



COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO BOARD OF DIRECTORS MEETING

January 24, 2005 - 1:30 p.m.

Ada County Courthouse
200 West Front, Boise, Idaho

AGENDA

Notice: This packet contains only the documents listed with an asterisk (*) in the agenda. The entire packet, including all attachments, is available at <http://www.compassidaho.org/board/2004agendasminutes/agenda01242005.pdf>. The on-line document requires Adobe Acrobat to read it; COMPASS' homepage [<http://www.compassidaho.org>] contains a free download link if you need a copy. The on-line document includes bookmarks at the left of the screen that are named to correspond to agenda items that have attachments. Clicking on a bookmark will take you directly to the named document.

I. AGENDA ADDITIONS/CHANGES (1:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS (1:35)

III. CONSENT AGENDA (1:40)

Page 4

*A. Approve December 20, 2004, COMPASS Board Meeting Minutes

Page 9

*B. Receive October 27, 2004 and December 2, 2004, Executive Committee Meeting Minutes

The Executive Committee approved these minutes on January 5, 2005.

IV. ACTION ITEMS

1:45

A. Confirm New Board Officers: Chair, Judy Peavey-Derr
Chair-Elect, Vice-Chair. Elect Secretary-Treasurer.

COMPASS Bylaws require the Board annually at the first meeting of the year to confirm the existing Chair-Elect as Chair, the Vice-Chair as Chair-Elect, and the Secretary/Treasurer as Vice-Chair. A new Secretary/Treasurer is then nominated from the floor.

- 1:55 B. Confirm Executive Committee Representatives for Cities under 25,000 in Population** **Bob Flowers**
COMPASS Bylaws provide Executive Committee representation for two mayors of general members that are incorporated cities with a current population of 25,000 or fewer. These mayors are annually selected by the smaller cities representatives and confirmed by the Board. The total number of smaller city mayors on the Executive Committee shall not exceed two including Board Officers.
- Page 14 **2:00 *C. Confirm Non-Elected Board Members and Alternate Members** **Bob Flowers**
COMPASS Bylaws require the Board annually at the first meeting of the year to confirm non-elected Board members and non-elected alternate Board members. The attached memorandum provides names and organizational affiliation of those to be confirmed by this action.
- Page 15 **2:05 *D. Confirm Members of Standing Committees** **Bob Flowers**
COMPASS Bylaws require the Board annually at the first meeting of the year to take this action. The attached memorandum provides background on the requirement and a list of those to be confirmed
- Page 22 **2:10 *E. Approve Planned Community Review Policy** **Charles Trainor**
Staff will review and seek Board adoption of a Planned Community Review Policy.
- Page 26 **2:25 *F. Adopt Resolution 07-2005 Amending the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program** **Patricia Nilsson**
Staff will review Resolution 07-2005 amending the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program adding the City of Caldwell project for sidewalks improvements to I-84B, Blaine Street and Cleveland Boulevard.
- V. INFORMATION/DISCUSSION ITEMS**
- 2:35 A. Review Governor’s Proposal for GARVEE Bonding in Idaho** **David Ekern**
Idaho Transportation Department Director, David Ekern, will review the Governor’s proposal for GARVEE Bonding in Idaho.
- Page 29 **2:50 *B. Review 2005 Federal and State Legislative Issues** **Matt Stoll**
Staff will review the Executive Committee’s recommended positions, priorities, and progress for federal and state legislative issues in 2005.
- 3:05 C. Review Proposed Actions for Urban and Transportation Management Area Balancing Committees** **Patricia Nilsson**
Staff will review proposed funding actions for the Urban and Transportation Management Area Balancing Committees.
- Page 40 **3:15 *D. Review Growth Scenario Evaluations for Communities in Motion and Blueprint for Good Growth** **Charles Trainor**
Staff will review the results of the growth scenarios developed from the November 16 and 17, 2004, workshops.



**Community Planning Association of Southwest Idaho
Board of Directors Meeting
December 20, 2004
Nampa Civic Center
Nampa, Idaho**

MINUTES

ATTENDEES:

