 lane bridge)	5	CIP/CIM		No	TBD	No	2013-2017/UF
56.	McMillan Rd	Locust Grove Rd - Eagle Rd	5	FYWP/CIP	RC0240	No	TBD	No	UF/2013-2017

2025 Network

<i>No.</i>	<i>Project</i>	<i>Location</i>	<i>No. of lanes</i>	<i>Source</i>	<i>FYWP #/ITD Key #</i>	<i>Regionally Significant</i>	<i>Federal Aid</i>	<i>Exempt</i>	<i>Construction Year</i>
57.	Meridian Rd IC	Improvement: cloverleaf ramp for WB I-84 - SB SH 69 (Kuna-Meridian Rd)	NA	CIM		Yes - Interstate	Yes	Yes - Safety (40CFR 93.126)	Funded
58.	SH 16 Expressway	Ada Co. Line - I-84 (Urban ICs at Chaparral, Beacon Light, SH 44, US 20/26, and Ustick)	4	CIM		Yes - Principal Arterial	Yes	No	Funded
59.	SH 16 IC	I-84 - Vicinity of McDermott		CIM		Yes - Interstate	Yes	No	Funded
60.	Ustick Rd	Cloverdale Rd - Five Mile Rd	5	FYWP/CIP/ CIM	RD220	No	No	No	UF/2013-2017/ Funded

2030 Network

The 2030 network uses 2030 Community Choices demographics and includes the construction year networks for 2009, 2010, 2013, 2015, 2025, along with the following list of projects.

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year
61.	36 th St	Hill Rd - Cartwright Rd	3	FYWP/CIP	RD307	No	No	Yes - Safety (40CFR 93.126)	UF/2008
62.	Amity Rd	McDermott Rd - Meridian Rd	3	CIP/(5 lanes in CIM)		Yes - Principal Arterial	TBD	No	2018-2027/Funded
63.	Amity Rd	Meridian Rd - Eagle Rd	5	CIP/CIM		No	TBD	No	2018-2027/Funded
64.	Amity Rd	Federal Way - Holcomb Rd	5	CIP		No	No	No	2018-2027
65.	Avalon Rd (Kuna Rd)	Linder Rd - Orchard St	5	CIP		No	TBD	No	2018-2027
66.	Beacon Light Rd	Extend Beacon Light Rd from Ada Co. Line - SH 16	2	CIM		No	TBD	No	UF
67.	Beacon Light Rd	SH 16 - Park Ln	5	CIP/CIM		No	TBD	No	2018-2027/UF
68.	Beacon Light Rd	Park Ln - Eagle Rd	3	CIP/CIM		No	TBD	No	2018-2027/UF
69.	Black Cat Rd	Amity Rd - Cherry Ln	3	CIP		No	TBD	No	2018-2027
70.	Black Cat Rd	Cherry Ln - Chinden Blvd	5	CIP/CIM		No	TBD	No	2018-2027/UF
71.	Broadway IC	Reconstruct - add new ramps and lanes	N.A.	CIM	9821	Yes - Interstate	Yes	Yes - (40CFR 93.127)	Funded
72.	Cherry Ln	McDermott Rd - Black Cat Rd	5	CIP/CIM		Yes*	TBD	No	2018-2027/Funded
73.	Cherry Ln	Linder Rd - Meridian Rd	7	CIP		Yes - Principal Arterial	TBD	No	2018-2027

2030 Network

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year
74.	Eagle Rd	Lake Hazel Rd - Victory Rd	5	CIP		Yes - Principal Arterial	TBD	Yes - Safety (40CFR 93.126)	2018-2027
75.	Emerald St	Five Mile Rd - Orchard St	5	CIP		Yes - +45K ADT	TBD	No	2018-2027
76.	Executive St / Presidential	Cloverdale Rd - Five Mile Rd (3 In couplet with Presidential)	5	CIP		No	TBD	No	2018-2027
77.	Fairview Ave	Cole Rd - Orchard St (or e/o Curtis Rd)	7	CIP/CIM		Yes - Principal Arterial	No	No	2018-2027/Funded
78.	Federal Way	S/o SH 21 - Isaac Canyon IC	5	Developer Funded		No	Developer Funded	No	NA
79.	Five Mile Rd	Ustick Rd - McMillan Rd	5	CIP		No	TBD	No	2018-2027
80.	Franklin Rd	McDermott Rd - Black Cat Rd	5	CIP/CIM		Yes*	TBD	No	2018-2027/Funded
81.	Franklin Rd	Eagle Rd - Milwaukee St	7	CIP		Yes - Principal Arterial	TBD	No	2018-2027
82.	Gowen IC	Reconstruct	NA	CIM	9822	Yes - Interstate	Yes	Yes - (40CFR 93.127)	Funded
83.	I-84	Broadway IC - Isaacs Canyon IC	8	CIM	K307/ K301	Yes - Interstate	Yes	No	Funded
84.	Lake Hazel Rd	McDermott Rd - SH 69	5	CIM		Yes*	TBD	No	Funded
85.	Lake Hazel Rd	SH 69 - Cole Rd	5	CIP/CIM		Yes*	TBD	No	2018-2027/Funded
86.	Lake Hazel Rd Extension	Cole Rd - Pleasant Valley Rd	5	CIP/CIM		Yes*	TBD	No	2018-2027/Funded

2030 Network

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year
87.	Lake Hazel Rd (Gowen Rd Realignment)	Gowen Rd - Eisenman Rd	4-5	CIM		Yes*	TBD	No	Funded
88.	Linder Rd	Kuna Mora Rd - Victory Rd	5	CIM		No	TBD	No	UF
89.	Linder Rd	State St - Beacon Light Rd	5	CIP/CIM		No	TBD	No	2018-2027/UF
90.	Locust Grove Rd	Fairview Ave - McMillan Rd	5	CIP		No	TBD	No	2018-2027
91.	Maple Grove Rd	Fairview Ave - McMillan Rd	5	CIP		No	TBD	No	2018-2027
92.	McDermott Rd	Lake Hazel Rd - I84	5	CIM		Yes - Principal Arterial	TBD	No	UF
93.	McMillan Rd	McDermott Rd - Locust Grove Rd	3	CIP		No	TBD	Yes - Safety (40CFR 93.126)	2018-2027
94.	McMillan Rd	Cloverdale Rd - Five Mile Rd	5	CIP		No	TBD	No	2018-2027
95.	McMillan Rd	Five Mile Rd - Maple Grove Rd	3	CIP		No	TBD	Yes - Safety (40CFR 93.126)	2018-2027
96.	Meridian Rd	Cherry Ln - Chinden Blvd	5	CIP		No	TBD	No	2018-2027
97.	Overland Rd	Meridian Rd - Maple Grove Rd	7	CIP		Yes - Principal Arterial	TBD	No	2018-2027
98.	Overland Rd	Vista Ave - Federal Way	3	CIP		No	TBD	Yes - Safety (40CFR 93.126)	2018-2027

