



**INTERAGENCY CONSULTATION COMMITTEE
November 26, 2012
COMMUNITY PLANNING ASSOCIATION**

****MINUTES****

ATTENDEES: Beth Baird, City of Boise
Jen Cole, Department of Environmental Quality (*for Michael Toole*)
Matt Edmond, Ada County Highway District, **Vice Chair**
Scott Frey, FHWA (*Ex-Officio*)
MaryAnn Waldinger, COMPASS
Greg Vitley, Idaho Transportation Department–District 3, **Chair**

OTHERS PRESENT: Lee Coe, COMPASS
David Luft, Department of Environmental Quality
Toni Tisdale, COMPASS
Debbie Winchar, COMPASS

CALL TO ORDER:

Chair Vitley called the meeting to order at 1:30 p.m.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

Introductions were made of all attendees.

CONSENT AGENDA

A. Approve July 2, 2012 Meeting Minutes

Matt Edmond moved and MaryAnn Waldinger seconded to approve the Consent Agenda as presented. Motion was unanimously approved.

INFORMATION/DISCUSSION ITEMS

A. Review Amendment to the Project List for the FY2013-2017 Transportation Improvement Program and *Communities in Motion2035*

MaryAnn Waldinger said the Idaho Transportation Department (ITD) requested staff to add a regionally significant project to the 2015 Network: Broadway Avenue Interchange to Gowen Road Interchange, widen to three lanes per direction, KN 13812. There are a couple of structures between the interchanges; a railroad crossing and a canal bridge crossing. ITD already had funding out of a different pot of money to rebuild those structures. With the cost savings of other projects they were able to find approximately \$3 million needed to widen I-84 between the Broadway and Gowen Interchanges making it continuous three lanes in each direction.

That project went to the IT Board on a Consent Agenda. Staff learned that the Broadway Interchange reconstruct and Gowen Interchange reconstruct will be completed prior to December 31, 2015 so they were bumped from the original 2017 build network back to the 2015 network.

MaryAnn said this item will be brought back to the Committee at the December 14 meeting for final approval.

B. Update on PM10 State Implementation Plan (SIP)

David Luft said the plan went out for public comment through the end of October. The Environmental Protection Agency (EPA) had new staff that is now assigned to the PM10 Plan review for Idaho and they asked for an extension because they started the day before the public comment period was supposed to end. The EPA responded with many comments; many of which did not require a response.

EPA's main issue; when the modeling was done for the plan the years used were 2007, 2008, and 2009. At that time monitoring data was available for 2010 but for whatever reason the circumstances of 2010 weren't considered to be a normal year. The decision was to go with 2007, 2008, and 2009 for the modeling.

After the modeling was done and before the public comment period started, 2011 monitoring data also became available. In 2011 there were two exceedances of the PM10 standard. EPA made the argument that 2011 data should be included in the calculations or at least discuss the two exceedances. Since 2011 data was used, 2010 data was also included which means that five years worth of data was used. Instead of using the third highest over the three years, we would use the fifth highest daily average over five years, which means the two exceedances would not significantly change the design calculation.

A fair amount of text is being added to discuss the 2011 data and it changes the design calculation of a 90 to a 91. There will be a discussion regarding the data but we will not redo the modeling because of the small difference.

This summer in August, there were two more exceedences of PM10; the big dust storm which blew in from the wild fire in Nevada. In the last three years there have been four exceedences which technically if we didn't do an exceptional event, it would mean a violation of the PM10 standard. Since there are four events due to dust storms, etc., we're going to submit exception event reports to the EPA to get those four exceedences excluded from determining our compliance with the PM10 standard.

As part of the rewrite, and answering the EPA's comments, a section will be added which will exclude exception event reports. Once those exception event reports are received and accepted by the EPA, the design calculation will go down significantly; from a 91 to a 79. From a timing standpoint, it will be a couple of years before they would be approved. We don't want to hold up the maintenance plan process for that long so we're going to discuss them and why we are going to be exception events but that data will still be included so the design calculation will remain at 91.

Another set of comments was received relating to the way the road dust was calculated and that we did not use the Treasure Valley Road Dust Study which was used in the previous modeling for the original maintenance plan. Since that time we found that the study was flawed and therefore we went with the EPA's recommended modeling.

Approval of the motor vehicle emission budget will be sought separately. Meetings will be scheduled early next month with the EPA to discuss the permitting.

OTHER

- A. Next Meeting:** Friday, December 14, 2012, 9:00 a.m., COMPASS' 2nd Floor Large Conference Room.

ADJOURNMENT

Greg Vitley moved and Jen Cole seconded adjournment at 2:05 p.m.

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