



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Interagency Consultation Committee

June 14, 2011 – 9:00 a.m. to 10:30 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 October 7, 2010 Meeting Minutes**

***B. Approve the May 11, 2011 Meeting Minutes**

IV. Action Items

9:15

***A. Approve the Regional Emissions Analysis Modeling Assumptions for the FY2012-2016 Transportation Improvement Program**

MaryAnn Waldinger

9:25

***B. Approve the Project List for the FY2012-2016 Transportation Improvement Program**

MaryAnn Waldinger

V. Information/Discussion Items

9:50

A. Presentation on MOVES and Status of the Update of the PM10 State Implementation Plan

DEQ Staff

VI. Adjournment

10:30

Chair

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

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**INTERAGENCY CONSULTATION COMMITTEE
OCTOBER 7, 2010
COMMUNITY PLANNING ASSOCIATION**

****MINUTES****

ATTENDEES: Beth Baird, City of Boise
 Matt Edmond, ACHD Commuteride (*for Kirk Montgomery*)
 Ron Kerr, Idaho Transportation Department
 David Luft, IDEQ
 Amar Pillai, Ada County Highway District, **Vice Chair**
 Ted Vanegas, Valley Regional Transit
 MaryAnn Waldinger, COMPASS
 Greg Vitley, Idaho Transportation Department–District 3,
Chair

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

OTHERS PRESENT: Lee Coe, COMPASS
 Liisa Itkonen, COMPASS
 Matt Stoll, COMPASS
 Toni Tisdale, COMPASS
 Debbie Winchar, COMPASS

CALL TO ORDER:

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

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

Introductions were made of all attendees.

David Luft said the Environmental Protection Agency (EPA) has changed their decision on whether they would allow removal of emissions testing from the CO Limited Maintenance Plan. Removing the inspection maintenance program from the Limited Maintenance Plan is not allowed; a full-blown maintenance plan would have to be done. The EPA changed their decision on whether or not DEQ could remove the IM program from the CO Limited Maintenance Plan. The EPA decided each maintenance plan had to be completely stand-alone. In the guidance for the maintenance plan there is language that says you can't change control measures. DEQ made the argument that the control measure was staying the same, just moving into a different plan. EPA technical staff agreed it was alright to remove the IM Program but their legal counsel disagreed.

David said a decision was made that in order to do the limited maintenance plan, DEQ would not move the inspection maintenance plan. The CO Limited Maintenance Plan will be completed, which will be status quo. The PM₁₀ Maintenance Plan will be status quo except for some of the point source facilities. DEQ is going to try and get former requirements removed from the specific facilities called out in the CIP, which creates an issue when making permit changes.

David summarized that DEQ is going to leave the IM program in the CO Limited Maintenance Plan, finish the CO Limited Maintenance Plan and PM₁₀ Maintenance Plan, and by the time those are complete, the EPA will have made a decision on the ozone standard. DEQ will then make a decision if an update to the CO Limited Maintenance Plan will be done to remove the IM testing, which would require a maintenance demonstration. The CO Limited Maintenance Plan will go to the EPA sometime this fall.

CONSENT AGENDA

A. Approve the June 2, 2010 Meeting Minutes

Chair Vitley moved David Luft and seconded to approve the June 2, 2010 meeting minutes as written. Motion was unanimously approved.

ACTION ITEM

A. Approve the Project List for the FY2010-2014 Transportation Improvement Program Amendment Regional Emissions Analysis

Toni Tisdale gave a background on why the FY2010-2014 TIP needs to be amended.

MaryAnn Waldinger said the FY2010-2014 project list was presented to this Committee a year ago, which went through a conformity process, demonstrated conformity, and submitted in a final report to the Federal Highway Administration (FHWA). This year COMPASS has a new regional transportation plan: 2035 *Communities in Motion* Plan. With that, COMPASS has updated the base demographics and a new forecast set of demographics has been created. Model refinement was also done by adding more Traffic Analysis Zones. Running conformity on the 2014 build is necessary for the FY2010-2014 TIP amendment to proceed.

MaryAnn said COMPASS was required to develop 2015, 2025 and 2035 build networks for the *Communities in Motion* 2035 and draft FY2011-2015 TIP air quality conformity.

After discussion, **Amar Pillai moved and Matt Edmond seconded to approve the Project List for the FY2010-2014 Transportation Improvement Program Amendment Regional Emissions Analysis. Motion passed unanimously.**

OTHER

A. Next Meeting: Announcement of the next meeting date and time will be emailed to the Committee.

MaryAnn Waldinger said staff will stay in contact with DEQ regarding the CO Limited Maintenance Plan and once a final ruling is handed down by the EPA on the ozone standard that information will be brought back this Committee. COMPASS staff will also be attending a workshop regarding the EPA's new emission modeling system: Motor Vehicle Emission Simulator (MOVES).

ADJOURNMENT

There being no further discussion, the meeting adjourned at 9:30 a.m.

