



INTERAGENCY CONSULTATION COMMITTEE (ICC)

April 26, 2018 – 8:30 AM

COMPASS, 700 NE 2nd Street, 2nd Floor Large Conference Room
Meridian, Idaho

** AGENDA **

I. CALL TO ORDER (8:30)

II. AGENDA ADDITIONS/CHANGES

III. OPEN DISCUSSION/ANNOUNCEMENTS

IV. CONSENT AGENDA

Page 2 *A. Approve June 14, 2017, Meeting Minutes

V. ACTION ITEM

8:35 A. Confirm 2018 Chair and Vice Chair

Per the [ICC bylaws](#) the positions of Chair and Vice Chair rotate annually serving a one year term. ICC will be asked to confirm the following:

- 1) VRT representative as Chair
- 2) Boise City representative as Vice Chair

Mary Ann Waldinger

8:40 *B. Approve Project-Level Hot-Spot Analysis modeling assumptions
Page 4 for the Half Continuous Flow Intersection (1/2 CFI) project
at State Highway 44 and State Highway 55

ITD D3

VI. INFORMATION/DISCUSSION ITEMS

8:50 *A. Review Regional Emissions Analysis Assumptions for the
Page 8 Draft FY2019-2023 Regional Transportation Improvement
Program (TIP)

Mary Ann Waldinger

9:00 *B. Review Draft Project List for the Draft FY2019-2023
Page 10 Regional Transportation Improvement Program (TIP)

Mary Ann Waldinger

9:15 C. Agency Updates

ICC members are welcome to provide updates and share information on items pertaining to air quality.

VII. OTHER

A. Next Meeting: June 7, 2018

VIII. ADJOURNMENT (9:30)

*Enclosures. Times are approximate. Agenda is subject to change.

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**INTERAGENCY CONSULTATION COMMITTEE
JUNE 14, 2017
COMMUNITY PLANNING ASSOCIATION**

**** MEETING MINUTES ****

ATTENDEES: Scott Frey, Federal Highway Administration
Maureen Gresham, Ada County Highway District, Commuteride, **Chair**
Rhonda Jalbert, Valley Regional Transit, **Vice Chair**
Mike Toole, Idaho Department of Environmental Quality
Brian Shea, Idaho Transportation Department
Greg Vitley, Idaho Transportation Department–District 3
MaryAnn Waldinger, COMPASS

OTHERS PRESENT: Nancy Brecks, COMPASS

CALL TO ORDER:

Chair Maureen Gresham called the meeting to order at 8:34 a.m.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS/INTRODUCTIONS

None.

CONSENT AGENDA

A. Approve May 3, 2017, Meeting Minutes

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

ACTION ITEMS

A. Approve Regional Emissions Analysis Assumptions for the Draft FY2018-2022 Regional Transportation Improvement Program (TIP) and Communities in Motion (CIM 2040) Amendment

MaryAnn Waldinger stated that no changes have been made to the regional emissions analysis assumptions for the Draft FY2018-2022 TIP and CIM 2040 amendment since the May 3, 2017, ICC meeting.

Committee members discussed the benefit of identifying tasks that could be phased out at the end of the maintenance period and to decide what needs to be done going forward. It was agreed to add an item on the next ICC meeting agenda regarding, is it necessary now or in the future to address conformity at the regional and project level?

After discussion, **Rhonda Jalbert moved and Greg Vitley seconded approval of the regional emissions analysis assumptions for the Draft FY2018-2022 Regional Transportation Improvement Program (TIP) and Communities in Motion (CIM 2040) Amendment as presented. Motion passed unanimously.**

B. Approve Project List for the Draft FY2018-2022 Regional Transportation Improvement Program (TIP) and Communities in Motion (CIM 2040) Amendment

MaryAnn Waldinger presented the project list for the Draft FY2018-2022 TIP and CIM 2040 amendment.

Scott Frey requested staff add clarifying language under the "Subject to Regional Emission Analysis" heading identifying how a project is funded that is not subject to regional emissions analysis, e.g., "No – minor arterial/**locally funded.**"

After discussion, **Greg Vitley moved and Rhonda Jalbert seconded approval of the project list for the draft FY2018-2022 TIP and CIM 2040 amendment as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEM

A. Agency Updates

Brian Shea discussed the PLAQ meeting scheduled after the ICC meeting. Brian will provide an update at the July ICC meeting.

Greg Vitley provided an update on the Chinden Corridor Study.

Next Meeting: TBD

ADJOURNMENT

Chair Gresham adjourned the meeting at 9:28 a.m.



INTERAGENCY CONSULTATION COMMITTEE ITEM V-B

DATE: April 26, 2018

Topic: Project-Level Hot-Spot Analysis modeling assumptions for the Half Continuous Flow Intersection (1/2 CFI) project at State Highway 44 and State Highway 55.

Request/Recommendation:

COMPASS seeks approval of the Project-Level Hot-Spot Analysis modeling assumptions for the Half Continuous Flow Intersection project at State Highway 44 and State Highway 55.

Background/Summary:

Idaho Transportation Department's (ITD) Project Level Air Quality Screening Policy (PLAQ) is no longer allowed for assessment of criteria pollutant emissions because it was based on an emissions model (MOBILE) that is no longer recognized by the Environmental Protection Agency (EPA).

Projects that use (or anticipated to use) federal funds, located in a maintenance area for carbon monoxide (CO) and particulate matter (PM₁₀) must demonstrate conformity to the National Ambient Air Quality Standards (NAAQS) for both CO and PM₁₀. The following project requires a CO project-level "hot-spot" analysis:

1. HDR is completing the project-level hot-spot analysis for the ½ CFI at SH-44 and SH-55 for Idaho Transportation Department (ITD)

This analysis will be conducted this summer using the most up to date versions of the emissions model (MOVES 2014a) and air dispersion model (CAL3QHC for CO screening).