A.J. Balukoff, Independent School District of Boise City
 David Bieter, Mayor, City of Boise
 Keith Bird, Councilman, City of Meridian
 Vernon Bisterfeldt, Councilman, City of Boise
 Alan Brock, Commissioner, Golden Gate/Notus-Parma Highway Districts
 Tom Dale, Mayor, City of Nampa, **Secretary/Treasurer**
 Tammy de Weerd, Mayor, City of Meridian, **Vice-Chair**
 Susan Eastlake, Commissioner, Ada County Highway District
 Ted Ellis, Mayor, Garden City
 Kelli Fairless, ValleyRide
 David Ferdinand, Commissioner, Canyon County
 Bob Flowers, Mayor, City of Parma, **Chair-Elect**
 John Franden, Commissioner, Ada County Highway District
 Phil Kushlan, Capital City Development Corporation
 Gordon Law, City of Caldwell
 Ralph Little, Commissioner, Canyon Highway District #4
 Nancy Merrill, Mayor, City of Eagle
 Mike McGown, Idaho Department of Environmental Quality
 Frank McKeever, Mayor, City of Middleton
 Bryce Millar, Commissioner, Nampa Highway District #1
 Nathan Mitchell, Mayor, City of Star
 Garret Nancolas, Mayor, City of Caldwell
 Judy Peavey-Derr, Commissioner, Ada County, **Chair**
 Patrick Rice, Greater Boise Auditorium District, Ex Officio
 Eric Shannon for Charlie Rountree, Idaho Transportation Department
 Matt Stoll, Executive Director, Community Planning Association, Ex
 Officio
 Martin Thorne, Councilman, City of Nampa
 Fred Tilman, Commissioner, Ada County
 Tom Turco for Kathy Holley, Central District Health, Ex Officio
 Dave Wynkoop, Commissioner, Ada County Highway District
 Rick Yzaguirre, Commissioner, Ada County

MEMBERS ABSENT: Matt Beebe, Commissioner, Canyon County
Elaine Clegg, Councilwoman, City of Boise
Mark Dunham, Boise State University
Lance Giles, Governor's Office, Ex Officio
Jeff Lang, Councilman, City of Kuna
Robert Vasquez, Commissioner, Canyon County
Mike Vuittonet, Joint School District #2

OTHERS: Beth Baird, City of Boise
Nancy Brecks, Community Planning Association
Dave Bivens, Commissioner, Ada County Highway District
Bob Bruce, CH2M Hill
Ross Dodge, Community Planning Association
Pam Elliott, Community Planning Association
James Grunke, Boise Metro Chamber of Commerce
Kathleen Lacey, City of Boise
Katey Levihn, Ada County Highway District
Patricia Nilsson, Community Planning Association
Patti Raino, Idaho Transportation Department
June Ramsdell, Department of Environmental Quality
Linda Ritter, Community Planning Association
Terri Schorzman, Community Planning Association
Cindy Thiel, Community Planning Association
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Jeanne Urlezaga, Community Planning Association
Jay Witt, Community Planning Association

CALL TO ORDER

Chair Judy Peavey-Derr called the meeting to order at 1:30 p.m.

SPECIAL ITEM

A. Recognize Outgoing COMPASS Board Members

The Board recognized outgoing Board members Susan Eastlake and Dave Wynkoop and expressed thanks and appreciation for their years of service to the COMPASS Board.

B. Introduce Toni Hardesty, Director of the Idaho Department of Environmental Quality

Judy Peavey-Derr introduced Toni Hardesty, new Director of the Idaho Department of Environmental Quality.

CONSENT AGENDA

A. Approve November 15, 2004, COMPASS Meeting Minutes

B. Receive Approved November 4, 2004, Finance Committee Meeting Minutes

Dave Wynkoop moved and A.J. Balukoff seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Establish 2005 COMPASS Board, Executive and Finance Committee Meeting Dates and Locations and Provide 30 Day Notice of the January 26, 2004, Annual Board meeting

Matt Stoll reviewed the proposed 2005 COMPASS Board, Executive Committee and Finance Committee meeting dates. He stated staff requests a change to the April 18, 2005, COMPASS Board meeting to April 25, 2005, to accommodate the scenario development public comment periods for *Communities in Motion*.

John Franden moved and Phil Kushlan seconded approval of the 2005 COMPASS Board, Executive Committee and Finance Committee meeting dates with the change to the April 18, 2005, Board meeting to April 25, 2005, as requested by staff. Motion passed unanimously.

B. Adopt Resolution No. 02-2005 Approving the *Destination 2030 Limited Plan Update*

Toni Tisdale presented the *Destination 2030 Limited Plan Update* including the functional classification map and air quality conformity demonstration.

Dave Wynkoop moved and Fred Tilman seconded adoption of Resolution 02-2005 approving the *Destination 2030 Limited Plan Update* as presented. Motion passed unanimously as an Ada County only item.

C. Adopt Resolutions No. 03-2005 and 04-2005 Amending the FY2005-2009 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs

Patricia Nilsson presented Resolutions 03-2005 and 04-2005 amending the FY2005-2009 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs.

After discussion, **Garret Nancolas moved and Tom Dale seconded adoption of Resolutions 03-2005 and 04-2005 amending the FY2005-2009 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs. Motion passed unanimously.**

D. Adopt Resolution No. 05-2005 Providing for the Designation of an Unreserved Fund Balance for Future Orthophotography Projects

Matt Stoll presented Resolution 05-2005 providing for the designation of an unreserved fund balance for future orthophotography projects.