2030 Network

No.	Project	Location	No. of lanes	Source	FYWP #/ITD Key #	Regionally Significant	Federal Aid	Exempt	Construction Year
99.	SH 44	Ada Co. Line - Ballantyne Rd	4	CIM		Yes - Principal Arterial	Yes	No	Funded
100.	SH 55	Beacon Light Rd - Brookside Ln	4	CIM		Yes - Principal Arterial	TBD	No	UF
101.	SH 69 Connection	Kuna Mora Rd - Kuna Rd	2	CIM		No	TBD	No	UF
102.	State St	Glenwood St - 27 th St	7	CIP		Yes - Principal	TBD	No	2018-2027
103.	Ten Mile Rd	Lake Hazel - Victory Rd	5	CIP/CIM		Yes*	TBD	No	2018-2027/Funded
104.	Ten Mile Rd	Victory Rd - US 20/26	5	CIM		No	TBD	No	Funded
105.	Three City's River Crossing (new road & bridge)	Chinden Blvd - State St	5	FYWP/CIP/STIP/CIM	C202-01/9189	Yes - Principal Arterial	Yes	No	UF/2018-2027/PD/Funded
106.	US 20/26 Expressway	Can Ada Rd - Eagle Rd	4	CIM		Yes - Principal Arterial	Yes	No	Funded
107.	Ustick Rd	Star Rd - Meridian Rd	5	CIP/CIM		Yes*	TBD	No	2018-2027/Funded
108.	Ustick Rd	Meridian Rd - Eagle Rd	5	FYWP/CIP/CIM	RD202-37	Yes*	TBD	No	UF/2013-2017/Funded
109.	Ustick Rd	Eagle Rd - Cloverdale Rd	5	FYWP/CIP/CIM	RD205-04	No	TBD	No	UF/2013-2017/Funded
110.	Victory Rd	Eagle Rd - Cloverdale Rd	3	CIP		No	TBD	Yes - Safety (40CFR 93.126)	2018-2027
111.	Victory Rd	Cloverdale Rd - Cole Rd	5	CIP		No	TBD	No	2018-2027

Source of Projects:

FYWP = Ada County Highway District's Five Year Work Plan FY 2009-2013

CIP = ACHD 2006 Capital Improvements Plan FY 2006-2027

STIP = Idaho Transportation Department's Statewide Transportation Improvement Program FY 2008-2012 and Grant Anticipation Revenue Vehicle (GARVEE) Bond Scenario 7 approved by the IT Board in October 2006

TIP = Final FY2008-2012 Amended Northern Ada County Transportation Improvement Program list

CIM = *Communities in Motion Amendment* Project List – Long Range Transportation Plan for the six county region

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 Communities in Motion

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, design and/or right-of-way in FYWP

PD = Preliminary development projects

UC = Under Construction

Highlighted Projects:

Green = Projects that are only listed in the CIP

Yellow = Projects that are listed in CIM as UF

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



MEMORANDUM

TO: Interagency Consultation Committee

FROM: MaryAnn Waldinger, Principal Planner

DATE: April 3, 2008

RE: Review Chair and Vice Chair Rotation

ACTION REQUESTED:
Information only.

BACKGROUND:

In late 2006, the ICC Policy included a rotation order for Chair and Vice Chair. The following rotation order was extracted from the ICC Policy, page 4

The rotational order of the Chair will be:

- a) ACHD Commuteride representative
- b) Valley Regional Transit representative (VRT)
- c) City of Boise representative
- d) Idaho Transportation Department District 3 representative
- e) Ada County Highway District (ACHD) representative
- f) Idaho Department of Environmental Quality, Boise Region representative

The rotational order of the Vice Chair will be:

- a) Valley Regional Transit representative (VRT)
- b) City of Boise representative
- c) Idaho Transportation Department District 3 representative
- d) Ada County Highway District (ACHD) representative
- e) Idaho Department of Environmental Quality, Boise Region representative
- f) ACHD Commuteride representative

STATUS:

Many of COMPASS' member agencies have experienced staff changes in recent months which have affected the ICC membership. Therefore, the ACHD Commuteride representative has been ICC's Chair since the establishment of this rotation order. COMPASS staff requests that the ICC members discuss the existing rotation order and make a recommendation for the next Chair and Vice Chair. This will be an action item at the ICC's June 2008 meeting.

pc: 820 - Committee Support

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MEMORANDUM

TO: Interagency Consultation Committee

FROM: MaryAnn Waldinger, Principal Planner

DATE: April 3, 2008

RE: Idaho Administrative Rules (IDAPA) and ICC Policy

ACTION REQUESTED:
Information only.

BACKGROUND:

Transportation conformity rules apply to nonattainment and maintenance areas under the Code of Federal Regulations Title 40 part 93.105 and 93.112 and require agencies to collectively develop transportation conformity demonstrations. Northern Ada County is designated as a maintenance area for coarse particulate matter (PM₁₀) and Carbon Monoxide (CO). Idaho Administrative Rules (IDAPA) 58.01.01 sections 563 through 574 establish the conformity process, Interagency Consultation Committee (ICC), and agency responsibility.

STATUS:

The attachments, Idaho Administrative Rules (IDAPA) 58.01.01 sections 563 through 574 and ICC Policy, will help with the discussion regarding this committee's role and responsibilities.

The full version of IDAPA 58.01.01 is available at <http://adm.idaho.gov/adminrules/rules/idapa58/0101.pdf> (3MB file). If you need a copy of the full version of IDAPA 58.01.01 and have trouble downloading it, please let us know.

Attachments (2)

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Policy_IDAPA.docx

d. All commercial and manufacturing establishments not included in this order will institute such actions as will result in maximum reduction of the applicable air pollutant(s) from their operation by ceasing, curtailing, or postponing operations which emit the applicable air pollutants to the extent possible without causing injury to persons or damage to equipment. These actions include limiting boiler lancing or soot blowing operations for fuel burning equipment to between the hours of 12:00 pm (noon) and 4:00 p.m. (4-11-06)

e. When the emergency episode is declared for carbon monoxide, the use of motor vehicles is prohibited except in emergencies or with the approval of local or state police or the Department. (5-1-94)

562. SPECIFIC EMERGENCY EPISODE ABATEMENT PLANS FOR POINT SOURCES.

In addition to the general rules presented in Section 561, the Department shall require that specific point sources adopt and implement their own Emergency Episode Abatement Plans in accordance with the criteria set forth in Sections 551 through 556. An individual plan can be revised periodically by the Department after consultation between the Department and the owners and/or operators of the source. (5-1-94)

563. TRANSPORTATION CONFORMITY.

The purpose of Sections 563 through 574 is to adopt and implement Section 176(c) of the Clean Air Act (CAA), as amended [42 U.S.C. 7401 et seq.], and the related requirements of 23 U.S.C. 109(j), with respect to the conformity of transportation plans, programs, and projects developed, funded, or approved by the United States Department of Transportation (USDOT), and by metropolitan planning organizations (MPOs) or other recipients of funds under Title 23 U.S.C. or the Federal Transit Laws (49 U.S.C. Chapter 53). These sections set forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to Section 110 and Part D of the CAA. The publications referred to or incorporated by reference in Sections 563 through 574 are available from the IDEQ. (3-30-01)

