



**TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY
DOWNTOWN POLICY ADVISORY COMMITTEE**

Thursday, September 6, 2007

3:30 – 5:30 PM

**LOCATION: Capital City Development Corporation
805 W. Idaho
Boise, Idaho**

****AGENDA****

Item	Speaker	Time/Documentation
1. Welcome and Introductions <ul style="list-style-type: none"> • Meeting Agenda, Purpose and Overview • Introduce Consultant Project Manager 	Matt Stoll	10 Min.
2. Project Overview <ul style="list-style-type: none"> • Provide background on the study and the three projects 	Kelli Fairless	15 Min.
3. Review Project Organizational Structure and Decision-making Process	Phil Kushlan	15 Min.
4. Policy Advisory Committee Purpose, Ground Rules, and Protocols	Jana Kemp	45 Min. <i>Draft Ground Rules Distributed at the Meeting</i>
5. Public Involvement Overview	- Terri Schorzman/ Rosemary Curtin Presentation	10 Min.
6. Next Steps <ul style="list-style-type: none"> • Schedule • Meeting Frequency • Next Agenda Items 	Bob Post	10 Min

Statement of Purpose Downtown Policy Advisory Group

The Downtown Policy Advisory Group (D-PAC) will focus on funding and development strategies needed to implement two core concepts of the Downtown Boise Mobility Study (DBMS):

- Alignment, site location, land acquisition, design, and construction of a Multi-modal Center and
- Development of a locally preferred funding and development alternative for a Downtown Boise Circulator.

Each of these projects is part of the broader Treasure Valley High Capacity Transit Study (TVHCTS).

The current Transportation Bill, “Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users” (SAFETEA-LU) appropriated \$9,562,000 of federal funds over a four-year period to Valley Regional Transit (VRT) for the Multi-modal Center Construction and the Circulator analysis. This committee will oversee the development of funding strategies needed to secure the \$2,390,500 of local funds needed for these projects.

TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY

BACKGROUND

The Treasure Valley has been experiencing substantial growth which is projected to continue during the next two decades. COMPASS AND Valley Regional Transit and their member agencies has recently undertaken a number of planning initiatives designed to address how to best accommodate and address the anticipated growth. A substantial element of these planning efforts is focused on addressing the increased travel congestion currently being experienced. The recently completed regional long range transportation plan, *Communities In Motion* and the *Boise Downtown Mobility Study*, each identify the need to address the transportation needs of a growing region and specifically suggest improvements to the transit services provided within the region. Partially as an outgrowth of these efforts, three interrelated projects have been identified and are being advanced towards implementation through the current *Treasure Valley High Capacity Transit Study*. The three projects are the Downtown Boise Multi-Modal Center, the Downtown Boise Circulator and the Priority Corridor Alternatives Analysis.

PROJECT DESCRIPTIONS

Multi-Modal Center - The Multi-Modal Center is intended to serve as a regional gateway and the focal point of transit and transit-related services within Downtown Boise. It will provide a location that facilitates the coordination of transit, bicycle and pedestrian activities serving the downtown with services focused on surrounding neighborhood and the remainder of the Treasure Valley. The intent is to locate the center in such a way that it contributes to the goals of creating the downtown as an attractive and vital urban center.

Downtown Circulator - The Downtown Circulator is viewed as a key component of a program to not only deliver a significant number to trips into the downtown via transit, but to also provide an attractive method of getting people around the downtown once they arrive. The circulator is envisioned to serve existing and proposed development within the downtown, providing a service that encourages short trips be made by modes other than the automobile. The circulator is also viewed as a method to reinforce and catalyze desired development within the downtown.

Priority Corridor - The Priority Corridor project is intended to serve as the initial step in the longer term process of identifying transit options to address the rapidly increasing travel needs of the areas experiencing significant population growth both west and south of downtown Boise. A range of options to connect to downtown Boise will be identified and evaluated for their effectiveness in attracting ridership while helping to shape the developing communities. The process is intended to follow the federally prescribed Alternatives Analysis process, a requirement for eventually qualifying a project for possible federal funding.

PROJECT SCHEDULE AND FUNDING

Each of the above projects will proceed on independent schedules supported by varying funding sources. The most immediate project is the multi-modal center, a project that has Federal Transit Administration funds earmarked for project implementation. Local funds to match the initial planning, site selection and environmental work are currently identified. Local funds to support the site acquisition, final design and construction phases are not identified at this time. The completion of the site selection and environmental clearances is anticipated to be completed in the Spring of 2008.