After discussion, **Nancy Merrill moved and Bob Flowers seconded adoption of Resolution 05-2005 providing for the designation of an unreserved fund balance for future orthophotography projects. Motion passed unanimously.**

E. Adopt Resolution No. 06-2005 Approving Revision 2 of the FY2005 Unified Planning Work Program and Budget

Matt Stoll presented Resolution No. 06-2005 approving Revision 2 of the FY2005 Unified Planning Work Program and Budget.

After discussion, **Phil Kushlan moved and Nancy Merrill seconded adoption of Resolution No. 06-2005 approving Revision 2 of the FY2005 Unified Planning Work Program and Budget as presented. Motion passed unanimously.**

F. Review Proposed Legislation and Position for the 2005 Idaho Legislative Session

Matt Stoll reported that COMPASS staff has finished its analysis of proposed 2005 Idaho legislation and he would be sending it to the Board via email. The Executive Committee will be reviewing the analysis at its January 5, 2005 meeting.

Mike McGown requested COMPASS Board involvement in a study/work plan to look into the effectiveness of the vehicle maintenance program in the Treasure Valley. Garret Nancolas, Tom Dale, Dave Ferdinand and Fred Tilman volunteered to sit on a committee. Mayor Bieter volunteered a staff member from Boise City as well. Martin Thorne said he would provide a list of citizens from Canyon County that have expressed interest in participating. Matt said 10-20 hours of COMPASS staff time, which falls into the general membership services under the Unified Planning Work Program and Budget, would be utilized in the development of the work plan for the study.

Matt reviewed the COMPASS Board priorities for reauthorization of TEA-21 as adopted in 2003. The priorities are as follows. Federal Highway Authority funding: (1) Locust Grove Overpass; (2) Kings Corner Crossing; and (3) Three Cities River Crossing. Federal Transit Authority funding: (1) Rail Corridor Preservation; (2) Boise State University Multi-Modal Center; and (3) Downtown Boise Circulator and Multi-Modal Center.

After further discussion, **Garret Nancolas moved and Vern Bisterfeldt seconded to elevate the Three Cities River Crossing to the top of the list. Remove Locust Grove because it is already funded. Move approaches for the Kings Corner Crossing up and leave the public transit side of the list as recognized to this point. Motion passed unanimously.**

Matt requested Board direction to develop a Request for Qualification process to hire a COMPASS Board Washington D.C. based lobbyist and to pursue partnerships with member agencies to fund this effort. The lobbyist will pursue COMPASS and its partners' interests in transportation bill reauthorization and annual appropriations.

Nancy Merrill moved and Bob Flowers seconded approval of the lobbying effort and Request for Qualification process as outlined by staff. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Review FY2006-2010 Transportation Improvement Program Calendar

Patricia Nilsson reviewed the FY2006-2010 Transportation Improvement Program Calendar.

B. Status Report-Communities in Motion

Charles Trainor discussed the results of the scenario workshops.

C. Status Report – Finance Committee

Susan Eastlake reported that Chair-Elect Flowers will be naming new members to the Finance Committee at the January 24, 2005, COMPASS Board meeting.

D. Review Proposed Planned Community Review Policy

Charles Trainer reviewed the proposed Planned Community Review Policy. Nancy Merrill requested that a member of Regional Transportation Advisory Committee member be at January 24, 2005, Board meeting to provide insight from the technical side.

ADJOURNMENT

Bob Flowers moved and Nancy Merrill seconded adjournment at 3:50 p.m. Motion passed unanimously.

Dated this 24th day of January 2005.

APPROVED:

**By: _____
Judy M. Peavey-Derr, Chair
Community Planning Association**

ATTEST:

**By: _____
Matthew J. Stoll, Executive Director
Community Planning Association**

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**Community Planning Association of Southwest Idaho
COMPASS Executive Committee
October 27, 2004
COMPASS Conference Room**

*****Minutes*****

ATTENDEES:

Matt Beebe Commissioner, Canyon County
David Bieter, Mayor, City of Boise
Tammy de Weerd, Mayor, City of Meridian, **Vice-Chair**
Bob Flowers, Mayor, City of Parma, **Chair-Elect**
John Franden, Commissioner, Ada County Highway District
Nancy Merrill, Mayor, City of Eagle
Garret Nancolas, Mayor, City of Caldwell
Judy Peavey-Derr, Commissioner, Ada County, **Chair**
Paul Raymond for Tom Dale, Mayor, City of Nampa,
Secretary/Treasurer
Matt Stoll, Executive Director, Community Planning Association, Ex
Officio

OTHERS:

Nancy Brecks, Community Planning Association
Kelli Fairless, ValleyRide
Cindy Thiel, Community Planning Association
Charles Trainor, Community Planning Association
Terri Schorzman, Community Planning Association
Jeanne Urlezaga, Community Planning Association

CALL TO ORDER

Chair-Elect Flowers called the meeting to order at 1:45 p.m.