564. INCORPORATION BY REFERENCE.

With the exception of Sections 93.102(c), 93.104(d), 93.104(e)(2), 93.105, 93.109(c)-(f), 93.118(e), 93.119(f)(3), 93.120(a)(2), 93.121(a)(1), and 93.124(b), 40 CFR Part 93, Subpart A, Sections 93.100-93.129, are incorporated by reference into these rules at Section 107 of these rules. (3-30-01)

565. ABBREVIATIONS.

01.	CAA. Clean Air Act, as amended.	(3-30-01)
02.	CFR. Code of Federal Regulations.	(3-30-01)
03.	CO. Carbon Monoxide.	(3-30-01)
04.	EPA. Environmental Protection Agency.	(3-30-01)
05.	FHWA. Federal Highway Administration of USDOT.	(3-30-01)
06.	FTA. Federal Transit Administration of USDOT.	(3-30-01)
07.	HPMS. Highway Performance Monitoring System.	(3-30-01)
08.	ICC. Interagency Consultation Committee.	(3-30-01)
09.	IDEQ. Idaho Department of Environmental Quality.	(3-30-01)
10.	ITD. Idaho Transportation Department.	(3-30-01)
11.	LHTAC Local Highway Technical Assistance Council.	(3-30-01)
12.	LRTP. Long Range Transportation Plan.	(3-30-01)

- 13. **MPO.** Metropolitan Planning Organization. (3-30-01)
- 14. **NAAQS.** National Ambient Air Quality Standards. (3-30-01)
- 15. **NEPA.** National Environmental Policy Act, as amended. (3-30-01)
- 16. **O3.** Ozone. (3-30-01)
- 17. **PM.** Particulate matter. (3-30-01)
- 18. **PM_x.** Particles with an aerodynamic diameter less than or equal to a nominal X micrometers, where X denotes any size fraction number regulated by the NAAQs (e.g.: 10, 2.5). (3-30-01)
- 19. **STIP.** Statewide Transportation Improvement Program. (3-30-01)
- 20. **TCM.** Transportation Control Measure. (3-30-01)
- 21. **TIP.** Transportation Improvement Program. (3-30-01)
- 22. **USDOT.** United States Department of Transportation. (3-30-01)
- 23. **VMT.** Vehicle Miles Traveled. (3-30-01)

566. DEFINITIONS FOR THE PURPOSE OF SECTIONS 563 THROUGH 574 AND 582.

Terms used but not defined in Sections 563 through 574 and 582 shall have the meaning given them by the CAA, Titles 23 and 49 U.S.C., other Environmental Protection Agency (EPA) regulations, or other USDOT regulations, in that order of priority. For the purpose of Sections 563 through 574 and 582: (3-30-01)

01. Applicable Implementation Plan. Applicable Implementation Plan is defined in Section 302(q) of the CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under Section 110 of the CAA, or promulgated under Section 110(c) of the CAA, or promulgated or approved pursuant to regulations promulgated under Section 301(d) of the CAA and which implements the relevant requirements of the CAA. (3-30-01)

02. Consult or Consultation. The lead agency confers with other ICC members and persons on the distribution list and considers their views prior to taking actions relating to transportation conformity. The lead agency shall distribute all appropriate information necessary to make a conformity determination and, prior to making a conformity determination, shall consider the views of such parties and shall provide a timely, written response to those views. Such views and written responses shall be included in the record of decision or action. Consultation shall not occur with respect to a transportation plan or transportation improvement program (TIP) revision that merely adds or exempts projects listed in 40 CFR 93.126. (3-30-01)

03. Distribute. Make available relevant documents and information by electronic and manual means, whichever is more appropriate, to all ICC members and persons on the distribution list. Electronic distribution may include existing and future technological applications, such as electronic mail, internet web-site posting including downloadable files, or the use of an electronic mail reply system based on the distribution list. Manual distribution may include the United States Postal Service, the state internal mail system, a facsimile machine, or any commercially available mail service provider. (3-30-01)

04. Distribution List. A list containing the names and addresses of ICC members and any person(s) expressing an interest in receiving information and material pertaining to ICC meetings. To express interest, a person may contact the lead agency by postal mail, electronic mail, telephone or in person, and inform the ICC member of their interest in being on the distribution list for information and material pertaining to ICC meetings. (3-30-01)

05. Exempt Projects. Projects exempt from conformity requirements based on the general criteria of safety, mass transit, and other factors, as described in 40 CFR 93.126. (3-30-01)

06. Lead Agency. The transportation or air quality agency responsible for conducting the consultation process, as identified in Subsections 568.01 through 568.03. (3-30-01)

07. Lead Air Quality Agency. An agency designated pursuant to Section 174 of the CAA as responsible for developing an applicable implementation plan, or alternatively the agency designated by the Governor as the lead air quality agency for a county, region, or any jurisdiction. (3-30-01)

08. Local Highway Jurisdiction. A county with jurisdiction over a highway system, a city with jurisdiction over a highway system, or a highway district, as defined by Section 40-113(3), Idaho Code. (3-30-01)

09. Local Highway Technical Assistance Council (LHTAC). The public agency created in Chapter 24, Title 40, Idaho Code. (3-30-01)

10. Maximum Priority. (3-30-01)

a. All possible actions must be taken to shorten the time periods necessary to complete essential steps in TCM implementation - for example, by increasing the funding rate - even though timing of other projects may be affected. It is not permissible to have prospective discrepancies with the applicable implementation plan's TCM implementation schedule due to: (3-30-01)

i. Lack of funding in the TIP; (3-30-01)

ii. Lack of commitment to the project by the sponsoring agency; (3-30-01)

iii. Unreasonably long periods to complete future work due to lack of staff or other agency resources; (3-30-01)

iv. Lack of approval or consent by local governmental bodies; or (3-30-01)

v. Failure to have applied for a permit where necessary work preliminary to such application has been completed. (3-30-01)

b. Where statewide and metropolitan funding resources, planning, and management capabilities are fully consumed within the flexibility of the Transportation Equity Act of 1998 (TEA-21), Pub. L. No. 105-178, 112 Stat 107, as amended by Pub. L. No. 105-206, 112 Stat 685, or future federal omnibus transportation funding bills, with responding to damage from natural disasters, civil unrest, or terrorist acts, TCM implementation can be determined to be timely without regard to the above, provided reasonable efforts are being made. (3-30-01)

11. Metropolitan Planning Organization (MPO). The organization designated as being responsible, together with the State, for conducting the continuing cooperative and comprehensive transportation planning process under 23 U.S.C. 134 and 49 U.S.C. 5303 and 23 CFR 450. It is the forum for cooperative transportation decision-making. (3-30-01)

12. Public Notice. Distribution of the meeting times, location, duration and agenda, to all the ICC members and persons on the distribution list. (3-30-01)

13. Recipient of Funds Designated Under Title 23 U.S.C. or the Federal Transit Laws. Any agency at any level of state, county, city, or regional government that routinely receives Title 23 U.S.C. or Federal Transit Laws funds to construct FHWA/FTA projects, operate FHWA/FTA projects or equipment, purchase equipment, or undertake other services or operations via contracts or agreements. This definition does not include private landowners, developers, contractors, or entities that are only paid for services or products created by their own employees. (3-30-01)

14. Regionally Significant Project. 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 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: (3-30-01)