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**INTERAGENCY CONSULTATION COMMITTEE
MAY 11, 2011
COMMUNITY PLANNING ASSOCIATION**

****MINUTES****

ATTENDEES: Ted Vanegas, Valley Regional Transit
MaryAnn Waldinger, COMPASS
Greg Vitley, Idaho Transportation Department–District 3,
Chair

MEMBERS ABSENT: Beth Baird, City of Boise
Scott Frey, FHWA (*Ex-Officio*)
David Luft, IDEQ
Kirk Montgomery, ACHD Commuteride
Amar Pillai, Ada County Highway District, **Vice Chair**

OTHERS PRESENT: Jessica Wilson, COMPASS

CALL TO ORDER:

Chair Vitley called the meeting to order at 9:00 a.m.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve the June 2, 2010 Meeting Minutes

Due to lack of quorum, this item was tabled until the next scheduled meeting.

ACTION ITEM

None.

INFORMATION/DISCUSSION ITEMS

A. Review the Regional Emissions Analysis Modeling Assumptions for the FY2012-2016 Transportation Improvement Program

MaryAnn Waldinger reviewed the Regional Emissions Analysis Modeling Assumptions for the FY2012-2016 Transportation Improvement Program.

B. Review the Draft Project List for the FY2012-2016 Transportation Improvement Program

MaryAnn Waldinger reviewed the draft Project List for the FY2012-2016 Transportation Improvement Program.

C. Review Conformity Calendar for the FY2012-2016 Transportation Improvement Program

MaryAnn Waldinger presented the Conformity Calendar for the FY2012-2016 Transportation Improvement Program.

OTHER

A. Next Meeting: Wednesday, June 14, 2011, 9:00 a.m., at COMPASS.

ADJOURNMENT

There being no further discussion, the meeting adjourned at 9:30 a.m.

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MEMORANDUM

ITEM IV-A

To: Interagency Consultation Committee

FROM: MaryAnn Waldinger, Principal Planner

DATE: May 31, 2011

RE: **Approve the Regional Emissions Analysis Modeling Assumptions for the FY2012-2016 Transportation Improvement Program**

ACTION REQUESTED:

Approve the Regional Emissions Analysis Modeling Assumptions for the FY2012-2016 Transportation Improvement Program.

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 Transportation Improvement Program (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 FY2012-2016 TIP and preparing to conduct a regional emissions analysis to support a conformity finding. The Northern Ada County PM₁₀ Maintenance Plan established motor vehicle emissions budgets for the years 1999, 2010, and 2015. Thus, budget tests will be performed for:

- 2012 - Base year of the FY2011-2015 TIP and Budget year
- 2016 - Budget year and last year of the TIP
- 2025 - Intermediate analysis year, as there can be no more than 10 years between analysis years
- 2035 – Horizon year for the long-range transportation plan (*Communities in Motion 2035*)

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

Attachments (3)
pc: 685.01

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

| Parameter: | Proposed FY 2011-2015 TIP: | Previously Presented: | Note: |
|--------------------------------|--|------------------------------|---|
| Fleet Mix | EPA MOBILE6.2 defaults, based on national fleet mix data. | Same | |
| UPDATED I/M Program | Two Annual programs: 1) Two speed test (idle and 2500 RPM) for pre 1996 vehicles only. Waiver Rates (pre 1981 & 1981 or newer) = 1.0% and 1.0%; Stringency (pre 1981 only) = 27.0%. 2) OBDII test for 1996 and newer vehicles. Waiver Rates = 0.0% and 1.0%. 3) Compliance rate for both programs = 98.0%. 4) <u>Four-year grace period for new vehicles – effective January 1, 2010.</u> 5) <u>Biennial testing – effective January 1, 2010.</u> | Same | Data acquired from Department of Environmental Quality and confirmed by Dennis Turner, Air Quality Board, on April 13, 2010. |
| Anti-Tamper Program | Annual check for gasoline vehicles. Model years 1981 and newer are checked for tampering with: air pump, catalyst, fuel inlet restrictor, EGR, and the gas cap. Compliance rate is 98.0%. | Same | Data acquired from/confirmed by Dennis Turner, Air Quality Board, on 3-1-2007. |
| Min/Max Temperature | Winter = 28.95 / 47.46 F Summer = 49.29 / 78.18 F | Same | Although these temperatures are different from the ones used in the PM ₁₀ Maintenance Plan, they have been used for conformity since at least 2004. ITD's PLAQ uses different temperatures for project screening purposes. |
| Fuel Reid Vapor Pressure (RVP) | Winter = 15.0 Summer = 8.6 | Same | |
| Diesel Fuel Sulfur Content | 500 ppm until 2010 15 ppm after 2010 | Same | Diesel fuel sulfur content will be reduced to 15 ppm by 2010 as per federal fuel standards. |
| Facility Speeds | Based on the weighted average model speeds for interstates, interstate ramps, principle arterials, minor arterials, collectors, local roads, and centroid connectors. | Same | Per PM ₁₀ Maintenance Plan Methodology (see Attachment 2). |
| Fuel Program | 3 = Conventional Gasoline West | Same | Applies one of two phase-in schedules for the Tier 2 sulfur fuel standards for years after 1999. |

| | | | |
|---------------------|--|------|--|
| Absolute Humidity | Winter = 24.87% Summer = 43.05% | Same | Although these values are different from the ones used in the PM ₁₀ Maintenance Plan, they have been used for conformity since at least 2004. |
| Seasonal Evaluation | Average of winter and summer emissions factors | Same | Winter emissions will be for years 2010, 2011, 2014, 2016, 2026, and 2031. This will allow us to take credit for some fleet turnover in November and December. |