A. Approve September 29, 2004, Executive Committee Meeting Minutes

After discussion, Nancy Merrill moved and Matt Beebe seconded approval of the September 29, 2004, Executive Committee meeting minutes as presented. Motion passed unanimously.

AGENDA ADDITIONS/CHANGES

After discussion, **Nancy Merrill moved and Tammy de Weerd seconded to add to the Agenda, Item A. 1 – Notice of Change to December Board meeting and Item A. 2 – Discuss Directing Executive Director to Write a Letter Regarding Canyon County’s Involvement in COMPASS. Motion passed unanimously.**

A. 1 Notice of Change to the December Board Meeting

Matt Stoll stated the Treasure Valley Partnership requested the COMPASS December 20, 2004, Board meeting be moved from the Canyon County Courthouse to the Nampa Civic Center so the Board can join the Treasure Valley Partnership for a holiday luncheon.

Nancy Merrill moved and Matt Beebe seconded changing the location of the December 20, 2004, COMPASS Board meeting from the Canyon County Courthouse to the Nampa Civic Center and to join the Treasure Valley Partnership for a holiday luncheon. Motion passed unanimously.

(Chair-Elect Flowers turned the meeting over to Chair Peavey-Derr at 1:55 p.m.)

A. 2 Discuss Directing Executive Director to Write a Letter Regarding Canyon County’s Involvement in COMPASS.

After discussion, **Chair Judy Peavey-Derr asked for any objection to directing that a letter be written for publication regarding Canyon County’s involvement in COMPASS. The letter is to be signed by Canyon County elected officials. Hearing no objection, Chair Peavey-Derr so ordered.**

B. Establish November 15, 2004, COMPASS Board Meeting Agenda

Matt Stoll reviewed the proposed November 15, 2004, COMPASS Board meeting agenda items.

After discussion, **Bob Flowers moved and John Franden seconded to approve the proposed November 15, 2004, Board meeting Agenda Items 1-15 as presented. Motion passed unanimously.**

C. Discuss Current Legal/Lobbying Services

Matt Stoll reviewed the current legal/lobbying costs.

After discussion, **Garret Nancolas moved and Nancy Merrill seconded directing staff to continue with the existing lobbying effort with a focus on holding the costs down. Staff is to issue a Request for Qualification for lobbying services after this legislative session. Matt Stoll is to monitor this legislative session and report back, on a regular basis, to the Executive Committee on up-coming legislation. Motion passed unanimously.**

E. Update on Annual Association of Metropolitan Planning Organizations Conference

F. Review Next Step for Legislative Oversight Committee

Matt Stoll proposed postponing Agenda Items E and F until the December 1, 2004, Executive Committee meeting.

Bob Flowers moved and Matt Beebe seconded postponing Agenda Items E and F until the December 1, 2004, Executive Committee meeting. Motion passed unanimously.

D. Discuss Deputy Executive Director Position

Matt Stoll discussed his recommendation to reclassify the Deputy Executive Director position as a Principal Planner. The focus will be to hire a Principal Planner with significant project management and transit experience and if needed in the future, who could take on a leadership role within COMPASS.

After discussion, **Chair Peavey-Derr asked for any objection to directing staff to develop a job description for the Principal Planner position and email it to the Executive Committee for review. Hearing no objection, Chair Peavey-Derr so ordered.**

Adjournment

Tammy de Weerd moved and Matt Beebe seconded to adjourn at 2:59 p.m. Motion passed unanimously.

Dated this 5th Day of January 2005.

APPROVED:

**By: _____
Judy M. Peavey-Derr, Chair
Community Planning Association**

ATTEST:

**By: _____
Matthew J. Stoll, Executive Director
Community Planning Association**

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**Community Planning Association of Southwest Idaho
Executive Committee Meeting
December 2004**

*****Minutes*****

A. Establish December 20, 2004, COMPASS Board Agenda

On November 24, 2004, the Executive Committee received via email the proposed Agenda Items 1-23 for the December 20, 2004, COMPASS Board meetings. On December 5, 2004, an additional item was added to the agenda and emailed to the Executive Committee as directed by the Finance Committee at its December 2, 2004, meeting.

| Committee Member | How Contacted | Approved Agenda as Recommended |
|-------------------------------|---|---------------------------------------|
| Commissioner Matt Beebe | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | Approved |
| Mayor Dave Bieter | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | Approved |
| Mayor Tom Dale | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | |
| Mayor Tammy de Weerd | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | Approved |
| Mayor Bob Flowers | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | Approved |
| Commissioner John Franden | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | Approved |
| Mayor Nancy Merrill | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | Approved |
| Mayor Garret Nancolas | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | Approved |
| Commissioner Judy Peavey-Derr | Emailed Draft Agenda on 11/24/04; Emailed additional item 12/05/04 | Approved |

Dated this 5th Day of January 2005.