MEMORANDUM

TO: Downtown Policy Advisory Committee
COPY: Downtown Technical Advisory Committee
FROM: John Cunningham, Principal Planner – COMPASS
DATE: August 9, 2007

RE: COMMITTEE STRUCTURE: Treasure Valley High Capacity Transit Study

ACTION REQUESTED:

1. Nominate a Chair for the Downtown Policy Advisory Committee (DPAC)
2. Discuss and approve agency/entity membership on the DPAC.

BACKGROUND:

The Treasure Valley High Capacity Transit study includes three regionally significant projects, the downtown multi-modal center, downtown circulator and the I-84 corridor (pre) alternatives analysis. More detailed project descriptions will be presented at the September 6, 2007 DPAC meeting.

The two downtown projects (the multi-modal center and the circulator) and the I-84 corridor project have different characteristics and geography. While there is some overlap in the projects, different committees are required.

The two downtown projects will be overseen by the DPAC. The membership of the DPAC and the corresponding staff/technical committee is comprised of the following members:

	Downtown Policy Advisory Committee – DPAC	Downtown Technical Advisory Committee – DTAC
Ada County	Paul Woods	Dean Gunderson, Selena O'Neal
Ada County Highway District	Rebecca Arnold	Don Kostalec
Capital City Development Corporation	Cheryl Larabee	Jon Cecil, Phil Kushlan, Carter MacNichol (consultant)
City of Boise	Dave Eberle	Kathleen Lacey
COMPASS	Dave Bieter	John Cunningham
Idaho Transportation Department	Monte C. McClure	Ron Kerr
Valley Regional Transit	Rob Hopper	Kelli Fairless
Downtown Business Association	Jim Tomlinson	Karen Sander
Boise Metro Chamber of Commerce	Ed Dahlberg	
At Large Private Sector Representative	Dale Higer	COMPASS/VRT Staff

Depending on the preferred vehicle/service type and preferred funding strategy, the circulator project could be funded with private sector participation. Once these decisions are made it may be appropriate to reexamine the membership of the Committee and stewardship responsibility of the project.

The I-84 (pre)alternatives analysis does not require policy oversight at this time. The corridor policy committee will not be convened in the near future. Current efforts on this project are related to model development which will be discussed at the COMPASS Transportation Model Advisory Committee and land use issues which are being addressed as a part of the Communities in Motion implementation efforts. Policy Issues related to this project will be brought directly to the COMPASS and Valley Regional Transit Boards.

ROLE OF THE DPAC:

The DPAC is charged with:

- Providing recommendations to the COMPASS Board and the Valley Regional Transit Board on the downtown circulator project and the multi-modal center project.
- Keeping their respective Boards and Councils apprised on the project and seeking input when necessary.

STAFF RECOMMENDATION/REQUEST:

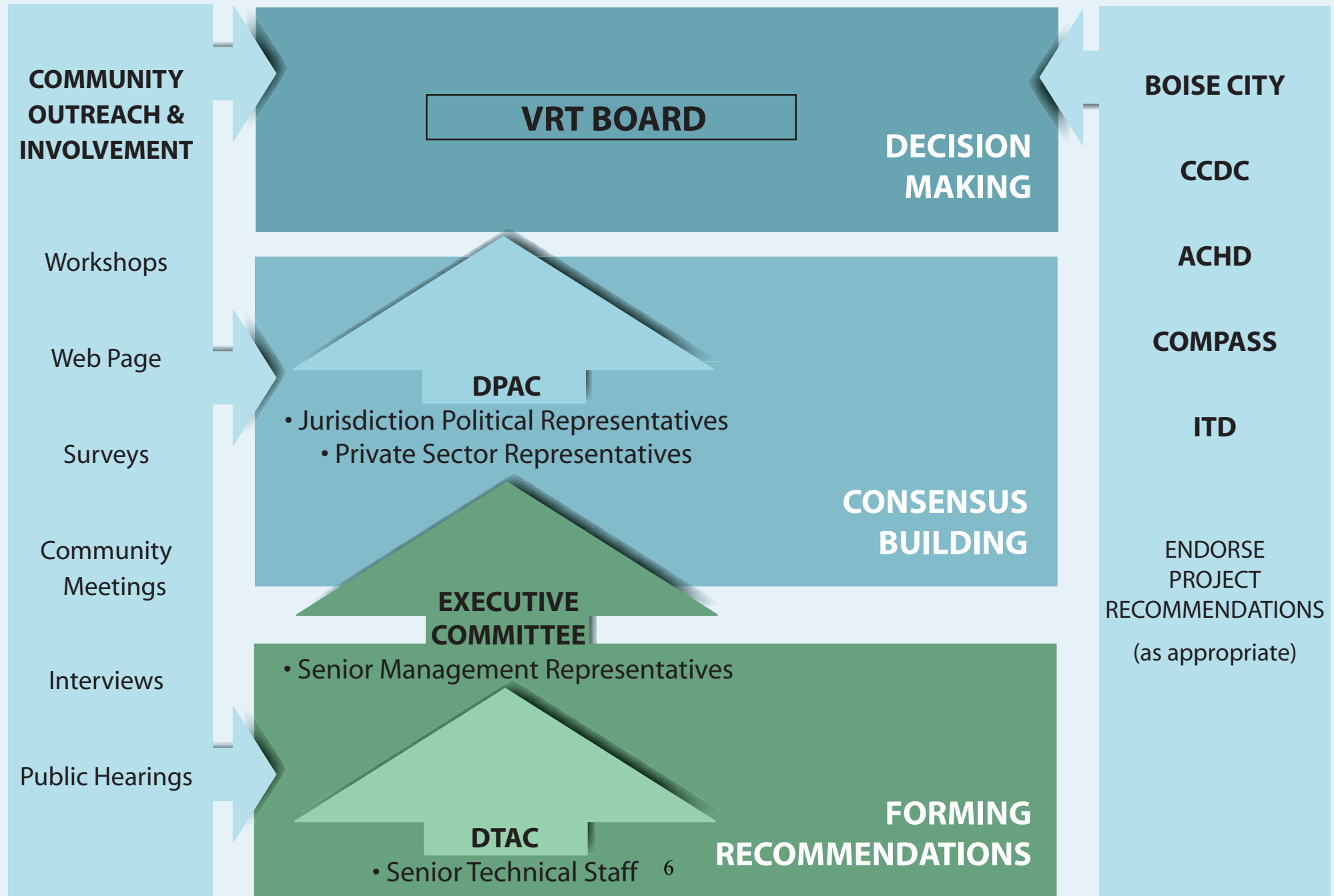
- Nominate a Chair for the DPAC and approve membership.