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

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

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

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

Where:

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

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

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

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

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

$$SW_l = S_l * VMT_l$$

Where:

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

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

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

Where:

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

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

n = number of links for a given facility type

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

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

Where:

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

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

MOBILE6.2 Modeling of Facility Types:

Travel Demand Model Interstate = MOBILE6.2 Freeways

Travel Demand Model Principal Arterials = MOBILE6.2 Arterial

Travel Demand Model Minor Arterials = MOBILE6.2 Arterial

Travel Demand Model Collectors = MOBILE6.2 Arterial

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

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

Where:

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

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

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

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

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

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

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

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

Road Dust Emissions

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

Unpaved Roads:

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

Where:

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

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

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

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

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

Paved Roads:

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

Where:

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

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

S = Posted speed of the roadway (mps)

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

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

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

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

Where:

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

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

S = Posted speed of the roadway (mps)

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

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

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

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

Where:

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

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

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

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

Attachment 3: COMPASS Travel Demand Model Assumptions

- Model Development – The COMPASS two-county travel demand model is undergoing an interim-year update to 2008. This update includes refinement to the TAZs, network and updated demographics. The daily model was completed and accepted in February 2010 by the Transportation Model Advisory Committee. The updated model's demographic and land use "base year" is 2008 to coincide with COMPASS' most recent household travel survey. To develop the 2008 demographics, 2000 Census block-level data was allocated to the refined TAZs then, building permit data from 2000 and 2008 to estimate the base year population and households. Detailed employment data is provided annually by the Department of Labor. The data are reviewed, cleaned and allocated to TAZs for the base year model. As part of the model development, staff collected roadway information such as speed, number of lanes, and connectivity.
- 2002 Treasure Valley Household Characteristics Study - COMPASS surveyed Treasure Valley residents' travel habits in fall of 2002. This survey was part of a major effort to update the input data for the model. Detailed travel data was collected from 2,582 households for each person in the household. The data provide from the survey were used by staff to calculate trip rates by trip type by household classification for both counties, auto occupancy factors by trip type, and the number of trips per duration of time.
- Demographics – *Communities in Motion* (CIM) 2035, COMPASS' regional long-range transportation plan will contain an update to the demographic/growth scenario and supporting transportation system for 2035. The "control total" population of 1,046,000 was accepted by the COMPASS Board in April 2009. Allocation of the demographics to the TAZ level was done using UPlan, land use model. On December 29, 2009, COMPASS staff sent the 2035 population, household and employment forecasts, at the TAZ level, to each jurisdiction for review and comment. To some degree, all the jurisdictions participated in the review. Eight of the jurisdictions provided comments via letter. On February 4, 2010, the Demographic Advisory Committee approved the 2035 population, household and employment forecast allocations. CIM Update draft will be available for review and comment in May 2010 and is scheduled for adoption by the COMPASS Board in August 2010. The Census Bureau released block-level population and household data February 2011. COMPASS staff reviewed the 2010 census data compared to the COMPASS estimates at the TAZ level. All forecast demographics reflect the 2010 census data.
- Mode Choice Tool – "Mode Choice" is the third step in a traditional four-step travel demand model, such as the one maintained by COMPASS. It takes person trips estimated using the demographic input data and splits them into mode specific trips. In June 2005 a mode choice tool for the COMPASS travel demand model was completed. It is based on the mode choice tool utilized by the Salt Lake City regional metropolitan planning organization (Wasatch Front Regional Council). The tool sorts trips into one of either two motorized (bus or auto) or two non-motorized (walk or bike) mode choices. Transit (bus) trips are assigned to the transit network, while vehicle trips are assigned to the roadway network. An on-board transit ridership survey is scheduled for September 2010. The data collected will be used to update the mode choice model.
- Validation – As per federal guidance, the model has been validated to actual traffic count data. The guidance suggests a model is validated when predicted volumes are within a certain percentage of the measured volumes on a given facility type. Federal validation guidelines:

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

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



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

MEMORANDUM

To: Interagency Consultation Committee

FROM: MaryAnn Waldinger, Principal Planner

DATE: May 31, 2011

RE: **Approve Project List for the FY2012-2016
Transportation Improvement Program**

ACTION REQUESTED:

Approve Project List for the FY2012-2016 Transportation Improvement Program.