APPROVED:

By: _____
Judy Peavey-Derr, Chair
Community Planning Association

ATTEST:

By: _____
Matthew J. Stoll, Executive Director
Community Planning Association

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**MEMORANDUM**

TO: Community Planning Association Board of Directors

FROM: Matthew J Stoll, Executive Director

DATE: January 12, 2004

RE: **Confirm Non-Elected Board Members and Alternate Members**

Action Requested:

Confirm Non-Elected Board Members and Alternate Members.

Background:

COMPASS' Joint Powers Agreement, under Section 6.1.7. e.1, requires that non-elected Board members and non-elected Board alternate members be confirmed by the Board. This is done at the beginning of each calendar year. There is no requirement that elected alternates be confirmed.

Status:**Non-Elected Board Members:**

Mark Dunham, Boise State University
 Kelli Fairless, Valley Regional Transit
 Lance Giles, Governor's Office, Ex Officio
 Kathy Holley, Central District Health, Ex Officio
 Gordon Law, City of Caldwell
 Mike McGown, Department of Environmental Quality
 Patrick Rice, Greater Boise Auditorium District, Ex Officio
 Charlie Rountree, Idaho Transportation Department

Non-Elected Alternate Board Members:

Anna Canning, City of Meridian
 Phil Kushlan, Capital City Development Corporation
 Randy Kyrias, Valley Regional Transit
 Kathleen Marie Lacey, City of Boise
 Katey Levihn, Ada County Highway District
 June Ramsdell, Department of Environmental Quality
 Paul Raymond, City of Nampa
 Jade Riley, City of Boise
 J. Schweitzer, Ada County Highway District
 Eric Shannon, Idaho Transportation Department
 Steve Siddoway, City of Meridian
 Hal Simmons, City of Boise
 Bill Vaughan, City of Eagle
 Donna West, Canyon County



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Matthew J. Stoll, Executive Director

DATE: January 12, 2005

RE: Confirm Members of Standing Committees

Action Requested:

Confirm members of standing committees. The COMPASS Bylaws require the Board annually to take this action at the first meeting of the year.

Background:

COMPASS Bylaws contain the following requirement in Section 3.B. for annual confirmation of Standing Committee members other than the Executive Committee. This item completes that requirement.

Membership. The number and appointment of membership on other standing committees shall be reviewed and approved annually by the Board at the first regular Board meeting of each calendar year.

There are four committees for which confirmation is sought:

- Transportation Model Advisory Committee
- Regional Technical Advisory Committee
- Demographic Advisory Committee
- Finance Committee

The COMPASS website also lists committee membership for three additional committees:

- Congestion Management Team. This committee, originally designated in the Bylaws as a standing committee, has become a subcommittee of the Regional Technical Advisory Committee.
- Geographical Information Systems Advisory Board. This board is coordinated by COMPASS for the benefit of geographical information systems improvements in Ada County with membership established by participants rather than the COMPASS Board.

- Interagency Consultation Committee. This committee is established by Idaho Code, with COMPASS designated as the official support agency. Its membership is also established by the Idaho Code rather than the COMPASS Board.

Status:

The Board is requested to confirm the attached list of committee members.

Attachments (4)

pc: File 991.03 Operations

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Transportation Model Advisory Committee
(TMAC)

The Transportation Model Advisory Committee provides guidance on model research, applications, assumptions, updates, and public education related to the travel demand model.

Under its bylaws, members are drawn from staff or appointees of member agencies. Members shall have transportation/air quality modeling and/or land use technical experience. The bylaws state the COMPASS Board shall grant membership to four transportation/land use/air quality professionals by recommendation of the public sector members on this committee.

| Member Agency | Current Participant | Votes |
|-------------------------------------|-----------------------------------|--------------|
| Ada County | Dean Gunderson | 1 |
| Ada County Highway District | Kendall Kemmer Gary Inselman | 2 |
| Canyon County | Leon Jensen | 1 |
| Small Cities | Vern Brewer | 1 |
| City of Boise | Kathleen Lacey | 1 |
| City of Nampa | Paul Raymond | 1 |
| Department of Environmental Quality | Jorge Garcia | 1 |
| Idaho Transportation Department | Gary Sanderson Dan Coonce | 2 |
| Canyon County Highway District | Jim Buffington/ Casey Bequeath | 1 |
| Valley Regional Transit | Kelli Fairless / Stephen Hunt | 1 |
| Professional Appointees | Current Participant | |
| Pline Engineering, Inc. | James Pline | 1 |
| Fehr and Peers Associates, Inc. | Ron Milam | 1 |
| JUB Engineering | Joe Rosenlund | 1 |
| PEC, Ltd. | Kent Fugal | 1 |