On October 30, 2014, the ICC reviewed the inputs, assumptions, and methodologies for three project-level analyses. The motion also included "...and any other project-level analyses to be conducted in the next two years." which ended on October 30, 2016. The last time ICC discussed projects subject to project-level hot-spot analysis was on May 26, 2016. Since then, no significant changes have been made to the emission analysis modeling assumptions.

Attached are the project-level hot-spot modeling assumptions and input parameters for the ½ CFI at SH-44 and SH-55 for approval by ICC, which will allow ITD to proceed on this project. This project is programed for fiscal year 2021 with key number 13476.

More Information

- 1) Attachment 1
- 2) Attachment 2
- 3) For detailed information contact: MaryAnn Waldinger, Principal Planner
mwaldinger@compassidaho.org

MW:nb T:\FY18\800 System Maintenance\820 Committee Support\ICC\Apr262018\Memo ProjectLevelConformityCFI.docx

Table 1: Project-Level Inputs for MOVES

Input Parameter		Source	Assumptions	Comments
Age Distribution		Regional Conformity Runs		
Meteorology "met" Data		Screening Level - January Tier I and II – consult IDEQ	January is assumed worst case for CO.	Data needs are dependent on the level of analysis. Worst case met data (January) is sufficient for a "screen level" analysis. If the project fails at the screen level then, a Tier I and/or Tier II level analysis is required. These require 1 year of actual (recorded) met data. IDEQ will be contacted to obtain the met data needed for Tier I/II analysis.
Fuel Supply		Regional Conformity Runs		
Fuel Formulation		Regional Conformity Runs		
I/M		Regional Conformity Runs		
Links	Link ID	User defined	Links are user defined	IDs are unique alpha-numeric identifiers
	Road Type	MOVES Default	Each link is associated with a MOVES road type	MOVES default road types represent urban and rural driving on roads with restricted and unrestricted vehicle access.
	Length	Project Specific	Estimate length from best available data source (example: aerial photography)	Length is also used in dispersion model.
	Volume	Project Specific	Highest Design Hour Volume from traffic analysis	
	Average Speed	Project Specific	Derive from traffic analysis	Free flow links only. Delay from the intersection control type is not included in the calculation of free flow links. Queue links have a speed of 0 per EPA guidance.
	Grade	Project Specific	Estimate grade from best available data source	
Off-Network Sources		Project Specific	Determine if required	
Link Source Type	Source Type	MOVES Default	Determine if using typical drive cycles is a reasonable assumption	
	Source Type Hour Fraction	Project Specific	Base on regional conformity inputs for weekday Source Type VMT fraction by hour and Source Type VMT fraction by road type	
Operating Mode Distribution		MOVES Default		
Link Drive Schedules		MOVES Default	ICC can direct otherwise	Acceleration, deceleration, coast, and idle information from a calibrated micro- simulation traffic model can be used if available.

Table 2: Dispersion Model (CAL3QHC) Inputs

	Input Parameter		Source	Assumptions	Comments
Meteorology Options (Screening Level)	Settling and Deposition	0 cm/sec	EPA Modeling Guidance		Tier I/II level analysis requires 1 year of actual (recorded) met data. IDEQ should be contacted to obtain the data needed.
	Averaging Time	60 min	EPA Modeling Guidance		
	Surface Roughness	Project specific	EPA Modeling Guidance	Use the area best fit per EPA guidance	
	Wind Speed	1 m/sec	EPA Modeling Guidance		
	Stability Class	Project specific	EPA Modeling Guidance		
	Mixing Height	1000 m	EPA Modeling Guidance		
	Wind Directions	360 degrees	EPA Modeling Guidance		
Links	Free Flow	Free Flow	Project specific	Provide the project-specific values per EPA guidance: length, width including mixing zone, volumes, and EFs	Use best available project-specific data and EPA guidance.
	Queue	Queue	Project specific	Provide the project-specific values per EPA guidance: length, number of lanes, volumes, EFs, traffic signal parameters (red time, clearance time, and saturation flow rate)	Use best available project-specific data and EPA guidance.
Receptors	Locations	Placed per EPA Guidance			
	Height	1.8m	EPA Modeling Guidance	"human" receptors	
Ambient CO	1-hr design value (background) concentration	From Monitoring Data	Local ambient monitoring data	Based on most recent 3 years' worth of data	Request from IDEQ or obtain from AIRPACT Regional Modeling Website http://lar.wsu.edu/nw-airquest/lookup.html .
	8-hr design value (background) concentration	From Monitoring Data	Local ambient monitoring data	Based on most recent 3 years' worth of data	Request from IDEQ or obtain from AIRPACT Regional Modeling Website http://lar.wsu.edu/nw-airquest/lookup.html .
	Persistence Factor	Calculated by IDEQ	Consult DEQ for recommendation		Used to convert model results from 1-hour concentrations to 8-hour.

Ada County Project-Level Hot Spot Analysis Modeling Assumptions for Carbon Monoxide (CO)

Table 1: Mobile source modeling assumptions for project-level hot spot analyses in Ada County