pc: File 631

JC:** T:\FY07\600 Projects\631 TVHCTS\Meetings\DPAC\1\committee structure V2.doc

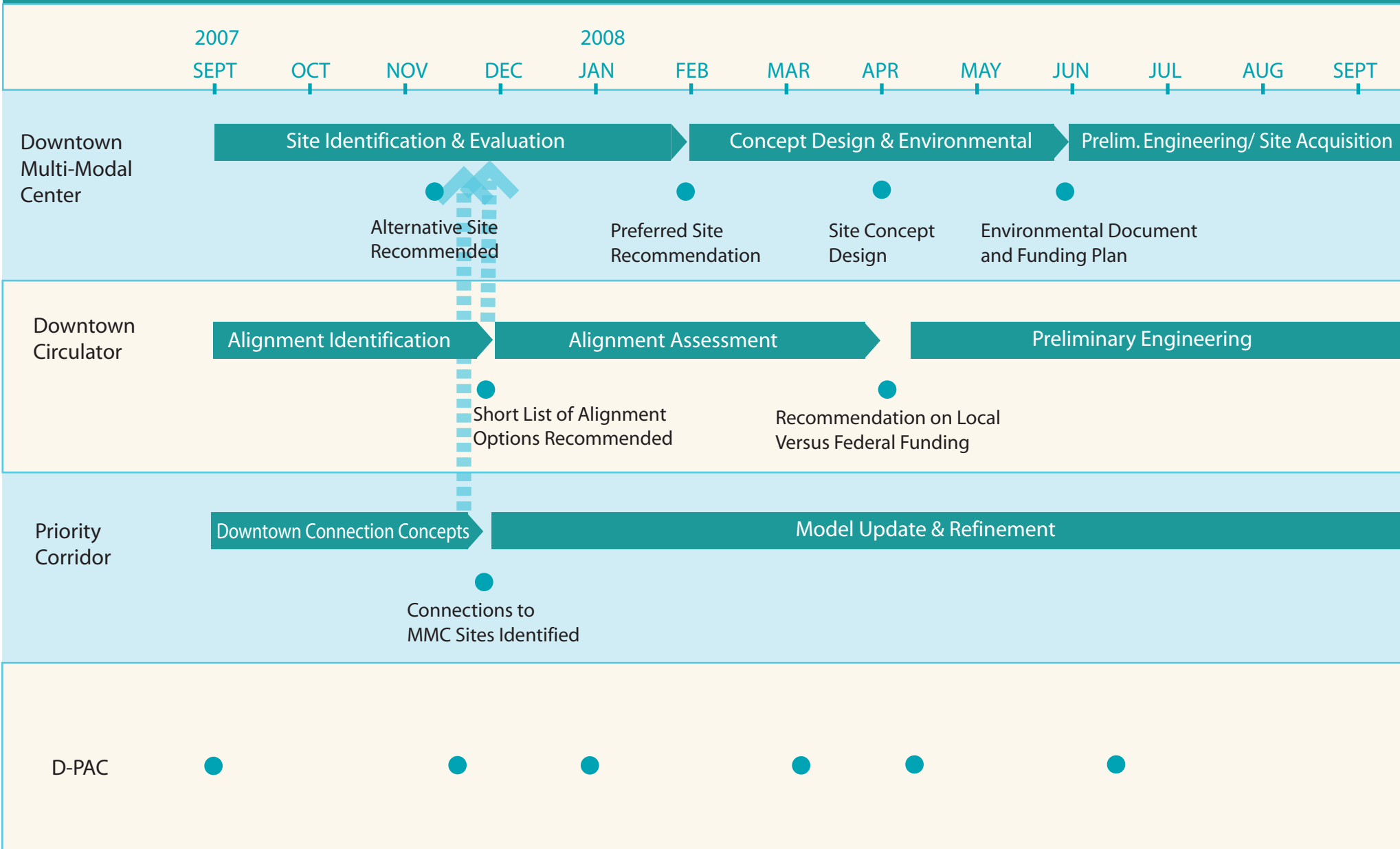
Treasure Valley High Capacity Transit Study