**Regional Technical Advisory Committee
(RTAC)**

The Regional Technical Advisory Committee is charged with development of the Unified Planning Work Program (UPWP), development of the Transportation Improvement Program (TIP), reviews of transportation related projects and plans, and constitute a primary communications link between COMPASS and its members.

The members of the Regional Technical Advisory Committee are key staff or otherwise qualified representatives of COMPASS’ member agencies, preferably having a transportation-related technical background. Appointments are made by members through a written notice specifying the name(s) of the appointee(s) and any alternates as well as the duration of the appointment(s) when applicable.

Each member representing a COMPASS member government has the same weight of votes as enjoyed by that member on the COMPASS Board under the Joint Powers Agreement. Members authorized under the bylaws and not representing a COMPASS Board member are entitled to one (1) vote. When entitled to more than one vote, the member’s votes may be exercised by separate persons or by one or more persons representing the member government.

| Member Agency | Participants | Votes |
|---------------------------------|---|--------------|
| Ada County | Michael Wilson | 3 |
| Ada County Highway District | Don Kostelec Shawn Martin Catherine Sanchez | 3 |
| City of Boise | Bruce Eggleston Kathleen Lacey John Anderson | 3 |
| City of Eagle | Nichoel Baird Spencer | 1 |
| City of Garden City | Berrin Nejad | 1 |
| City of Kuna | Greg Abramson | 1 |
| City of Meridian | Steve Siddoway Craig Hood (alternate) | 2 |
| City of Star | Dennis Stegenga | 1 |
| Canyon County | Brant Jewett | 3 |
| Canyon County Highway Districts | Casey Bequeath Von Bowman Jim Buffington Stewart Constantine | 3 |
| City of Caldwell | Gordon Law | 2 |
| City of Middleton | Mary Berent | 1 |
| City of Nampa | Paul Raymond | 2 |

| | | |
|---|-------------------|---|
| City of Parma | Mayor Bob Flowers | 1 |
| Boise State University | (vacant) | 1 |
| Capitol City Development Corporation | Pam Sheldon | 1 |
| Idaho Department of Environmental Quality | Leonard Herr | 1 |
| Idaho Transportation Department | Sue Sullivan | 1 |
| Independent School District of Boise | Sarah Stobaugh | 1 |
| Joint School District #2 | Wendel Bigham | 1 |
| Valley Regional Transit | Kevin Bittner | 1 |

| Ex-Officio Members | Participants | Votes |
|--------------------------------|---------------------|--------------|
| Central District Health | Vacant | N/A |
| COMPASS | Toni Tisdale | N/A |
| Policy Advisor to the Governor | Vacant | N/A |

**Demographic Advisory Committee
(DAC)**

The Demographic Advisory Committee is responsible for demographic and development monitoring activities conducted at COMPASS, including recommendation of projects and/or research to be performed and evaluation of research proposals requested by COMPASS or other agencies. The committee helps develop and maintain the demographic projection data for Ada and Canyon counties as used by COMPASS for transportation modeling activities.

Representatives are from public and private agency staff concerned with demographic and related issues in Ada and Canyon Counties. Twenty-three members are voting members with the change in the Department of Environmental Quality to a special member.

| Agency/Interest Group | Participant | Votes |
|---|-----------------------------|--------------|
| Academic (BSU) | Vacant | 1 |
| Ada County & Cities (Planning) | Greg Abramson-Kuna | 1 |
| Ada County & Cities (Planning) | Nichoel Baird Spencer-Eagle | 1 |
| Ada County & Cities (Planning) | Anna Canning-Meridian | 1 |
| Ada County & Cities (Planning) | Dean Gunderson-Ada County | 1 |
| Ada County & Cities (Planning) | Berrin Nejad-Garden City | 1 |
| Ada County & Cities (Planning) | Dennis Stegenga-Star | 1 |
| Ada County & Cities (Planning) | Hal Simmons-Boise | 1 |
| Ada County Highway District | Gary Inselman | 1 |
| | Katey Levihn | 0 |
| Canyon County & Cities (Planning) | Mary Berent-Middleton | 1 |
| Canyon County & Cities (Planning) | Norm Holm-Nampa | 1 |
| Canyon County & Cities (Planning) | Vacant-Caldwell | 1 |
| Canyon County & Cities (Planning) | Brant Jewett-Canyon County | 1 |
| Canyon County & Cities (Planning) | Vacant | 1 |
| Canyon Highway Districts | Vacant | 1 |
| Citizen | Jon Barrett | 1 |
| Citizen | Diana Wallace | 1 |
| Idaho Department of Environmental Quality | Jorge Garcia | 1 |
| Public Utility | Kip Sikes | 1 |
| Chambers of Commerce-Ada | James Grunke | 1 |
| Chambers of Commerce-Canyon | Gary Vezzoso | 1 |
| Development-Ada | Mike Wardle | 1 |
| Development-Canyon | Vacant | 1 |
| ValleyRide | Kelli Fairless | 1 |
| COMPASS | Charles Trainor | |
| Total | | 24 |