<p><u>Model Designated for On-Road Emissions Modeling</u> United States Environmental Protection Agency's (EPA) Motor Vehicle Emissions Simulator 2014 (MOVES2014x where "x" denotes model version)</p>
<p><u>Source (vehicle) type age distribution</u> DEQ obtained vehicle registration data from the Idaho Transportation Department's (ITD) Division of Motor Vehicles (DMV). The VIN for each vehicle registered in the Treasure Valley was then decoded providing information regarding the vehicle make, model, type, age, and fuel types. This information was then used to develop source-related MOVES inputs.</p>
<p><u>Inspection and Maintenance Program – June 1, 2010 - future</u> Ada County: <ol style="list-style-type: none"> 1) Two speed test (idle and 2500 RPM) for pre-1996 vehicles only 2) Exhaust OBD check for 1996 and newer vehicles 3) Evaporative system OBD check for 1996 and newer vehicles 4) Compliance Factor: calculated annually from the previous year's IM program statistics 5) Four-year grace period for new vehicles 6) Biennial testing – effective January 1, 2010 </p>
<p><u>Meteorology</u> The meteorological data input to MOVES consists of the monthly average hourly temperature and relative humidity data for each county. Ada County is represented by calendar year 2008 data obtained from the National Weather Service (NWS) Automated Surface Observing Station (ASOS) at the Boise Air Terminal (KBOI). This is the same meteorological data used in the state implementation plan (SIP) development and motor vehicle emission budget (MVEB) establishment process.</p>
<p><u>Fuel-Related Inputs</u> Alternative Vehicle Fuels and Technology (AVFT): Ada and Canyon Counties were modeled using a custom AVFT file derived from VIN-decoded registration data, the Idaho State Department of Education school bus database, and electronic or telephone surveys of local garbage collection and public transportation services. Fuel Supply and Fuel Formulation: MOVES default fuel supply and fuel formulation inputs were used for all source types. Fuel Usage Fractions: MOVES default fuel usage fractions were used for all source types.</p>
<p><u>Link Source Type</u> The link source type input specifies the fraction of the link traffic volume that is represented by each source type on each link being modeled. Automatic traffic recorder (ATR) data for Ada and Canyon Counties was used in conjunction with ATR-based vehicle length definitions and Travel Demand Model activity estimates to develop a link source type MOVES input for each of the following road types in Ada and Canyon counties:</p> <ul style="list-style-type: none"> • Urban Restricted • Urban Unrestricted • Rural Restricted • Rural Unrestricted

Table 2: Dispersion modeling assumptions for project-level CO hot spot analyses in Ada County

<p><u>Model Designated for Dispersion Modeling</u> CAL3QHC</p>
<p><u>Background Concentration</u> Background concentrations will be selected using the NW-AIRQUEST Consortium tool hosted by Washington State University Laboratory for Atmospheric Research. This tool is located on the AIRPACT Regional Modeling Website: http://lar.wsu.edu/nw-airquest/lookup.html.</p> <p>Since background concentrations selected via the NW-AIRQUEST tool are based on 2009-2011 monitoring data, they will be adjusted by applying a ratio of current monitoring data to monitoring data taken during 2009-2011 at the closest monitoring station to the transportation project area for which the hot spot analysis is being conducted.</p>
<p><u>Meteorology</u> Meteorological data will be obtained from the National Weather Service (NWS) Automated Surface Observing Station (ASOS) at the Boise Air Terminal (KBOI).</p>

INTERAGENCY CONSULTATION COMMITTEE AGENDA ITEM VI-A

Date: April 26, 2018

Topic: Draft Regional Emissions Analysis Modeling Assumptions for the Draft FY2019-2023 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff seeks review of the Regional Emissions Analysis Modeling Assumptions for use in the air quality conformity demonstration in the Draft FY2019-2023 TIP.

Background/Summary:

The Interagency Consultation Committee is required to review and approve the assumptions and emissions estimation methodologies used in regional emissions analyses. The assumptions provided in Attachment 1 reflect updates for MOVES2014 and are based on the completion of the 2014 National Emissions Inventory project. These analyses are conducted for transportation conformity purposes per state and federal regulations. Any northern Ada County Transportation Improvement Program 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 in the *Northern Ada County PM10 State Implementation Plan, Maintenance Plan: Ten-Year Update*. A regional emissions analysis is not federally required for carbon monoxide (CO). However, *Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan* requires COMPASS conduct a build/no build emissions analysis for local planning purposes.

Budget tests will be performed for:

- 2019: Base year of the draft FY2018-FY2022 TIP
- 2023: Last year of the TIP
- 2030: Intermediate analysis year, as there can be no more than 10 years between analysis years
- 2040: Horizon year for the regional long-range transportation plan (draft *Communities in Motion 2040 2.0*)

More Information

- 1) Attachment 1
- 2) For detailed information contact: MaryAnn Waldinger, Principal Planner
mwaldinger@compassidaho.org

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Regional Emission Analysis Modeling Assumptions

Model Designated for On-Road Emissions Modeling

United States Environmental Protection Agency's (EPA) Motor Vehicle Emissions Simulator 2014 (MOVES2014x where "x" denotes model version)

Source type population and fleet age distribution:

DEQ decoded individual Idaho Division of Motor Vehicles (DMV) registration records of vehicles registered in the Treasure Valley using the Data One, Inc. and CVINA vehicle identification number (VIN) decoding system. The decoded VINs provide information regarding the vehicle make, model, type, age, and fuel types. This information was then used to develop source-related MOVES input.

Inspection Maintenance Program – June 1, 2010 - future

Ada County:

- 1) Two speed test (idle and 2500 RPM) for pre 1996 vehicles only.
- 2) Exhaust OBD check for 1996 and newer vehicles.
- 3) Evaporative system OBD check for 1996 and newer vehicles.
- 4) Compliance Factor – This factor is calculated annually from the previous year's IM program statistics.
- 5) Four-year grace period for new vehicles
- 6) Biennial testing – effective January 1, 2010.

Canyon County:

- 1) Two speed test (idle and 2500 RPM) for pre 1996 vehicles only.
- 2) Evaporative gas cap check for 1996 and newer vehicles.
- 3) Exhaust OBD check for 1996 and newer vehicles.
- 4) Evaporative system OBD check for 1996 and newer vehicles.
- 5) Compliance Factor – This factor is calculated annually from the previous year's IM program statistics.
- 6) Five-year grace period for new vehicles
- 7) Biennial testing – effective January 1, 2010.

Meteorology

The meteorology input compiles the average hourly temperature and relative humidity data for each county. Base- and future-year inventories were modeled using average hourly temperature and relative humidity data by county for each month from a representative weather station for each county. Ada County is represented by the National Weather Service station at the Boise Air Terminal and Canyon County is represented by the data set from the Caldwell Industrial Airport.

Fuel-Related Inputs

Alternative Vehicle Fuels and Technology (AVFT): Ada and Canyon Counties were modeled using a custom AVFT input file derived from VIN-decoded registration data, the Idaho Department of Education school bus database, and telephone surveys of local garbage collection and public transportation providers.