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) and long-range transportation plan must demonstrate conformity to the motor vehicle emissions budgets established by the Northern Ada County PM₁₀ Maintenance Plan. Budgets are established for particular matter 10 microns or less in diameter (PM₁₀), nitrogen oxides (NO_x), and volatile organic compounds (VOCs). A regional emissions analysis is not federally required for carbon monoxide (CO). However, Northern Ada County's Limited Maintenance Plan for CO requires COMPASS to conduct a build/no build emissions analysis for local planning purposes.

STATUS:

Staff has prepared the attached listing of projects to make up the "build" travel demand model networks for use in the FY2012-2016 Regional Transportation Improvement Program conformity demonstration for Northern Ada County. The model networks include projects listed in Ada County Highway District's (ACHD) Capital Improvement Plan (CIP), Five-Year Work Program (FYWP), draft Statewide Transportation Improvement Program, draft Regional Transportation Improvement Program, and *Communities in Motion 2035*.

Staff requests the ICC's approval of the roadway project list (Attachment 1).

Attachments (1)

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**FY 2012-2016 Regional Emissions Analysis Model Networks
As of May 31, 2011**

The following table lists the transportation projects recently completed or under construction. Projects under construction are expected to be open to the motoring public by December 31, 2011.

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Status |
|------------|----------------|---|---------------------|-------------------|---------------------------|-------------------------------|--------------------|----------------------------|--------------------|
| 1. | Deer Flat Rd | Ten Mile Rd - SH 69 | 3 | FYWP/CIP | RD125 | No | No | Yes - Safety (40CFR93.126) | Under construction |
| 2. | Eagle Rd | Victory Rd - Ridenbaugh Canal | 5 | FYWP/CIP/TIP/STIP | RD203-07 | Yes | No | No | Under construction |
| 3. | I-84 | Garrity IC - Meridian IC | 8 | STIP/CIM2035 | 11489 | Yes | Yes - GARVEE | No | Under construction |
| 4. | I-84 | Cole / Overland IC - Broadway IC | 8 | STIP/CIM2035 | 09819/ 09820/ 09823 | Yes | Yes - GARVEE | No | Under construction |
| 5. | Overland Rd | Ten Mile Rd - Linder Rd | 5 | FYWP/CIP | | Yes | No | No | Done |
| 6. | Ten Mile Rd IC | New Interchange at I-84 and Ten Mile Rd between New Overland Rd - Franklin Rd | NA | TIP/STIP | 9815/RD0 210-01 | Yes | Yes - GARVEE/local | No | Done |

2012 Network

The base network uses 2012 demographics and consists of the existing roadway network and the projects assumed to be completed and open to the motoring public by December 31, 2012. The 2012 demographics forecasts were developed using the 2010 census data and the 2015 demographic forecast. The 2012 network uses 2012 demographics and includes all the projects listed above along with the following list of projects.

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Construction Year |
|-----|-------------------|--|--------------|---------------------------|-------------------|------------------------|--------------|--------|-------------------------------|
| 7. | Franklin Rd | Touchmark Way (~1000' e/o Eagle Rd) - Five Mile Rd | 5 | FYWP/CIP/STIP/TIP | RD282/77737/12062 | Yes | Yes | No | 2011-12 |
| 8. | Franklin Rd | Ten Mile Rd - Linder Rd | 5 | FYWP/CIP/STIP/TIP/CIM2035 | RC0165 | Yes | No | No | 2012/2012 |
| 9. | Hill Rd Extension | State St - Horseshoe Bend Rd | 3 | FYWP | RD308 | No | No | No | 2012 |
| 10. | I-84 | Franklin Blvd - Garrity IC | 6 | STIP/CIM2035 | 10916 | Yes | Yes - GARVEE | No | Under Construction/ Funded |
| 11. | Ustick Rd | Duane Dr (1/4 mile e/o Eagle Rd- Campton Way | 5 | FYWP/CIP/CIM2035 | | No | No | No | 2012/funded |

2015 Network

The 2015 network uses 2015 demographics and includes the construction year networks for 2011 and 2012 plus the following list of projects.

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Construction Year |
|-----|--|--------------------------------------|--------------|---------------------------|------------------|------------------------|--------------|--------|------------------------|
| 12. | 30 th St (new road) | Fairview Ave - State St | 5 | FYWP/CIP | RD202-09 | No | No | No | 2013/2014-2018 |
| 13. | Five Mile Rd | Franklin Rd - Fairview Ave | 5 | FYWP/CIP/STIP/TIP | F038/11582 | No | Yes | No | 2013/2013 |
| 14. | Five Mile Rd | Fairview Ave - Ustick Rd | 5 | FYWP/CIP | RD195A | No | No | No | 2015/UF ROW only |
| 15. | Fairview Ave Access Management | Linder Rd to Orchard St | 5 | FYWP | | No | No | Yes | 2014/2015 |
| 16. | Meridian Rd & Main St (Ph 2 of split corridor) | Franklin - Fairview Ave | 5 | FYWP/CIP/CIM2035/TIP/STIP | RD205-07 | Yes | No | No | 2013/2012 |
| 17. | SH 16 River Crossing | Connect SH 16 from SH 44 to US 20/26 | 4 | CIM2035/TIP/STIP | 11236 | Yes | Yes - GARVEE | No | Funded / 2011-12 |
| 18. | Ten Mile Rd | Cherry Ln - Ustick Rd | 5 | FYWP/CIP/CIM2035 | RD188 | No | No | No | 2014/2013/ funded |
| 19. | Ustick Rd | Locust Grove Rd – Leslie Dr | 5 | FYWP/CIP/CIM2035 | RD205-05 | Yes | No | No | 2015/2014-2018/ Funded |
| 20. | Ustick Rd | Cloverdale Rd – Five Mile Rd | 5 | FYWP/CIP/CIM2035 | RD202/RD 205-04 | No | No | No | 2014/2014-2018/ Funded |