- a. All principal arterial highways; (3-30-01)
- b. All fixed guideway transit facilities that offer an alternative to regional highway travel; and (3-30-01)
- c. Any other facilities determined to be regionally significant through Section 570, interagency consultation. (3-30-01)

15. Transportation Agency. The public agency responsible for one (1) or more of the following transportation modes: (3-30-01)

- a. Air; (3-30-01)
- b. Rail; (3-30-01)
- c. Water; (3-30-01)
- d. Highway; (3-30-01)
- e. Bicycle and pedestrian paths; and (3-30-01)
- f. Transit. (3-30-01)

16. Transit Agency. Any agency involved in providing mass transportation services by bus, rail, or other conveyance providing general or special service to the public on a regular and continuing basis. The term "Transit Agency" does not include school buses or charter or sightseeing services. (3-30-01)

567. AGENCIES AFFECTED BY CONSULTATION.

This Section identifies those agencies and other entities (federal, tribal, state and local) involved in the consultation process and those general actions requiring consultation. (3-30-01)

01. Interagency Consultation Committee. A committee of representatives shall be formed in each nonattainment or maintenance area of the state, to convene on conformity determinations, as necessary, and shall be called the Interagency Consultation Committee (ICC) for that nonattainment or maintenance area. The ICC shall undertake consultation procedures, as applicable, in preparing for and before making conformity determinations in developing long-range transportation plans (LRTP), transportation improvement programs (TIP), and applicable implementation plans. (3-30-01)

02. ICC Members. The ICC shall consist of the following agencies or entities, as applicable: (3-30-01)

- a. A Metropolitan Planning Organization (MPO) where one exists; (3-30-01)
- b. The Idaho Transportation Department (ITD); (3-30-01)
- c. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) divisional office; (3-30-01)
- d. The Idaho Department of Environmental Quality (IDEQ); (3-30-01)
- e. Affected Local Highway Jurisdictions involved in transportation, (3-30-01)
- f. Affected Transit agency(ies); (3-30-01)
- g. The Local Highway Technical Assistance Council (LHTAC); (3-30-01)

h. Indian Tribal governments with transportation planning responsibilities; and (3-30-01)

i. The United States Environmental Protection Agency (EPA). (3-30-01)

03. Agencies Entitled to Participate. Agencies which may be affected by the consultation process and which are entitled to participate in the consultation process include: (3-30-01)

a. Any local transit agency or provider, local highway jurisdiction, and any city or county transportation or air quality board or agency where the nonattainment or maintenance area is located; and (3-30-01)

b. Any other state or federal or tribal organization in the state responsible under state or federal law for developing, submitting or implementing transportation related provisions of an implementation plan. (3-30-01)

04. More Than One Pollutant. Areas that are nonattainment for more than one (1) pollutant may conduct consultation, as specified in this section, through a single committee for all pollutants. (3-30-01)

05. Open to the Public. All meetings of the ICC shall be open to the public. (3-30-01)

06. Delegation. An ICC member may delegate its role or responsibility in the consultation process to another entity pursuant to applicable state law. An ICC member making such delegation shall notify all other ICC members in writing when the delegation occurs. The written notice shall provide the name, address, and telephone number of one (1) or more contact persons representing the entity accepting the delegated role or responsibility. (3-30-01)

07. General Actions Requiring Consultation. The ICC shall undertake the consultation process prior to the development of the following: (3-30-01)

a. The implementation plan(s), including the emission budget and list of TCMs in the applicable implementation plan(s), prepared by the lead air quality agency in a nonattainment or maintenance area; (3-30-01)

b. All other conformity determinations for transportation plans, projects, and programs; and (3-30-01)

c. Revisions to the preceding documents which may directly or indirectly affect conformity determinations. (3-30-01)

568. ICC MEMBER ROLES IN CONSULTATION.

The lead agency as identified in this section is the ICC member responsible for initiating the consultation process, preparing the initial and final drafts of the document or decision, and assuring the adequacy of the consultation process for all conformity processes and procedures. (3-30-01)

01. Designated Lead Air Quality Agency. IDEQ or the MPO, as the designated lead air quality agency, shall be the lead agency for the development of the implementation plan, the associated emission budgets, and the list of Transportation Control Measures (TCMs) in the plan. The concurrence of IDEQ on each applicable implementation plan is required before IDEQ adopts the plan and submits it to EPA for inclusion in the applicable implementation plan. (3-30-01)

02. Areas with an MPO. For areas in which an MPO has been established, the designated MPO shall be the lead agency responsible for conformity determinations, development of the LRTP, development of the TIP, and project level documentation under 23 CFR 450. (3-30-01)

03. Areas Without an MPO. For areas in which an MPO has not been established, ITD shall be the lead agency for preparing the final document on conformity determinations, the development of the statewide transportation plan, the development of the STIP, and project level documentation under 23 CFR 450. (3-30-01)

569. ICC MEMBER RESPONSIBILITIES IN CONSULTATION.

This Section identifies the specific responsibilities of ICC members. (3-30-01)

- 01. Designated Lead Air Quality Agency Responsibilities.** The designated lead air quality agency shall be responsible for developing or providing and distributing draft and final documentation, data and analyses for: (3-30-01)
- a. Air emission inventories; (3-30-01)
 - b. Emission budgets; (3-30-01)
 - c. Attainment and maintenance demonstrations; (3-30-01)
 - d. Control strategy implementation plan revisions; (3-30-01)
 - e. Updated motor vehicle emission factors; (3-30-01)
 - f. Proposal and evaluation of TCMs; and (3-30-01)
 - g. Public outreach on draft air quality plans pursuant to 40 CFR Part 51. (3-30-01)
- 02. Designated MPO Responsibilities.** The designated MPO shall be responsible for: (3-30-01)
- a. Conformity determinations corresponding to LRTPs and TIPs; (3-30-01)
 - b. Making conformity determinations for the entire nonattainment or maintenance area, including areas beyond the boundaries of the MPO, where no agreement is in effect as required by 23 CFR 450.310(f); (3-30-01)
 - c. Identify regionally significant projects through the consultation process; (3-30-01)
 - d. Implementing TCMs in air quality nonattainment and/or maintenance areas, as applicable; (3-30-01)
 - e. Providing technical and policy input on emissions budgets; (3-30-01)
 - f. Performing transportation modeling, regional emissions analyses, and project level analysis, as necessary; (3-30-01)
 - g. Documenting timely implementation of TCMs, as required, for determining conformity; and (3-30-01)
 - h. Distributing relevant draft and final project environmental documents to ICC members and persons on the distribution list per the schedule in Subsection 570.01.c. (3-30-01)
- 03. Non-MPO Area Responsibilities.** In areas without an established MPO, ITD shall be responsible for: (3-30-01)
- a. Conformity determinations corresponding to STIPs and project-level analyses; (3-30-01)
 - b. Providing technical and policy input on proposed revisions to motor vehicle emissions factors and to emission budgets; (3-30-01)
 - c. Distributing relevant draft and final project environmental documentation prepared by, or for ITD, to ICC members and persons on the distribution list per the schedule in Subsection 570.01.c.; (3-30-01)
 - d. Convening air quality technical review meetings on specific projects when requested by other ICC members, or as needed; (3-30-01)

e. Convening interagency consultation meetings required for purposes of making conformity determinations in nonattainment or maintenance areas, outside of MPO boundaries, as necessary; (3-30-01)

f. Making conformity determinations in nonattainment or maintenance areas, outside of MPO boundaries, as necessary; and (3-30-01)

g. Implementing TCMs in air quality nonattainment and/or maintenance areas, as applicable. (3-30-01)