Finance Committee

The purpose of the Finance Committee is to provide guidance to management and to establish reasonable, but not absolute, assurance regarding internal policies, procedures and controls for the sound operation of COMPASS.

The Committee is composed of seven COMPASS Board members: the COMPASS Board Secretary/Treasurer, three members from Ada County and three members from Canyon County. The term of office for Committee members are two-year staggered terms, except for the Secretary/Treasurer whose term is one year. There is no limit to the number of terms a member may serve. Terms are numbered except for the Secretary/Treasurer as odd-year/even-year terms.

Vacancies on the Committee are filled by the Board Chair and presented annually to the COMPASS Board for confirmation at the first meeting following the annual meeting of the Board. In the event that a duly appointed Committee member is unable to attend a meeting of the Committee, that member may arrange for an alternate to participate in Committee deliberations on his/her behalf.

| Name | Member Agency | Term |
|----------------------|---|-----------------------------|
| Secretary/Treasurer | TBD | One year term ending 1/2006 |
| Ada County | | |
| A.J. Balukoff | Independent School District of Boise City | Even (expires 1/2006) |
| Elaine Clegg | City of Boise | Odd (expires 1/2007) |
| Judy Peavey-Derr | Ada County | Even (expires 1/2006) |
| Canyon County | | |
| David Ferdinand | Canyon County | Odd (expires 1/2007) |
| Bob Flowers | City of Parma | Even (expires 1/2006) |
| Frank McKeever | City of Middleton | Odd (expires 1/2007) |



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Charles Trainor, Director of Planning

DATE: January 11, 2005

RE: Approve Planned Community Review Policy

Action Requested:

Approve Planned Community Review Policy as presented in Attachment 1.

Background:

An Ada County zoning ordinance established requirements for consideration of planned communities within Ada County. This process applies to proposals of at least 640 acres outside areas of impact. One section requires the applicant submit a determination by the Community Planning Association as to whether the planned community would "...necessitate an update to the adopted regional transportation plan." If an update is necessary, the applicant could be required to pay for the update. Last year COMPASS staff developed a draft policy and submitted it to the Board in August 2004, following an initial review by the Regional Technical Advisory Committee in July.

In September, the Board referred the draft policy back to the Regional Technical Advisory Committee. After review by a subcommittee, the Regional Technical Advisory Committee concurred with the draft policy but members stipulated their concern that reviews limited to phases of a potentially much larger planned community do not provide a complete picture of the full impacts on the transportation system. Some members noted that local governments are subject to a broad number of issues under the 1975 Land Use Planning Act and must address their entire area. They noted that a Planned Community should be held to similar standards. In light of these concerns, the Regional Technical Advisory Committee supported a request that "the COMPASS Board send a recommendation to Ada County that it change its ordinance to require all applicants for Planned Communities to submit an application for a comprehensive plan map and text amendment to allow COMPASS to assess the impacts to the regional transportation system."

Status:

Compared to the draft version reviewed in September 2004, the final policy has been revised to:

- be more appropriate for a policy statement;
- eliminate language from Ada County ordinances that could have implied a much larger review than intended by the ordinance (§ 2);
- eliminate language related to a pre-application certification and include a post-application process (§ 3);
- condition the need for a new certification upon review by the Regional Technical Advisory Committee (§ 7); and
- tie the certification process to the timing of a planned community application in relationship to the status of the regional long-range transportation plan process (§ 9).

The Board is requested to approve the Planned Community Review Policy (Attachment 1). Don Kostolec, Ada County Highway District staff person and Co-Chair of the Regional Technical Advisory Committee, will be present at the January 2005 meeting to answer questions about the recommendation of the Committee.

Attachment (1)

pc: File 705.1.06-Transportation Liaison Services-Ada-Project Mgmt

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Attachment 1
Planned Community Review Policy - Ada County

This policy applies to a determination of consistency between the regional long-range transportation plan adopted by the Community Planning Association of Southwest Idaho and proposed planned communities in Ada County under the provisions of Zoning Ordinance, Article 8-2E.