REGIONAL MULTI-MODAL CENTER & CIRCULATOR DECISION STRUCTURE



Treasure Valley High Capacity Transit Study

Summary Coordinated Schedule



Treasure Valley High Capacity Transit Study

Public Involvement Highlights

The Community Planning Association of Southwest Idaho (COMPASS) and Valley Regional Transit (VRT), on behalf of and in cooperation with the Ada County Highway District (ACHD), Boise City and the Capital City Development Corporation (CCDC), will engage the public and key stakeholders during the conduct of the Treasure Valley High Capacity Transit Study (TVHCTS). The TVHCTS will build on the efforts of the Downtown Boise Mobility Study (DBMS), the Regional Operations and Capital Improvement Plan and *Communities in Motion: Regional Long-Range Transportation Plan 2030*. The TVHCTS includes three projects: the downtown multimodal center, the downtown circulator and the I-84 priority corridor.

Public Involvement Goals

COMPASS and VRT are committed to involving the public and targeted stakeholders in meaningful ways during the development of the study.

The study's public involvement goals are to:

- Educate, gather input, and gain support from Treasure Valley residents and decision makers for all three components of this study.
- Gather public input on multimodal center and circulator project to meet local and federal requirements.

Approach

Each of the public involvement activities for this study will include opportunities to learn about and provide input on all three projects with the emphasis initially placed on the two downtown projects. Because each project will follow a somewhat different schedule, coordinating public input will require a detailed work plan and supervision. The initial plan provides two major opportunities -- driven by the **multimodal center development schedule** -- to communicate information and gather input on all three components of this study.

First decisions

The first set of key decisions for the **multimodal center** will:

- Adopt the study purpose, need statement, goals and objectives
- Determine the functions to be included in the planned multimodal facility
- Develop a range of site alternatives and the criteria to evaluate the sites

The first set of key decisions for the **circulator** will:

- Adopt the study purpose, need statement, goals and objectives
- Select a range or preferred initial segment alignment and vehicle type

The first key decision for the **I-84 Priority corridor** will:

- Recommend the corridor alternatives analysis phase begin

Second decisions

The second set of key decisions for the **multimodal center** will:

- Select a preferred site
- Adopt and implement a funding plan
- Recommend the project design phase begin

The second set of key decisions for the **circulator** will:

- Select a preferred initial segment alignment
- Endorse a local or federal funding approach
- Endorse a preliminary funding plan

For the two components of this study that focus on downtown Boise, VRT and COMPASS will give particular attention to engaging key stakeholders from downtown Boise.

In addition to meeting federal standards, the study team will make special outreach efforts to involve minority and low-income populations in reaching decisions that support the needs of the population most dependent on public transportation, and support adopted plans for the continued growth of downtown and the region.

Materials and activities

- Develop clear, high-quality communication materials, including a website, comprehensive study brochure, three to five newsletters, five to ten fact sheets and postcard meeting invitations.
- Conduct one-on-one interviews with key downtown and regional leaders.
- Send a personal letter to previous DBMS participants thanking them and giving them information about how to stay involved.
- Develop a media kit and news releases announcing study progress and opportunities for public input and media participation.
- Engage the downtown and regional community in six workshops over a one week period.
- Share best practices from around the country about the benefits of a multimodal center, downtown circulator and a regional high-capacity corridor by inviting a national expert to speak with the Treasure Valley community.
- Engage with other downtown Boise events and projects, as well as other regional transportation projects, to present study information and materials.
- Combine a formal public hearing with a community celebration to announce the location of the multimodal center.