04. FHWA and FTA Responsibilities. FHWA and FTA shall be responsible for: (3-30-01)

a. Assuring timely action on final findings of conformity for transportation plans, TIPs, and federally funded projects, including the basis for those findings after consultation with other agencies as provided in Section 569 and 40 CFR 93.105; and (3-30-01)

b. Providing guidance on conformity and the transportation planning process to ICC members. FHWA and FTA may rely solely on the consultation process initiated by ITD or the MPO, where one exists, and shall not be required to duplicate that process. (3-30-01)

05. EPA Responsibilities. EPA shall be responsible for providing policy and technical guidance on conformity criteria to ICC members. (3-30-01)

06. Responsibility to Disclose Potentially Regionally Significant Projects. ITD, the local highway jurisdiction, transit agency, or transportation project sponsor shall be responsible for disclosing potentially regionally significant projects within air quality nonattainment and maintenance areas to the ICC in a timely manner. (3-30-01)

a. Local Highway Jurisdictions shall disclose of potentially regionally significant projects upon written request of ITD within fourteen (14) days of such request, or when annual local and MPO project lists are due to ITD District Offices as part of the annual STIP development process; (3-30-01)

b. In an MPO area, to help assure timely disclosure, the sponsor of any potentially regionally significant project shall disclose such projects to the MPO annually on or before March 1 of that calendar year; and (3-30-01)

c. In MPO nonattainment and maintenance areas, the TIP and associated conformity demonstration shall be deemed to be incomplete if any regionally significant project has not been disclosed to the ICC in a timely manner. Therefore, such a TIP shall be considered to be non-conforming to applicable implementation plan(s). (3-30-01)

570. GENERAL CONSULTATION PROCESS.

Section 570 provides the general procedures for interagency consultation (federal, tribal, state, and local) and public participation for transportation conformity determinations in air quality nonattainment and maintenance areas in the state of Idaho. (3-30-01)

01. Lead Agency in Consultation. The following are the responsibilities of the lead agency at each stage of the consultation process: (3-30-01)

a. Initiating the consultation process by notifying other ICC members of the document or decision that must undergo the consultation process and by scheduling and convening consultation meetings and agendas; (3-30-01)

b. Developing and maintaining a distribution list of all ICC members and any other persons expressing an interest in receiving information and materials pertaining to ICC meetings; (3-30-01)

c. Distributing an agenda and all supporting material, including minutes of ICC meetings, to ICC members and persons on the distribution list as follows: (3-30-01)

- i. Fourteen (14) days in advance of an ICC meeting if there are non-technical issues to be resolved by the ICC; (3-30-01)
 - ii. Thirty (30) days in advance of an ICC meeting if there are technical issues to be resolved by the ICC; or (3-30-01)
 - iii. If distribution of technical material pursuant to Subsection 570.01.c.ii. is not feasible thirty (30) days prior to an ICC meeting, then the lead agency shall notify the ICC members and persons on the distribution list in writing at least thirty (30) days prior to the ICC meeting. Together with the notification, the lead agency shall distribute and disclose all available material and documentation to the ICC members and persons on the distribution list, informing them of the nature, purpose, and details of possible program changes that are expected to occur from earlier analyses of the actions. All technical material and documentation shall be distributed at a minimum of fourteen (14) days prior to the ICC meeting. (3-30-01)
 - d. Conferring with other agencies and persons not on the distribution list that have expressed an interest in the document or decision to be developed; (3-30-01)
 - e. Providing ICC members and persons on the distribution list access to all information needed for meaningful input; (3-30-01)
 - f. Soliciting early and continuing input from other ICC members and persons on the distribution list; (3-30-01)
 - g. Following the public consultation procedures outlined in Section 574; (3-30-01)
 - h. Providing an opportunity for informal question and answer on the draft document or proposed decision; (3-30-01)
 - i. Considering the views of ICC members and persons on the distribution list and responding in writing to significant comments in a timely and substantive manner prior to finalizing or taking any final action on those documents or determinations enumerated in Section 567.07.a. through 567.07.c.; and (3-30-01)
 - j. Assuring all comments and written responses of ICC members and persons on the distribution list are made part of the record of any action. (3-30-01)
- 02. Public Comment Period to Satisfy Thirty Day Document Distribution Requirement.** A lead agency may use all or any part of another public comment period established for public outreach procedures pursuant to 23 CFR 450 for a transportation plan, program, or project to satisfy the thirty (30) day advance distribution requirement for technical issues, and shall notify all ICC members and other persons on the distribution list when so doing fourteen (14) days prior to commencement of the public comment period. (3-30-01)
- 03. Separate Times or in Combination.** The above actions may be conducted at separate times or in combination, as required, to enhance the efficiency of the process. (3-30-01)
- 04. Final Document Distribution.** A lead agency, upon completion of a final document subject to the consultation process under Sections 563 through 574 of these rules (including any federal agency), shall distribute each final document to all other ICC members and persons on the distribution list within thirty (30) days of adopting or approving such document or making such determination. (3-30-01)
- 05. Use of Checklist for Distribution of Material.** The lead agency may supply a checklist of available supporting information to ICC members and persons on the distribution list to be used to request all or part of the supporting information, in lieu of generally distributing all supporting information. (3-30-01)
- 06. Use of Other Meetings for Consultation.** A meeting that is scheduled or required for another purpose may be used for the purposes of consultation only if the public notice for the meeting identifies consultation as an agenda item. (3-30-01)

571. CONSULTATION PROCEDURES.

The consultation process among ICC members and persons on the distribution list shall be undertaken for the following specific major activities (federal, tribal, state, and local), specific routine activities and specific air quality related activities, in accordance with the procedures in Section 570. Participating agencies shall be all ICC members unless otherwise specified in Subsections 571.01 through 571.04. (3-30-01)