Fuel Supply, and Fuel Formulation: National default fuel supply inputs were used for all source types.

Fuel Usage Fractions: Assume that all E-85 capable vehicles are using conventional (E10) gasoline

Average Speed Distribution

The average speed distribution allocates the different source types (vehicles) for each roadway type to 16 speed bins ranging from 0 to >75 miles per hour. Average speed distributions were developed from the regional travel demand model average daily estimates or forecasts for each roadway segment and hourly traffic count statistics developed from detailed automatic traffic recorder (ATR) traffic count data provided by Idaho Transportation Department (ITD).

The hourly ATR-based traffic count profiles for each roadway type were used to estimate hourly volume on each segment and the modified Bureau of Public Roadways volume/capacity curve was used to develop the average speed distribution database for each hour.

$$\text{Hourly Vehicle Speed} = \text{Free Flow Speed} * \left(1 + A * \left(\frac{\text{Volume}}{\text{Capacity}} \right)^B \right)$$

Where A and B are local coefficients used in the regional travel demand model as provided by COMPASS.

Base- and future-year average speed distributions were developed for all four MOVES road types using travel demand model base and future-year outputs developed by COMPASS for the Treasure Valley and detailed ATR data provided by ITD.



INTERAGENCY CONSULTATION COMMITTEE AGENDA ITEM VI-B

DATE: April 26, 2018

Topic: Draft Project List for the Draft FY2019-2023 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff seeks review of the draft project list for use in the air quality conformity demonstration in the draft FY2019-2023 Regional TIP.

Background/Summary:

The Interagency Consultation Committee (ICC) is required to review and approve the assumptions and emissions estimation methodologies used in regional emissions analyses per 40CFR93 and IDAPA 58.01.01.563. The TIP, inclusive of northern Ada County and the long-range transportation plan, must demonstrate conformity to the motor vehicle emissions budgets established in the *Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update*.

COMPASS staff prepared the list of projects to make up the “build” travel demand model networks for use in the conformity demonstration for northern Ada County in the draft FY2019-2023 TIP. The model networks are based on the most up-to-date information available, and include programmed and planned funded projects listed in the following reports:

- Ada County Highway District’s 2016 Capital Improvement Plan (CIP)
- ACHD’s FY2018-2022 Integrated Five-Year Work Program
- Draft FY2019-FY2025 Idaho Transportation Investment Program
- Draft FY2019-FY2023 Regional Transportation Improvement Program
- Draft CIM 2040 2.0 Short-Term and Long-Term Funded Transportation Projects – COMPASS staff is seeking COMPASS Board of Director’s approval of these projects on April 16, 2018.

Note: A regional emissions analysis is not federally required for carbon monoxide (CO). However, *Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan* requires COMPASS to conduct a build/no build emissions analysis for local planning purposes. The same “build” networks are used to estimate the motor vehicle emission estimates for the budget and CO-build analyses.

More Information

- 1) Attachment
- 2) For detailed information contact: MaryAnn Waldinger, Principal Planner
mwaldinger@compassidaho.org.

**Draft FY2019-2023 Regional Transportation Improvement Program
Regional Emissions Analysis Model Networks
As of April 6, 2018**

Current Network

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, 2018.

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
1.	Cloverdale Rd.	Fairview Ave. to Ustick Rd.	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	RC0087, RD2016-25	No – minor arterial	Under construction
2.	<i>Emerald St. / Americana Ave. lane reconfiguration</i>	<i>Orchard St. – Latah St.</i>	<i>Reconfiguring Emerald St. from 4 lanes to 2 lanes. Reconfiguring southbound travel on Americana Ave. from Latah St. to Ann Morrison Park Entrance from 2 lanes to 1 lane</i>	<i>IFYWP</i>	<i>CM212-08</i>	<i>No – minor arterial</i>	<i>Under construction (lane re-configuration)</i>
3.	Lake Hazel Rd.	Cole Rd. to Orchard Ext. W.	Construct a new 2 lane road of Lake Hazel Rd. between Cole Rd. and Orchard St. extension	IFYWP, 2016 CIP, draft CIM 2040 2.0	RD216-02, RD2016-70	Yes – principal arterial	Under construction by developer
4.	Orchard Ext. W. and Orchard Ext.	Lake Hazel Ext. to Gowen Rd.	Construct a new 2 lane road between Lake Hazel Rd. extension and Gowen Rd.	IFYWP, 2016 CIP, draft CIM 2040 2.0	RD216-03, RD2016-103, RD2016-104	Yes – principal arterial	Under construction by developer
5.	Pine Ave.	Meridian Rd. to Locust Grove Rd.	Widen roadway from 2 lanes to 3 lanes at the east end where needed	IFYWP, 2016 CIP	RD208-01, RD2016-113	No –minor arterial	Under construction

2019 Network

The 2019 network uses 2019 demographics and includes the construction year networks for 2018 plus the following list of projects assumed to be complete and open to the motoring public by December 31, 2019. The network is built for use in the CO build/no build emissions analysis for local planning purposes.

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
6.	Cloverdale Rd.	Ustick Rd. to McMillan Rd.	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	RC0092, RD2016-26	No – minor arterial	2019
7.	Cole Rd.	Overland Rd. to Franklin Rd.	Widen roadway from 3 lanes to 5 lanes	IFYWP, 2016 CIP	IN203-14, RD207-16, RD2016-29	Yes – principal arterial	2019

2023 Network

The 2023 network uses 2023 demographics and includes the construction year networks for 2018 and 2019 and the following list of projects.