2016 Network

The 2016 network uses 2016 demographics and includes the construction year networks for 2012, 2015 and the following list of projects.

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Construction Year |
|-----|---------------------|-------------------------------|--------------|--------------------|-------------------|------------------------|-------------|--------|------------------------|
| 21. | Avalon Rd (Kuna Rd) | Linder Rd - Orchard St | 5 | FYWP/CIP | | No | TBD | No | 2016/2019-2027 |
| 22. | Cloverdale Rd | Franklin Rd – Fairview Ave | 5 | FYWP/CIP/ CIM2035 | RD202-14 / RC0087 | No | No | No | 2016/2014-2018/Funded |
| 23. | Cloverdale Rd | Fairview Ave – Ustick Rd | 5 | FYWP/CIP/ CIM2035 | RD202-14 / RC0087 | No | No | No | 2016/2014-2018/Funded |
| 24. | Franklin Rd | Black Cat Rd – Ten Mile Rd | 5 | FYWP/CIP/ CIM2035/ | RC0152 | Yes | Yes | No | 2016/2019-2027 /Funded |
| 25. | Ustick Rd | Meridian Rd – Locust Grove Rd | 5 | FYWP/CIP/ CIM2035 | RD202-37 | Yes | No | No | 2016/2014-2018/ Funded |

2025 Network

The 2025 network uses 2025 demographics and includes the construction year networks for 2012, 2015, 2016 and the following list of projects.

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Construction Year |
|-----|----------------|---|--------------|-----------------------|------------------|------------------------|-------------|--------------|------------------------|
| 26. | 36th St | Hill Rd - Cartwright Rd | 3 | FYWP/CIP | | No | No | No | UF/ 2019-2027 |
| 27. | Adams St | Improved connection 36 th to 37 th St (Clay St) | 3 | FYWP | RD208-08 | No | No | Yes | PD |
| 28. | Cloverdale Rd | Ustick Rd – Chinden Blvd | 5 | FYWP/CIP/ CIM2035 | RD207-13 /RC0092 | No | No | No | UF/2014-2018/Funded |
| 29. | Cloverdale Rd | Overland Rd - Franklin Rd | 5 | CIP/CIM2035 | | No | No | No | 2019-2027UF/ Funded |
| 30. | Cloverdale Rd | Amity Rd – Overland Rd | 5 | CIP/CIM2035 | | No | No | No | 2014-2018/Funded |
| 31. | Cloverdale Rd | Lake Hazel Rd – Amity Rd | 5 | CIP/CIM2035 | | No | No | No | 2014-2018/Funded |
| 32. | Cloverdale Rd | Columbia Rd – Lake Hazel Rd | 5 | CIP/CIM2035 | | No | No | No | 2019-2027 UF /Funded |
| 33. | Cole Rd | I-84 Ramps – Franklin Rd | 5 | FYWP/CIP/ | RD207-16 | Yes | No | No | PD/2014-2018 |
| 34. | Cole Rd | Lake Hazel Rd - Victory Rd | 5 | CIP | | Yes | No | No | 2019-2027 |
| 35. | Fairview Ave | Meridian Rd - Locust Grove Rd | 7 | FYWP/CIP/ CIM2035 | RC0135 | Yes | No | No | UF/2019-2027 UF/Funded |
| 36. | Fairview Ave | Locust Grove Rd – Eagle Rd | 7 | FYWP/CIP/ CIM2035 | RC0133 | Yes | No | No | UF/2014-2018/ Funded |
| 37. | Fairview Ave | Eagle Rd – Cloverdale Rd | 7 | FYWP/CIP/ CIM2035 | RC0130 | Yes | No | No | UF/2014-2018/ Funded |
| 38. | Fairview Ave | Cloverdale Rd - Five Mile Rd | 7 | FYWP/CIP/ CIM2035 | RC0127 | Yes | No | No | UF/2019-2027/Funded/ |
| 39. | Fairview Ave | Five Mile Rd - Maple Grove Rd | 7 | FYWP/CIP/ TIP/CIM2035 | RC0131 | Yes | No | No | UF/2019-2027/Funded |
| 40. | Fairview Ave | Maple Grove Rd - Cole Rd | 7 | FYWP/CIP/ CIM2035 | RD207-17 | Yes | No | No | UF/2019-2027/Funded |
| 41. | Fairview Ave | Cole Rd - Orchard St (or e/o Curtis Rd) | 7 | CIP/CIM2035 | | Yes | No | No | 2019-2027 UF/Funded |
| 42. | Franklin Rd | McDermott Rd - Black Cat Rd | 5 | CIP/CIM2035 | | Yes | No | No | 2019-2027 UF /Funded |
| 43. | Maple Grove Rd | Lake Hazel – Victory Rd | 5 | CIP | | No | No | Yes - Safety | 2019-2027 |