01. Specific Major Activities. The consultation process shall be undertaken for the following specific major activities. The lead agency for each activity shall be the designated MPO or ITD in the absence of an MPO. (3-30-01)

a. Evaluating and choosing each air quality model and associated methods and assumptions to be used in hot-spot analyses and regional emissions analyses including vehicle miles traveled forecasting. The hot-spot analyses shall be performed consistent with procedures described in 40 CFR 93.116 and 40 CFR 93.123 and regional emissions analysis shall be performed using procedures outlined on 40 CFR 93.122. (3-30-01)

b. Determining which minor arterials and other transportation projects should be considered “regionally significant” for the purposes of regional emissions analysis, in addition to those functionally classified as principal arterial or higher or fixed guideway transit systems or extensions that offer an alternative to regional highway travel. (3-30-01)

c. Evaluating whether projects otherwise exempted from meeting the requirements of Sections 563 through 574 of these rules should be treated as non-exempt in cases where potential adverse emissions impacts may exist for any reason per 40 CFR 93.126 and 127. (3-30-01)

d. Making a determination as to whether past obstacles to implementation of TCMs which are behind the schedule established in the applicable implementation plan have been identified and are being overcome, and whether state and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding for TCMs. This consultation procedure shall also consider whether delays in TCM implementation necessitate revisions to the applicable implementation plan to remove TCMs or substitute TCMs with other emission reduction measures. (3-30-01)

e. Identifying projects located at sites in PM nonattainment or maintenance areas which have vehicle and roadway emission and dispersion characteristics which are essentially identical to those at sites which have violations verified by monitoring, and therefore require quantitative PM hot-spot analysis. In case a method for quantitative hot-spot analysis has not been formally adopted by EPA, a sound qualitative analysis developed in conjunction with FHWA may be used for the same. (3-30-01)

f. Making a determination whether the project is included in the regional emissions analysis supporting the currently conforming TIP's conformity determination, and whether the project's design concept and scope have changed significantly from those which were included in the regional emissions analysis, or in a manner which would significantly impact use of the facility. (3-30-01)

g. For areas in the state with no MPOs, making a determination whether a project has undergone project-level analysis and whether the project's design concept and scope have changed significantly from those which were included in the project-level analysis, or in a manner which would significantly impact use of the facility. (3-30-01)

h. Establishing appropriate public participation opportunities for project-level conformity determinations, as applicable, in the manner specified by Section 574, to be initiated by the recipient of the funds designated under 23 U.S.C. or the Federal Transit Act. (3-30-01)

i. Choosing conformity tests and methodologies for isolated and rural nonattainment and maintenance areas as required by 40 CFR 93.109(g)(2)(iii). (3-30-01)

02. Specific Routine Activities. The consultation process shall be undertaken for the following specific routine activities. The lead agency shall be the MPO or ITD in the absence of an MPO. (3-30-01)

- a.** Evaluating events that will trigger new conformity determinations in addition to those triggering events established in 40 CFR 93.104. Participating agencies shall be the MPO and state, tribal, regional, and local air quality planning agencies. (3-30-01)
- b.** Consulting on emissions analysis for transportation activities that cross the borders of MPOs or nonattainment or maintenance areas. Participating agencies shall be the MPO and state, tribal, regional, and local air quality planning agencies. (3-30-01)
- c.** Determining whether the project sponsor or MPO has demonstrated that the requirements are satisfied without a particular mitigation, such as emissions offsets or other control measures, or determining that a conforming project approved with mitigation no longer requires mitigation. (3-30-01)
- d.** Assuring that plans for construction of regionally significant projects that are not FHWA/FTA projects, including projects for which alternative locations, design concept and scope, or the no-build option are still being considered, are disclosed to the MPO or ITD in the absence of an MPO on a regular basis, and assuring that any changes to those plans are immediately disclosed. (3-30-01)
- e.** Determining whether a project, which was previously found to conform, has or will have a significant change in design concept and scope since the project plan and TIP conformity determination. (3-30-01)
- f.** Designing, scheduling, and funding of research and data collection effort pertaining to transportation or air quality planning with implications for transportation conformity. (3-30-01)
- g.** Reviewing and recommending regional transportation model development by the MPO (e.g., household/travel transportation surveys). (3-30-01)
- h.** Development of transportation improvement programs. (3-30-01)
- i.** Development of regional transportation plans. (3-30-01)
- j.** Consulting when the metropolitan planning area does not include the entire nonattainment area or maintenance area, for planning requirements which may fall under the jurisdiction of more than one (1) MPO or the MPO and ITD. (3-30-01)

03. Specific Air Quality Related Activities. The consultation process shall be undertaken when preparing an applicable implementation plan that includes the revision or addition of a motor vehicle emissions inventory and budget activities in accordance with the procedures in Section 570. Consultation is not required for administrative amendments that do not affect conformity. The lead agency for each activity shall be IDEQ or the MPO. In addition to the Section 570 consultation process, the lead agency shall undertake the following: (3-30-01)

- a.** Scheduling consultation meetings early in the process of decision on the applicable implementation plan, and prior to making a final recommendation to their management, committees, boards or commissions, for a final decision on such documents; (3-30-01)
- b.** Arranging for technical committees or teams to assist ICC members in reviewing documents provided by the lead agency. The lead agency may convene technical meetings as necessary; and (3-30-01)
- c.** Scheduling and conducting meetings of the ICC at regularly scheduled intervals, no less frequently than quarterly. (3-30-01)
- d.** The ICC may appoint subcommittees to address specific issues pertaining to applicable implementation plan development. Any recommendations of a subcommittee shall be considered by the ICC. (3-30-01)

04. Notification Process. The designated MPO, or ITD in the absence of an MPO, shall notify ICC members and persons on the distribution list of a transportation plan or TIP revisions that merely add or delete exempt projects listed in 40 CFR 93.126 early in the process of decision, and by supplying all relevant documents and

information to the same. (3-30-01)

572. FINAL CONFORMITY DETERMINATIONS BY USDOT.

Section 572 establishes the process USDOT shall follow when making final determinations on proposed or anticipated transportation actions subject to transportation conformity. (3-30-01)

01. Final Conformity Determination Process. USDOT will make making final determinations on proposed or anticipated STIP or transportation plan or project conformity by: (3-30-01)

a. Distributing a draft conformity determination to EPA for review and comment. USDOT shall allow a maximum of thirty (30) days for EPA to respond; and (3-30-01)

b. USDOT shall respond in writing to any significant comments raised by EPA within fourteen (14) days of receipt in writing before making a final decision. (3-30-01)

02. New or Revised Information. If USDOT requests any new or revised information to support a STIP, TIP or transportation plan or project conformity determination, then USDOT shall either return the conformity determination for additional consultation pursuant to Section 570, or USDOT shall distribute the new information to the ICC members and persons on the distribution list for review and comment; (3-30-01)

a. When USDOT distributes such new or additional information to ICC members and persons on the distribution list, USDOT shall allow for a maximum of thirty (30) days for the lead agency to respond to any new or revised supporting information; and (3-30-01)

b. USDOT shall distribute a written response within fourteen (14) days of receipt to any significant comments raised by the ICC members and persons on the distribution list on the new or revised supporting information before making a final decision. (3-30-01)

573. RESOLVING CONFLICTS.

Conflicts between state agencies or between state agencies and the MPO regarding a determination of conformity, applicable implementation plan submittal, or other policy decision under Sections 563 through 574, shall be resolved in the following manner. (3-30-01)

01. Conflict Resolution at the Level of IDEQ Regions and ITD Districts. Every effort shall be made to resolve any conflicts among state agencies or between state agencies and an MPO at the regional level. The regional administrator of IDEQ, the District Engineer of ITD and the other agency managers at the regional level of the affected jurisdictions, or their designated representatives shall be involved in conflict resolution at the regional level. (3-30-01)

02. Conflict Resolution at the Level of IDEQ and ITD Headquarters. If conflict(s) are not resolved at the regional level, the issue shall be raised to the level of agency directors for resolution. (3-30-01)