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
8.	Cloverdale Rd.	McMillan Rd. to US Hwy 20/26 (Chinden Blvd.)	Widen roadway from 3 lanes to 5 lanes	IFYWP, 2016 CIP	RD207-13, RD2016-27	No – minor arterial	2020
9.	Cole Rd.	McGlochlin St. to Victory Rd. (with intersection project)	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	IN205-97, RD2016-28	Yes – principal arterial	2021-2025
10.	State Hwy 55 (Eagle Rd.)	Southbound River Valley Rd. to I-84.	Widen southbound from 2 lanes to 3 lanes	Draft TIP	13349	Yes – principal arterial	2019-2022
11.	Eagle Rd.	Amity Rd. to Victory Rd.	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP, draft CIM 2040 2.0	RD207-33, RD2016-32	Yes – principal arterial	PD, 2021-2025
12.	Linder Rd.	Franklin Rd. to Pine Ave.	Widen roadway from 2 lanes to 5 lanes	IFYWP, draft CIP, draft CIM 2040 2.0	RD213-16, RD2016-76	Yes – principal arterial	2020
13.	Linder Rd.	Ustick Rd. to McMillan Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-78 RD202-18	Yes – principal arterial	2021
14.	Linder Rd.	McMillan Rd. to US Hwy 20/26 (Chinden Blvd.)	Widen roadway from 2 lanes to 5 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-79	Yes – principal arterial	2020
15.	Maple Grove Rd.	Amity Rd. to Victory Rd.	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	RD207-21, RD2016-88	No – minor arterial	2021-2025
16.	Maple Grove Rd.	Victory Rd. to Overland Rd.	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	RD207-22, RD2016-89	No – minor arterial	2021
17.	Meridian Rd.	Cherry/Fairview Ave. to Ustick Rd.	Widen roadway from 3 lanes to 5 lanes	IFYWP, 2016 CIP	RD207-23, RD2016-100	No – minor arterial	2020
18.	State Hwy 21	Technology Way to Surprise Way	Widen roadway from 2 lanes to 5 lanes	CIM 2040, proposed CIM 2040 Amendment #3	GRN 20442 20428	Yes – principal arterial	new, 2022 removed per ITD. Safety project. No thru-lane capacity will be added.
19.	US Hwy 20/26	Linder Rd. to Locust Grove Rd.	Widen roadway from 2 lanes to 4 lanes	Draft TIP and draft CIM 2040 2.0	20594	Yes – principal arterial	2022
20.	Ten Mile Rd.	Ustick Rd. to McMillan Rd.	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	RD202-32, RD2016-123	No – minor arterial	2023

2023 Network

21.	Ten Mile Rd.	McMillan Rd. to US Hwy 20/26 (Chinden Blvd.)	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	RD202-31, RD2016-124	No – minor arterial	2023
22.	US Hwy 20/26	Locust Grove Rd. to State Hwy 55 (Eagle Rd.)	Widen roadway from 2 lanes to 4 lanes	Draft TIP, draft CIM 2040 2.0	19944	Yes – principal arterial	2021

2030 Network

The 2030 network uses 2030 demographics and includes the construction year networks for current, 2019, 2022 and the following list of projects.

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
23.	Airport Rd./ Overland Rd. Ext.	McDermott Rd. to Black Cat Rd.	Construct new 2 lane road	2016 CIP	RD2016-5	No – minor arterial	2026-2030
24.	Amity Rd.	State Hwy 69 (Meridian Rd.) to Locust Grove Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-2	No – minor arterial	2026-2030
25.	Amity Rd.	Locust Grove Rd. to Eagle Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-3	No – minor arterial	2026-2030
26.	Amity Rd.	Eagle Rd. to Cloverdale Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-4	No – minor arterial	2026-2030
27.	Black Cat Rd.	Franklin Rd. to Cherry Ln.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-13	No – minor arterial	2021-2025
28.	Black Cat Rd.	Cherry Ln. to Ustick Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-14	No – minor arterial	2021-2025
29.	Black Cat Rd.	Ustick Rd. to McMillan Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-15	No – minor arterial	2021-2025
30.	Black Cat Rd.	Overland Rd. to Franklin Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-12	No – minor arterial	2026-2030
31.	Black Cat Rd.	McMillan Rd. to US Hwy 20/26 (Chinden Blvd.)	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-16	No – minor arterial	2026-2030
32.	Cloverdale Rd.	Lake Hazel Rd. to Amity Rd.	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	RD207-09, RD2016-21	No – minor arterial	2021-2025
33.	Cloverdale Rd.	Amity Rd. to Victory Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-22	No – minor arterial	2021-2025
34.	Cloverdale Rd.	Victory Rd. to Overland Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-23	No – minor arterial	2021-2025
35.	Cloverdale Rd.	Columbia Rd. to Lake Hazel Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-20	No – minor arterial	2026-2030
36.	Cole Rd.	Amity Rd. to McGlochlin St.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-28	Yes – principal arterial	2021-2025
37.	Deer Flat Rd.	Linder Rd. to State Hwy 69 (Meridian Rd.)	Widen roadway from 3 lanes to 5 lanes	2016 CIP	RD2016-30	No – minor arterial	2026-2030
38.	Eagle Rd.	Lake Hazel Rd. to Amity Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-31	Yes – principal arterial	2021-2025
39.	Eisenman Rd.	Lake Hazel Rd. to Gowen Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-34	No – minor arterial	2026-2030