2025 Network

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Construction Year |
|-----|-------------------------|------------------------------|--------------|----------------------|------------------|------------------------|-------------|---------------|-------------------------|
| | | | | | | | | (40CFR93.126) | |
| 44. | Lake Hazel Rd Extension | Cole Rd - Pleasant Valley Rd | 5 | CIP/CIM2035 | | Yes | No | No | 2014-2018/ Funded |
| 45. | Lake Hazel Rd | Locust Grove Rd – Cole Rd | 5 | CIP/CIM2035 | | Yes | No | No | 2014-2018/ Funded |
| 46. | Linder Rd | Franklin Rd - Ustick Rd | 5 | FYWP/CIP/ CIM2035 | RD077 | No | No | No | UF/2019-2027/ Funded |
| 47. | Linder Rd | Ustick Rd to Chinden Blvd | 5 | CIP/CIM2035 | | No | No | No | 2019-2027/ Funded |
| 48. | McMillan Rd | Locust Grove Rd - Eagle Rd | 5 | FYWP/CIP | RC0240 | No | No | No | UF/2019-2027 |
| 49. | Pine St | Eagle Rd - Cloverdale Rd | 5 | CIP | | No | No | No | 2019-2027 |
| 50. | Ten Mile Rd | Victory Rd – Overland Rd | 5 | CIP/CIM2035 | RC0299 | Yes | TBD | No | 2019-2027/ Funded |
| 51. | Ten Mile Rd | Ustick Rd - Chinden Blvd | 5 | CIP/CIM2035 | | No | TBD | No | 2019-2027 UF/ Funded |
| 52. | Ustick Rd | Black Cat Rd – Ten Mile Rd | 5 | CIP/CIM2035 | | Yes | TBD | No | 2014-2018 /Funded |
| 53. | Victory Rd | Maple Grove Rd - Cole Rd | 5 | CIP | | No | TBD | No | 2014 - 2018 |

2035 Network

The 2035 network uses 2035 demographics and includes the construction year networks for 2012, 2015, 2016, 2025, and the following list of projects.

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Construction Year |
|-----|-----------------------------|--|--------------|---------------------------|------------------|------------------------|------------------|----------------------------|--|
| 54. | 36 th St | Extend 36 th St from existing to Cartwright Rd and Bogus Basin Rd | 3 | CIP | RD307 | No | No | Yes - Safety (40CFR93.126) | UF 2019-2027 |
| 55. | Amity Rd | McDermott Rd - Meridian Rd | 3 | CIP/(5 lanes in CIM2035) | | Yes | TBD | No | 2019-2027 UF/ Funded |
| 56. | Amity Rd | Meridian Rd - Eagle Rd | 5 | CIP/CIM2035 | | No | TBD | No | 2019-2027/ Funded |
| 57. | Emerald St | Curtis Rd -Orchard St | 5 | CIP | | No | TBD | No | 2019-2027 |
| 58. | Executive St / Presidential | 3 In couplet with Presidential | N.A. | CIP | | No | No | No | 2019-2027 |
| 59. | Federal Way | S/o SH 21 - Isaac Canyon IC | 5 | Developer Funded | | No | Developer Funded | No | NA |
| 60. | Overland Rd New Extension | Black Cat Rd – Ten Mile Rd | 5 | South Meridian Study | | Yes | TBD | No | 2035 Overland Rd east of Ten Mile Rd will be realigned due to the Ten Mile IC. |
| 61. | State St | Glenwood St – 36 th St | 7 | FYWP/CIP/CIM2035 (to MMC) | | Yes | TBD | No | UF/2019-2027 /Funded |
| 62. | Ten Mile Rd | Lake Hazel - Victory Rd | 5 | CIP/CIM2035 | | Yes | TBD | No | 2019-2027 UF /Funded |
| 63. | Ustick Rd | Star Rd – Black Cat Rd | 5 | CIP/CIM2035 | | Yes | TBD | No | 2019-2027 UF /Funded |
| 64. | Ustick Rd | Ten Mile Rd – Meridian Rd | 5 | CIP/CIM2035 | | Yes | TBD | No | 2019-2027 /Funded |
| 65. | Ustick Rd | Cole Rd - Curtis Rd | 5 | CIP/CIM2035 | | No | TBD | No | 2019-2027 UF/ Funded |