03. Conflict Resolution at the Governor's Level. If conflict(s) are not resolved through Subsection 569.02, then IDEQ shall raise the conflict to the Governor, as follows: (3-30-01)

a. The IDEQ administrator shall request in writing that ITD or the MPO provide IDEQ with written notification of resolution of IDEQ's comments. ITD or the MPO shall provide IDEQ with the requested written notification within fourteen (14) days of receipt of IDEQ's written request. (3-30-01)

b. Within fourteen (14) days of its receipt of the requested written notification, IDEQ may appeal the conformity determination in writing to the Governor. If IDEQ appeals to the Governor, then the final conformity determination must have the concurrence of the Governor. If IDEQ does not appeal in writing to the Governor within fourteen (14) days of its receipt of written notification of resolution of its comments, then the lead transportation agency may proceed with the final conformity determination. (3-30-01)

c. The fourteen (14) days shall start on the date when the IDEQ administrator receives notification of the written resolution of his comments regarding a determination of conformity, applicable implementation plan

submittal, or other decision under Sections 563 through 574. (3-30-01)

04. Process for Conflict Resolution at the Governor's Level. The Governor may delegate to another independent official or agency within the state his or her role in this process. The Governor may not delegate his or her role to the head or staff of the state air quality agency or any local air quality agency, ITD, a state transportation commission or board, any agency that has responsibility for any one (1) of these functions, or an MPO. (3-30-01)

574. PUBLIC CONSULTATION PROCEDURES.

Affected agencies making conformity determinations on transportation plans, programs, and projects shall establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing at the beginning of the public comment period and prior to taking formal action on a conformity determination for all transportation plans and TIPs, reasonable public access to technical and policy information considered by the agency, and consistent with these requirements and those of 23 CFR 450. Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in 49 CFR 7.95. In addition, these agencies must specifically address, in writing, all public comments relating to known plans for a regionally significant project, which is not receiving FHWA or FTA funding, or approval. This is especially important if the project's emissions have not been properly reflected in the emissions analysis supporting a proposed conformity finding for a transportation plan or TIP. These agencies shall also provide opportunity for public involvement in conformity determinations for projects where otherwise required by law. (3-30-01)

575. AIR QUALITY STANDARDS AND AREA CLASSIFICATION.

Ambient Air Quality Standards. The purpose of Sections 575 through 587 is to establish air quality standards for the state of Idaho which define acceptable ambient concentrations consistent with established air quality criteria. (4-11-06)

576. GENERAL PROVISIONS FOR AMBIENT AIR QUALITY STANDARDS.

01. Applicability. The ambient air quality standards established herein shall apply to all of the state. (5-1-94)

02. Standard Conditions. Where applicable, air quality measurements shall be corrected to a reference temperature of twenty-five degrees Celsius (25C) and to a reference pressure of seven hundred and sixty (760) millimeters of mercury absolute. (5-1-94)

03. Revisions. As pertinent air quality criteria information becomes available, such information shall be considered and new or revised air quality standards promulgated as appropriate. (5-1-94)

04. Control of Unregulated Contaminants. The absence of an air quality standard for a specific contaminant shall not preclude action by the Department to control such contaminants to assure the health, welfare and comfort of the people of the State. (5-1-94)

05. Methods. All measurement techniques for determining compliance with 40 CFR Part 50 shall be consistent with those specified in 40 CFR Parts 50 and 53. (5-1-94)

577. AMBIENT AIR QUALITY STANDARDS FOR SPECIFIC AIR POLLUTANTS.

01. Particulate Matter. PM-10 - particles with an aerodynamic diameter less than or equal to a nominal ten (10) micrometers. (5-1-94)

a. Primary and Secondary Standards. Primary and secondary PM-10 standards are: (5-1-94)

i. Annual Standard. Fifty (50) micrograms per cubic meter, as an annual arithmetic mean -- never expected to be exceeded in any calendar year. (5-1-94)

ii. Twenty-four (24) Hour Standard. One hundred fifty (150) micrograms per cubic meter as a maximum twenty-four (24) hour concentration -- never expected to be exceeded more than once in any calendar year. (5-1-94)

b. Attainment and Expected Exceedance Determination. For the purpose of determining attainment of the primary and secondary PM-10 standards, expected exceedances shall be determined in accordance with Appendix K of 40 CFR Part 50. (5-1-94)

02. Sulfur Oxides (Sulfur Dioxide). (5-1-94)

a. Primary Standards. Primary sulfur dioxide air quality standards are: (5-1-94)

i. Annual Standard. Eighty (80) micrograms per cubic meter (0.03 ppm), as an annual arithmetic mean -- not to be exceeded in any calendar year. (5-1-94)

ii. Twenty-four (24) Hour Standard. Three hundred sixty-five (365) micrograms per cubic meter (0.14 ppm), as an maximum twenty-four (24) hour concentration -- not to be exceeded more than once in any calendar year. (5-1-94)

b. Secondary Standards. Secondary air quality standards are one thousand three hundred (1,300) micrograms per cubic meter (0.50 ppm), as a maximum three (3) hour concentration -- not to be exceeded more than once in any calendar year. (5-1-94)

03. Ozone. Primary and secondary air quality standards are 0.12 ppm (two hundred thirty-five (235) micrograms per cubic meter) -- maximum one (1) hour concentration not expected to be exceeded more than once per year. (5-1-94)

04. Nitrogen Dioxide. Primary and secondary air quality standards are one hundred (100) micrograms per cubic meter (0.05 ppm) -- annual arithmetic mean. (5-1-94)

05. Carbon Monoxide. Primary and secondary air quality standards are: (5-1-94)

a. Eight (8) Hour Standard. Ten (10) milligrams per cubic meter (9 ppm) -- maximum eight (8) hour concentration not to be exceeded more than once per year. (5-1-94)

b. One (1) Hour Standard. Forty (40) milligrams per cubic meter (35 ppm) -- maximum one (1) hour concentration not to be exceeded more than once per year. (5-1-94)

06. Fluorides. Primary and secondary air quality standards are those concentrations in the ambient air which result in a total fluoride content in vegetation used for feed and forage of no more than: (5-1-94)

a. Annual Standard. Forty (40) ppm, dry basis -- annual arithmetic mean. (5-1-94)

b. Bimonthly Standard. Sixty (60) ppm, dry basis -- monthly concentration for two (2) consecutive months. (5-1-94)

c. Monthly Standard. Eighty (80) ppm, dry basis -- monthly concentration never to be exceeded. (5-1-94)

07. Lead. Primary and secondary standards for lead and its compounds, measured as elemental lead, are one and one-half (1.5) micrograms per cubic meter (1.5 ug/m³), as a quarterly arithmetic mean -- not to be exceeded in any quarter of any calendar year. (5-1-94)

578. DESIGNATION OF ATTAINMENT, UNCLASSIFIABLE, AND NONATTAINMENT AREAS.

01. Annual Review. The Department shall annually review the available ambient air quality data and when appropriate, redesignate areas as attainment, unclassifiable or nonattainment with the standards in 40 CFR Part 50. (5-1-94)

02. Boundaries. Boundaries for such areas will be based, as much as possible, on actual ambient



Interagency Consultation Committee

September 2006

ICC Policy

I. ICC Purpose and Incorporation by Reference

- A. The transportation conformity rules (under 40 CFR §§93.105 and 93.112) apply to nonattainment and maintenance areas and require that agencies including EPA, DOT, State DOTs, State and local air quality agencies, and MPOs collaboratively develop transportation conformity demonstrations. The Idaho conformity SIP, as established in Idaho's Administrative Rules (IDAPA 58.01.01) sections 563 through 574, establishes the transportation conformity process in Idaho and the Interagency Consultation Committee (ICC) for Treasure Valley nonattainment and maintenance areas.
- B. The bylaws document how the ICC functions for any nonattainment and/or maintenance area in (or part of) Ada and/or Canyon Counties. IDAPA 58.01.01 §§563 through 574 are incorporated by reference.