2030 Network

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
40.	Emerald St.	Cole Rd. to Curtis Rd.	Widen roadway from 3 lanes to 5 lanes (does not include widening of overpass)	2016 CIP	RD2016-37	No – minor arterial	2026-2030
41.	Executive Dr.	Cloverdale Rd. to Five Mile Rd.	Widen roadway from 3 lanes to 5 lanes	2016 CIP	RD2016-39	No – minor arterial	2026-2030
42.	Fairview Ave.	Five Mile Rd. to Maple Grove Rd.	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-44	Yes – principal arterial	2021-2025
43.	Fairview Ave.	Locust Grove Rd. to State Hwy 55 (Eagle Rd.)	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-41	Yes – principal arterial	2026-2030
44.	Fairview Ave.	State Hwy 55 (Eagle Rd.) to Cloverdale Rd.	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-42	Yes – principal arterial	2026-2030
45.	Fairview Ave.	Maple Grove Rd. to Cole Rd.	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-45	Yes – principal arterial	2026-2030
46.	Five Mile Rd.	Lake Hazel Rd. to Amity Rd.	Widen roadway from 2 lanes to 5 lanes	IFYWP, 2016 CIP	RD215-07, RD2016-47	No – minor arterial	2026-2030
47.	Five Mile Rd.	Overland Rd. to Franklin Rd. Does NOT include widening of the overpass	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-49	No – minor arterial	2026-2030
48.	Floating Feather Rd. Realignment	Plummer Ln. to State Hwy 16 (Emmett Hwy)	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-52	No – minor arterial	2026-2030
49.	Floating Feather Rd.	Palmer Ln. to Linder Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-54	No – minor arterial	2026-2030
50.	Floating Feather Rd.	Linder Rd. to Park St.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-55	No – minor arterial	2026-2030
51.	Floating Feather Rd.	Park Ln. to Ballantyne Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-56	No – minor arterial	2026-2030
52.	Floating Feather Rd. Realignment	State Hwy 16 (Emmett Hwy) to Palmer Ln.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-53	No – minor arterial	2026-2030
53.	Hill Rd./ Hill Road Pkwy	Horseshoe Bend Rd. to Duncan Ln.	Widen roadway from 3 lanes to 5 lanes	2016 CIP	RD2016-59	No – minor arterial	2021-2025
54.	Hill Rd./ Hill Road Pkwy	Duncan Ln. to Seaman Gulch Rd.	Widen roadway from 3 lanes to 5 lanes	2016 CIP	RD2016-60	No – minor arterial	2021-2025
55.	Lake Hazel Rd.	Maple Grove Rd. to Cole Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-69	Yes – principal arterial	2016-2020

2030 Network

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
56.	Lake Hazel Rd.	Eagle Rd. to Cloverdale Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-66	Yes – principal arterial	2021-2025
57.	Lake Hazel Rd.	Cloverdale Rd. to Five Mile Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-67	Yes – principal arterial	2021-2025
58.	Lake Hazel Rd.	Five Mile Rd. to Maple Grove Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-68	Yes – principal arterial	2021-2025
59.	Lake Hazel Rd.	Black Cat Rd. to Ten Mile Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-61	Yes – principal arterial	2026-2030
60.	Lake Hazel Rd.	Ten Mile Rd. to Linder Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-62	Yes – principal arterial	2026-2030
61.	Lake Hazel Rd.	Linder Rd. to State Hwy 69 (Meridian Rd.)	Widen roadway from 2 lanes to 3 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-63	Yes – principal arterial	2026-2030
62.	Lake Hazel Rd.	State Hwy 69 (Meridian Rd.) to Locust Grove Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-64	Yes – principal arterial	2026-2030
63.	Lake Hazel Rd.	Locust Grove Rd. to Eagle Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-65	Yes – principal arterial	2026-2030
64.	Linder Rd.	Victory Rd. to Overland Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-74	No – minor arterial	2021-2025
65.	Linder Rd.	US Hwy 20/26 (Chinden Blvd.) to State Hwy 44 (State St.)	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-80 RD207-19	Yes – principal arterial	2021-2025
66.	Linder Rd.	State Hwy 44 (State St.) to Floating Feather Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-81	Yes – principal arterial	2026-2030
67.	Locust Grove Rd.	Victory Rd. to Overland Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-83	No – minor arterial	2021-2025
68.	Locust Grove Rd.	Fairview Ave. to Ustick Rd.	Widen roadway from 3 lanes to 5 lanes	2016 CIP	RD2016-84	No – minor arterial	2021-2025
69.	Locust Grove Rd.	Ustick Rd. to McMillan Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-85	No – minor arterial	2021-2025
70.	McMillan Rd.	Cloverdale Rd. to Five Mile Rd.	Widen roadway from 3 lanes to 5 lanes	2016 CIP	RD2016-98	No – minor arterial	2021-2025
71.	McMillan Rd.	Five Mile Rd. to Maple Grove Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-99	No – minor arterial	2021-2025
72.	Meridian Rd.	Ustick Rd. to McMillan Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-101	No – minor arterial	2021-2025

2030 Network

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
73.	Orchard St. Realigned	Gowen Rd. to I-84 Interchange	Construct new 5 lane roadway	2016 CIP, draft CIM 2040 2.0	RD2016-105 RD207-01	Yes – principal arterial	2021-2025
74.	Pine Ave.	Ten Mile Rd. to Linder Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-112	No – minor arterial	2026-2030
75.	State Hwy 44	Star Rd. to State Hwy 16	Widen roadway from 2 lanes to 4 lanes	Draft TIP, draft CIM 2040 2.0	20574	Yes – principal arterial	PD, funded
76.	State Hwy 44	State Hwy 16 to Linder Rd.	Widen roadway from 2 lanes to 4 lanes	Draft TIP, draft CIM 2040 2.0	20266	Yes – principal arterial	PD, funded
77.	State St.	Glenwood to Pierce Park Ln.	Widen roadway from 5 lanes to 7 lanes consistent with the State St TTOP	IFYWP, 2016 CIP, draft CIM 2040 2.0	RD208-04, RD2016-117	Yes – principal arterial	2026-2030
78.	State St.	Pierce Park Ln. to Collister Dr.	Widen roadway from 5 lanes to 7 lanes consistent with the State St TTOP	IFYWP, 2016 CIP, draft CIM 2040 2.0	RD208-05, RD2016-118,	Yes – principal arterial	2026-2030
79.	State St.	Collister Dr. to 36th St.	Widen roadway from 5 lanes to 7 lanes consistent with the State St TTOP	IFYWP, 2016 CIP, draft CIM 2040 2.0	RD208-06, RD2016-119	Yes – principal arterial	2026-2030
80.	State St.	36th St. to 28th St.	Widen roadway from 5 lanes to 7 lanes consistent with the State St TTOP	IFYWP, 2016 CIP, draft CIM 2040 2.0	RD208-07, RD2016-120	Yes – principal arterial	2026-2030
81.	Ten Mile Rd.	Victory Rd. to Overland Rd.	Widen roadway from 2 lanes to 3 lanes	IFYWP, 2016 CIP, draft CIM 2040 2.0	RC0299, RD2016-122	Yes – principal arterial	2026-2030
82.	Ustick Rd.	Cole Rd. to Curtis Rd.	Widen roadway from 3 lanes to 5 lanes	2016 CIP	RD2016-128	No – minor arterial	2026-2030
83.	Ustick Rd.	Ten Mile Rd. to Linder Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-125	Yes – principal arterial	2026-2030
84.	US Hwy 20/26	Star Rd. to SH 16	Widen roadway from 2 lanes to 4 lanes	Draft TIP, draft CIM 2040 2.0	20367	Yes – principal arterial	funded, PD