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

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Status |
|-----|-----------------------------|--|--------------|----------------------------------|------------------|------------------------|-------------|----------------------------|--|
| 66. | Amity Rd | Federal Way - Holcomb Rd/Surprise Way | 3 | FYWP | RD209-01 | No | No | Yes | UF |
| 67. | Beacon Light Rd | Extend Beacon Light Rd from Ada Co. Line - SH 16 | 2 | CIP/CIM2035 | | No | TBD | No | UF- ROW only/ Unfunded |
| 68. | Beacon Light Rd | SH 16 - Park Ln | 5 | CIP/CIM2035 | | No | TBD | No | UF- ROW only/ Unfunded |
| 69. | Beacon Light Rd | Park Ln - Eagle Rd | 3 | CIP/CIM2035 | | No | TBD | No | UF- ROW only/ Unfunded |
| 70. | Black Cat Rd | Amity Rd - Cherry Ln | 3 | CIP | | No | TBD | No | UF-ROW only/ Unfunded |
| 71. | Black Cat Rd | Cherry Ln - Chinden Blvd | 5 | CIP/CIM2035 | | No | TBD | No | UF-ROW only/ Unfunded |
| 72. | Broadway IC | Reconstruct - add new ramps and lanes | N.A. | CIM2035 | 9821 | Yes | Yes | Yes - (40CFR93.127) | unfunded |
| 73. | Cherry Ln | McDermott Rd - Black Cat Rd | 5 | CIP/CIM2035 | | Yes | TBD | No | 2019-2027 UF/ Unfunded |
| 74. | Eagle Rd | I-84 - ½ mile north of Fairview | 7 | City of Meridian/ CIM2035/TIP | | Yes | No | No | Highway districts and developers still negotiating roadway improvements. As of August 2009 improvements may be more operational than capacity. |
| 75. | Eagle Rd | Lake Hazel Rd – Amity Rd | 5 | CIP | | Yes | TBD | Yes - Safety (40CFR93.126) | UF- ROW only |
| 76. | Emerald St | Five Mile Rd – Curtis Rd | 5 | CIP | | | TBD | No | UF- ROW only |
| 77. | Executive St / Presidential | Cloverdale Rd - Five Mile Rd | 5 | CIP | | No | TBD | No | UF- ROW only |

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Status |
|-----|--------------------------------------|---|--------------------|-------------|------------------|------------------------|-------------|----------------------------|----------------------------|
| 78. | Five Mile Rd | Lake Hazel Rd – Amity Rd | 5 | CIP | | No | TBD | No | UF – ROW only |
| 79. | Five Mile Rd | Overland Rd - Franklin Rd | 5 | CIP | | No | TBD | No | UF – ROW only |
| 80. | Five Mile Rd | Ustick Rd - McMillan Rd | 5 | CIP | | No | TBD | No | UF – ROW only |
| 81. | Franklin Rd | Eagle Rd - Milwaukee St | 7 | CIP | | Yes | TBD | No | UF – ROW only |
| 82. | Glenwood St / Cole Rd couplet | Two way couplet - Mountain View Dr | 3 | CIP | | Yes | TBD | No | UF – ROW only |
| 83. | Gowen IC | Reconstruct | NA | CIM2035 | 9822 | Yes | Yes | Yes - (40CFR93.127) | Unfunded |
| 84. | Hill Rd | Castle Dr - 36 th St | 3 | CIP | | No | TBD | Yes - Safety (40CFR93.126) | UF – ROW only |
| 85. | I-84 | Broadway IC - Isaacs Canyon IC | 8 | CIM2035 | K307/ K301 | Yes | Yes | No | Unfunded |
| 86. | Lake Hazel Rd | SH 69 – Eagle Rd | 5 (3 lanes in CIP) | CIP/CIM2035 | | Yes | TBD | No | 2019-2027 UF /Unfunded |
| 87. | Lake Hazel Rd | McDermott Rd - SH 69 | 5 | CIM2035 | | Yes | TBD | No | Unfunded |
| 88. | Lake Hazel Rd (Gowen Rd Realignment) | Gowen Rd - Eisenman Rd | 4-5 | CIP/CIM2035 | | Yes | TBD | No | 2019-2027 ROW only/ Funded |
| 89. | Linder Rd | Victory Rd - Overland Rd | 5 | CIM2035 | | No | TBD | Yes - Safety (40CFR93.126) | Unfunded |
| 90. | Linder Rd | Kuna Mora Rd - Victory Rd | 5 | CIM2035 | | No | TBD | No | Unfunded |
| 91. | Linder Rd | Overland Rd - Franklin Rd (includes overpass) | 5 | CIP/CIM2035 | | No | TBD | No | UF - ROW only/ Unfunded |
| 92. | Linder Rd | Chinden Blvd - State St (4 lane bridge) | 5 | CIP/CIM2035 | | No | TBD | No | UF – ROW only/ Unfunded |
| 93. | Linder Rd | State St - Beacon Light Rd | 5 | CIP/CIM2035 | | No | TBD | No | UF – ROW only/ Unfunded |
| 94. | Locust Grove Rd | Fairview Ave - McMillan Rd | 5 | CIP | | No | TBD | No | UF – ROW only |
| 95. | Maple Grove Rd | Fairview Ave - McMillan Rd | 5 | CIP | | No | TBD | No | UF – ROW only |