II. ICC Lead Agency

- A. The Community Planning Association of Southwest Idaho (COMPASS) is the Metropolitan Planning Organization (MPO) for Ada and Canyon Counties. As such, COMPASS is designated as the lead agency responsible for conformity demonstrations within Ada and Canyon Counties, as applicable, pursuant to IDAPA 58.01.01 Section 568.02.
- B. IDAPA 58.01.01 Section 569.02 outlines COMPASS' administrative responsibilities as the lead agency. They include:
 - 1. Conformity demonstrations corresponding to long-range transportation plans, TIPs and their amendments;
 - 2. Preparing conformity demonstrations for the entire nonattainment or maintenance area, including areas beyond the boundaries of the MPO, where no agreement is in effect as required by 23 CFR 450.310(f);
 - 3. Identify regionally significant projects through the consultation process;
 - 4. Implementing TCMs in air quality nonattainment and/or maintenance areas, as applicable;
 - 5. Providing technical and policy input on emissions budgets;
 - 6. Performing transportation modeling, regional emissions analyses, and project level analysis, as necessary;
 - 7. Documenting timely implementation of TCMs, as required, for determining conformity; and

8. Distributing relevant materials to ICC members, and people on the distribution list, per IDAPA 58.01.01 Section 570.01.c.

III. ICC Meetings and Materials

- A. The ICC will meet as required by the needs of the various transportation planning agencies in the region.
- B. All meetings of the ICC shall be subject to the 30-day public notice provisions of IDAPA 58.01.01 Section 570.
- C. Notification Methods. Meeting time, date and location and associated agenda (if available) will be noticed by the following methods:
 1. Posting on the COMPASS website;
 2. Posting on COMPASS' message board, located at the COMPASS offices;
 3. Notification via email, fax, or U.S. mail to all ICC Members and to any agency entitled to participate and/or members of the public specifically requesting notification of ICC meetings,

IV. ICC Meeting Voting Status and Procedures

- A. Federal and State conformity regulations do not require ICC meetings have a voting structure to fulfill the interagency consultation requirements. IDAPA 58.01.01 Section 567.02 lists agencies that should make up a given ICC. Using IDAPA 58.01.01 Section 567.02 as a guide, each of the following listed agencies or entities have requested and are given one (1) vote on ICC:
 1. Ada County Highway District (ACHD);
 2. ACHD Commuteride;
 3. City of Boise.
 4. COMPASS as the Metropolitan Planning Organization (MPO);
 5. Idaho Department of Environmental Quality (IDEQ);
 6. Idaho Transportation Department, District 3 (ITD);
 7. Valley Regional Transit (VRT)
- B. Assignment of Primary Voting Representative. Each of the agencies or entities listed in Section IV.A shall provide the name of the person, in writing to COMPASS, identified to serve as their respective primary-voting representative on the ICC.
- C. Assignment of Alternative Voting Representative. Each of the agencies or entities listed in Section IV.A may provide the name of a person or persons, in writing to COMPASS, identified to serve as the alternative-voting representative in the absence of the primary representative.
- D. Member agencies listed in IDAPA 58.01.01 Section 567.02 but not listed in Section IV.A above can be granted ICC voting status upon written request from the agency.
- E. Member agencies listed in Section IV.A. can become non-voting members upon written request from the agency.

- F. **Vote Delegation.** Any of the agencies or entities listed in IDAPA 58.01.01 Section 567.02 can delegate their respective role or responsibility, including voting status, to another eligible entity pursuant to IDAPA 58.01.01 Section 567.06. An ICC member making such delegation shall notify the ICC (via COMPASS) of the delegation in writing.
- G. **Voting Procedures.**
 - 1. Roberts Rules of Order on voting shall apply to all ICC voting.
 - a) Only issues directly related to items specifically identified on the publicly noticed meeting agenda unless changed by unanimous consent of the members present are eligible for being voted upon.
 - b) Voting shall be by deliberative assembly where each voting member in attendance at a meeting is entitled to cast a vote on a motion with a second that directly relates to an issue or item identified in the publicly noticed meeting agenda unless changed by unanimous consent of the members present. No absentee, mail or proxy voting (except as delegated under Section IV.C and Section IV.F) shall be allowed.
 - 2. A quorum of simple majority must be present at the opening of any meeting, which involves voting. The majority vote shall prevail.
- H. Each meeting of the ICC shall be opened and called to order by the ICC Committee Chairperson or the Vice Chairperson in his or her absence.
- I. All ICC meetings will be open to the public.
- J. Any Agencies Entitled to Participate, as defined pursuant to IDAPA 58.01.01 Section 567.02, and 03, or members of the Public are encouraged to participate at the ICC meetings, but will not receive voting rights.

V. ICC Chairperson and Vice Chairperson

- A. Each agency representative listed in Section VI.A, with the exception of the COMPASS representative, will rotate into the positions of Vice Chairperson and Chairperson of the ICC.
- B. **Rotation Order.**
 - 1. The rotational order of the Chair will be:

- a) ACHD Commuteride representative
- b) Valley Regional Transit representative (VRT)
- c) City of Boise representative
- d) Idaho Transportation Department District 3 representative
- e) Ada County Highway District (ACHD) representative
- f) Idaho Department of Environmental Quality, Boise Region representative

2. The rotational order of the Vice Chair will be:

- a) Valley Regional Transit representative (VRT)
- b) City of Boise representative
- c) Idaho Transportation Department District 3 representative
- d) Ada County Highway District (ACHD) representative
- e) Idaho Department of Environmental Quality, Boise Region representative
- f) ACHD Commuteride representative

C. Term. The length of time an ICC Chairperson and Vice Chairperson may serve in such positions shall be limited to one (1) year.

D. Representative Turn-over.

1. In the event the agency representative holding the Chair position leaves the committee, the Vice Chairperson shall automatically rotate into the Committee Chair position. The agency representative next in succession per V.B.2 will assume the Vice Chair position.
2. In the event both agency representatives holding the Chair and Vice Chair positions leave the committee, the ICC representative with the longest tenure will rotate into the Committee Chair position. The Vice Chair position will be filled by the representative from the agency next in the rotational order per V.B.2.

VI. Conflict Resolution

A. Conflict resolution shall follow the procedures described pursuant to IDAPA 58.01.01 Section 573.

VII. ICC Bylaws Amendment Provisions

- A. These bylaws may be amended provided that such amendments are introduced at a regularly scheduled ICC meeting and acted upon at the next regularly scheduled ICC meeting.