2030 Network

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
85.	US Hwy 20/26	SH 16 to Linder Rd.	Widen roadway from 2 lanes to 4 lanes	Draft TIP, draft CIM 2040 2.0	20603	Yes – principal arterial	funded, PD
86.	Victory Rd.	Black Cat Rd. to Ten Mile Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-129	No – minor arterial	2026-2030
87.	Victory Rd.	Ten Mile Rd. to Linder Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-130	No – minor arterial	2026-2030
88.	Victory Rd.	Linder Rd. to Meridian Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-131	No – minor arterial	2026-2030
89.	Victory Rd.	Meridian Rd. to Locust Grove Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-132	No – minor arterial	2026-2030
90.	Victory Rd.	Locust Grove Rd. to Eagle Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-133	No – minor arterial	2021-2025
91.	Victory Rd.	Eagle Rd. to Cloverdale Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-134	No – minor arterial	2026-2030
92.	Victory Rd.	Cloverdale Rd. to Five Mile Rd.	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-135	No – minor arterial	2021-2025
93.	Victory Rd.	Maple Grove Rd. to Cole Rd.	Widen roadway from 4 lanes to 5 lanes	2016 CIP	RD2016-137	No – minor arterial	2021-2025

2040 Network

The 2040 networks include the construction year networks for current, 2019, 2023, 2030, and the following list of projects. The 2040 network uses the 2040 demographics and the 2040 network.

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
94.	36th Street Extension	Cartwright Rd. to Bogus Basin Rd.	Construct new 2 lane roadway	2016 CIP	RD2016-1	No – minor arterial	2031-2035
95.	Beacon Light Rd.	State Hwy 16 (Emmett Hwy) to Palmer Ln.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-6	No – minor arterial	2031-2035
96.	Beacon Light Rd.	Palmer Ln. to Linder Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-7	No – minor arterial	2031-2035
97.	Beacon Light Rd.	Linder Rd. to Park Ln.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-8	No – minor arterial	2031-2035
98.	Beacon Light Rd.	Park Ln. to Ballantyne Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-9	No – minor arterial	2031-2035
99.	Beacon Light Rd.	Ballantyne Rd. to Eagle Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-10	No – minor arterial	2031-2035
100.	Beacon Light Rd.	Eagle Rd. to State Hwy 55	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-11	No – minor arterial	2031-2035
101.	Cloverdale Rd.	Kuna Rd. to Deer Flat Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-17	No – minor arterial	2031-2035
102.	Cloverdale Rd.	Deer Flat Rd. to Hubbard Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-18	No – minor arterial	2031-2035
103.	Cloverdale Rd.	Hubbard Rd. to Columbia	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-19	No – minor arterial	2031-2035
104.	Cloverdale Rd.	Overland Rd. to Franklin Rd. Does NOT include widening of the overpass	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-24	No – minor arterial	2031-2035
105.	Eagle Rd.	Floating Feather Rd. to Beacon Light Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-33	No – minor arterial	2031-2035
106.	Emerald St.	Curtis Rd. to Orchard St.	Widen roadway from 3 lanes to 5 lanes	2016 CIP	RD2016-38	No – minor arterial	2031-2035
107.	Fairview Ave.	Cloverdale Rd. to Five Mile Rd.	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-43	Yes – principal arterial	2031-2035
108.	Fairview Ave.	Meridian Rd. to Locust Grove Rd.	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-40	Yes – principal arterial	2031-2035
109.	Fairview Ave.	Cole Rd. to Curtis Rd.	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-46	Yes – principal arterial	2031-2035
110.	Floating Feather Rd.	Star Rd. to Plummer Ln.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-51	No – minor arterial	2031-2035
111.	Glenwood Couplet	Cole Rd. to Goddard Rd.	Construct new 3 lane road	2016 CIP, draft CIM 2040 2.0	RD2016-58	Yes – principal arterial	2031-2035

2040 Network

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
112.	Lake Hazel Rd.	Orchard Ext. W to Pleasant Valley Rd.	Construct new 5 lane road	2016 CIP, draft CIM 2040 2.0	RD2016-71	Yes – principal arterial	2031-2035
113.	Lake Hazel Rd.	Pleasant Valley Rd. to Eisenman Rd.	Construct new 5 lane road	2016 CIP, draft CIM 2040 2.0	RD2016-72	Yes – principal arterial	2031-2035
114.	Lake Hazel Rd.	Cole Rd. to Orchard Ext. W (build at 2 lanes by 2018)	Widen roadway from 2 lanes to 5 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-70	Yes – principal arterial	2031-2035
115.	Linder Rd.	Amity Rd. to Victory Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-73	No – minor arterial	2031-2035
116.	Linder Rd.	Overland Rd. to Franklin Rd. Does NOT include overpass	Widen roadway from 2 lanes to 5 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-75	Yes – principal arterial	2031-2035
117.	Linder Rd.	Cherry Ln. to Ustick Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-77	No – minor arterial	2031-2035
118.	Linder Rd.	Pine Ave. to Cherry Ln.	Widen roadway from 2 lanes to 3 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-76	No – minor arterial	2031-2035
119.	Locust Grove Rd.	Amity Rd. to Victory Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-82	No – minor arterial	2031-2035
120.	Locust Grove Rd.	McMillan Rd. to US Hwy 20/26 (Chinden Blvd.)	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-86	No – minor arterial	2031-2035
121.	McMillan Rd.	Star Rd. to McDermott Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-92	No – minor arterial	2031-2035
122.	McMillan Rd.	McDermott Rd. to Black Cat Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-93	No – minor arterial	2031-2035
123.	McMillan Rd.	Black Cat Rd. to Ten Mile Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-94	No – minor arterial	2031-2035
124.	McMillan Rd.	Ten Mile Rd. to Linder Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-95	No – minor arterial	2031-2035
125.	McMillan Rd.	Linder Rd. to State Hwy 69 (Meridian Rd.)	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-96	No – minor arterial	2031-2035
126.	Meridian Rd.	McMillan Rd. to US Hwy 20/26 (Chinden Blvd.)	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-102	No – minor arterial	2031-2035
127.	Orchard Ext.	Orchard Ext. W. to Gowen Rd. (build at 2 lanes by 2018)	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-104	Yes – principal arterial	2031-2035
128.	Orchard Ext. W.	Lake Hazel Ext. to Orchard Ext. (build at 2 lanes by 2018)	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-103	Yes – principal arterial	2031-2035
129.	Overland Rd.	Black Cat Rd. to Ten Mile Rd.	Construct new 3 lane road	2016 CIP	RD2016-106	No – minor arterial	2031-2035