| No. | Project | Location | No. of lanes | Source | FYWP #/ITD Key # | Regionally Significant | Federal Aid | Exempt | Status |
|------|---|---|--------------|-----------------------|------------------|------------------------|-------------|-----------------------------|---------------------------|
| 96. | McDermott Rd | Lake Hazel Rd - I84 | 5 | CIM2035 | | Yes | TBD | No | Unfunded |
| 97. | McMillan Rd | McDermott Rd - Locust Grove Rd | 3 | CIP | | No | TBD | Yes - Safety (40CFR93.126) | UF – ROW only |
| 98. | McMillan Rd | Cloverdale Rd - Five Mile Rd | 5 | CIP | | No | TBD | No | UF – ROW only |
| 99. | McMillan Rd | Five Mile Rd - Maple Grove Rd | 3 | CIP | | No | TBD | Yes - Safety (40CFR93.126) | UF – ROW only |
| 100. | Meridian Rd | Cherry Ln – Ustick Rd | 5 | CIP/CIM2035 | | No | TBD | No | 2018-2027 UF/Unfunded |
| 101. | Meridian Rd | Ustick Rd - Chinden Blvd | 3 | CIP | | No | TBD | No | UF – ROW only |
| 102. | Meridian Rd IC | Reconstruct interchange | NA | CIM2035 | | Yes | Yes | Yes - Safety (40CFR 93.126) | Unfunded |
| 103. | Overland Rd | Meridian Rd - Maple Grove Rd | 7 | CIP | | Yes | TBD | No | UF – ROW only |
| 104. | SH 16 Expressway | Ada Co. Line - I-84 (Urban ICs at Chaparral, Beacon Light, SH 44, US 20/26, and Ustick) | 4 | CIM2035 | | Yes | Yes | No | Unfunded |
| 105. | SH 16 IC | I-84 - Vicinity of McDermott | | CIM2035 | | Yes | Yes | No | Unfunded |
| 106. | SH 44 | Ada Co. Line - Ballantyne Rd | 4 | CIM2035 | | Yes | Yes | No | Unfunded |
| 107. | SH 55 | Beacon Light Rd - Brookside Ln | 4 | CIM2035 | | Yes | TBD | No | Unfunded |
| 108. | SH 69 Connection | Kuna Mora Rd - Kuna Rd | 2 | CIM2035 | | Yes | TBD | No | Unfunded |
| 109. | State St | 36 th St – 27 th St | 7 | FYWP/CIP/CIM2035 | | Yes | TBD | No | UF/2019-2027 UF /Unfunded |
| 110. | Three City's River Crossing (new road & bridge) | Chinden Blvd - State St | 5 | FYWP/CIP/STIP/CIM2035 | C202-01/9189 | Yes | Yes | No | UF/2019-2027/PD/Unfunded |
| 111. | US 20/26 | Can Ada Rd - Eagle Rd | 4 or 6 | CIM2035 | | Yes | Yes | No | Unfunded |
| 112. | Victory Rd | Eagle Rd - Cloverdale Rd | 3 | CIP | | No | TBD | Yes - Safety (40CFR93.126) | UF – ROW only |
| 113. | Victory Rd | Cloverdale Rd – Maple Grove Rd | 5 | CIP | | No | TBD | No | UF – ROW only |

Source of Projects:

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

CIP = ACHD 2006 Capital Improvements Plan FY 2006-2027

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

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

CIM2035 = *Communities in Motion 2035* Project List – Long Range Transportation Plan

Unfunded = Unfunded projects in the *Communities in Motion 2035*

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 functional classification on the 2015 Federal *Functional Classification Map*

http://www.compassidaho.org/documents/prodserv/maps/adacan2015_E.pdf

Regionally Significant Roadway Project Definition:

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

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

- (a) the project is for the improvement of either:
 - (i) a principal arterial or higher functional classification; or
 - (ii) a minor arterial which will have a twenty (20) year projected traffic volume of at least 45,000 vehicles a day after completion of the project; and

- (b) the project will add at least one new continuous vehicular lane which either:
 - (i) extends from one intersecting principal or minor arterial to another intersecting principal or minor arterial; or
 - (ii) in the case of an interstate, extends from the on ramp of one interstate interchange to a point beyond the off ramp of the next adjacent interstate interchange."

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

Exempt:

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

Federal Aid:

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

Construction Year:

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

PD = Preliminary development projects

UC = Project is currently under construction

Status:

Based on monthly GARVEE reports provided by ITD, ACHD's FYWP 2012-2016 and CIP.

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

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