2040 Network

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
130.	Overland Rd.	Locust Grove Rd. to Five Mile Rd.	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-107, 108, 109, 110	Yes-principal arterial	2031-2035
131.	Overland Rd.	Maple Grove Rd. to Cole Rd.	Widen roadway from 5 lanes to 7 lanes	2016 CIP, draft CIM 2040 2.0	RD2016-111	Yes-principal arterial	2031-2035
132.	Pleasant Valley Ext.	Orchard Ext to Pleasant Valley Rd.	Construct new 5 lane road	2016 CIP	RD2016-114	No – minor arterial	2031-2035
133.	Star Rd.	McMillan Rd. to US Hwy 20/26 (Chinden Blvd.)	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-115	No – minor arterial	2031-2035
134.	Star Rd.	US Hwy 20/26 (Chinden Blvd.) to State Hwy 44 (State St.)	Widen roadway from 2 lanes to 5 lanes	2016 CIP	RD2016-116	No – minor arterial	2031-2035
135.	Ten Mile Rd.	Deer Flat Rd. to Hubbard Rd.	Widen roadway from 2 lanes to 3 lanes	2016 CIP	RD2016-121	No – minor arterial	2031-2035
136.	US Hwy 20/26	Linder Rd. to Eagle Rd.	Widen from 4 lanes to 6 lanes	draft CIM 2040 2.0	n.a.	Yes-principal arterial	2031-2040
137.	US Hwy 20/26	Can Ada Rd. to Star Rd.	Widen from 2 to 4 lanes	Draft CIM 2040 2.0	n.a.	Yes-principal arterial	2040

Other Projects:

These projects are programmed or funded but located in Canyon County, Idaho. Projects located in Canyon County are not subject to regional emissions. These are for information ONLY.

No.	Street Name	Location	Description	Source	Key # (ITIP, IFYWP, CIP)	Subject to Regional Emissions Analysis	Construction Year
1.	I-84	Karcher Rd. Interchange to Franklin Blvd. Interchange	Widen I-84 from 2 to 3 lanes per direction. Add auxiliary lanes and reconstruct Northside Blvd Interchange per the final design.	Draft TIP, CIM 2040, draft CIM 2040 2.0	20315	NO – entire project is located in Canyon County.	Starts in 2019
2.	I-84	Franklin Rd. Interchange in Caldwell to Karcher Rd. Interchange	Widen I-84 from 2 to 3 lanes per direction. Environmental is underway and will determine western termini and extent of necessary bridge, overpass and interchange work necessary.	Draft TIP, CIM 2040, draft CIM 2040 2.0	20351	NO – entire project is located in Canyon County.	TBD – COMPASS staff will follow up with ITD GARVEE office on reasonable start year.
3.	State Hwy 44	I-84 (Exit 25 ramps) to Canyon Ln.	Widen from 2 to 4 lanes	Draft CIM 2040 2.0	n.a.	NO – entire project is located in Canyon County.	By 2040
4.	State Hwy 55 (Karcher Rd.)	Indiana Ave to Middleton Rd.	Widen from 2 to 4 lanes.	Draft CIM 2040 2.0	n.a.	NO – entire project is located in Canyon County.	TBD – one section is competing for state funds for FY2025.
5.	US Hwy 20/26	Smeed Parkway to Star Rd.	Widen from 2 to 4 lanes	Draft CIM 2040 2.0	n.a.	1 mile of project is in Ada County and is listed above.	By 2040
6.	South Cemetery Rd.	SH-44 to Middleton Rd.	New segment connecting SH-44 to Middleton Rd. by way of Highland Dr. and Sawtooth Lake Dr.	TIP	12048	No	Starts in 2021

Source of Projects:

IFYWP = Ada County Highway District's Integrated Five Year Work Plan FY 2018-2022

CIP = 2016 ACHD's Capital Improvements Plan FY 2016-2035

ITIP = draft FY2019-FY2025 Idaho Transportation Investment Program

TIP = draft FY2019-FY2023 Regional Transportation Improvement Program list

draft CIM 2040 2.0 long-term project list pending approval by the COMPASS Board on April 16, 2018.

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 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 projects

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.

Pursuant to 40CFR93.127 (Exempt Projects from the Regional Emissions Analyses), 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 intersection channelization or signalization at individual intersections, interchange reconfiguration, changes in vertical and horizontal alignment, truck size and weight stations, bus terminals and transfer points.

However, the exempt projects listed in 40CFR93.126 or 40CFR93.127 are not considered exempt if the ICC concludes that they may have an adverse impact on air quality or has potential regional impacts.

The regional model covers two counties – Ada and Canyon. The projects in Ada and Canyon County are included in the appropriate model network year. Air quality conformity is required for only northern Ada County.

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