1. The questions to be addressed in a determination of the need to amend the regional transportation plan would be:
 - a. Are the general nature and amount of development to be allowed under the planned community proposal consistent with the demographic forecast used in the adopted plan?
 - b. Would the traffic generated by the proposal indicate a need for new or added arterial capacity beyond that included in the plan?
 - c. Does the location or nature of the proposal directly violate an explicit policy or policies of the plan?
2. To arrive at its determination the following information from the official application will be used by COMPASS:
 - a. A description of the density and/or intensity of land uses proposed within the planned community. 8-2E-4.B.5 (These items reference the appropriate sections of the Ada County Code.)
 - b. A general land use map designating land use categories for the entire planned community area. 8-2E-4.B.6
 - c. Anticipated population of the planned community at completion. 8-2E-4.B.7
 - d. Circulation plan relating to streets. 8-2E-4.B.10
 - e. A phasing plan indicating the sequence of development, general land uses, and anticipated commencement and completion times of each phase. 8-2E-4.B.14
 - f. Written statements from affected municipalities, agencies and/or districts, and other service providers related to transportation impacts. 8-2E-4.E
3. A written request for a determination from Ada County along with the official development application will initiate the process. COMPASS will provide its determination within the review schedule as established by Ada County.
4. COMPASS staff will develop an analysis of the need for a plan update. This analysis will be placed before the Regional Technical Advisory Committee, which will be requested to make a recommendation regarding the analysis to the COMPASS Board. The recommendation will address the three questions noted in this policy and recommend a determination that the proposal would or would not require an update to the regional transportation plan and the nature of changes needed. The analysis and recommendation will then be put on the COMPASS Board agenda for consideration and action. When the COMPASS Board has acted on the recommendation, the Board's action and any supporting documentation will be relayed to Ada County Development Services in writing along with an estimate of time and expenses needed to complete the amendment if deemed necessary.

5. The determination regarding the need for an update of the plan based on the proposed planned community is not to be interpreted as a statement for or against the proposal itself. The analysis will not address the merits or issues of the proposal beyond its consistency with the regional transportation plan.
6. The determination will not constitute a traffic impact analysis nor would it eliminate the need for additional transportation studies as may be required by other agencies.
7. Any changes in the assumptions or information provided may invalidate the determination. The need for a new determination will be reviewed by the Regional Technical Advisory Committee upon a request by Ada County Development Services.
8. Should the Board determine an update is needed, the Board is not committed to perform the update, even should the applicant be willing to fund an update. Should an update process be performed, approval of changes needed to make the plan consistent with the proposal is not guaranteed.
9. The determination will include consideration of the timing of the proposed development in relationship to the status of the regional long-range transportation plan. Should an update be underway at the time of an application or proposed to be underway within 12 months of an application, the issue of whether an update is needed may be moot.



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Patricia A. Nilsson, AICP, Principal Planner

DATE: January 10, 2005

RE: Adopt Resolution 07-2005 Amending the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program

Action Requested:

Adopt Resolution 07-2005 amending the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program.

Background:

At the December 2004 meeting, the COMPASS Board amended the FY2005-2009 Transportation Improvement Program to reflect the removal of two projects on Garrity Boulevard and the advancement of Greenhurst Road and Powerline Road intersection and the Canyon Highway District/Nampa Highway District overlay projects from FY2006 to FY2005.

To balance the program for FY2006, the City of Caldwell has proposed to add a curb, gutter, and sidewalk project on Blaine Street and Cleveland Boulevard. Initially, this project will be placed in Preliminary Development (PD), but upon approval of the project concept report by the Idaho Transportation Department, the project will be moved to FY2006. The City of Caldwell is coordinating this project with the Blaine Street and Cleveland Boulevard pavement rehabilitation projects (Key Nos. 8827 and 8828) to be completed by the Idaho Transportation Department in FY2006.

The COMPASS Board reviewed this strategy at the November 15, 2004 meeting as part of the review of proposed balancing committee actions.

Status:

Table 1, as attached, provides the details of the proposed amendment.

Attachments

pc: File 685 Amendments

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TABLE 1
Amendment to the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program

ALPHABETICAL LISTING OF ALL PROJECTS

| No. | Project | Description | Cost | Federal Share | Local Share | Key No. | Year | Funding Source | Requesting Agency |
|-----|---|-------------------------------------|--------------------|--------------------|-----------------|---------|-----------|----------------|-------------------------|
| | <u>Cleveland Boulevard./Blaine Street, from 10th Avenue to Florida Street</u> | <u>Curb and gutter replacement.</u> | <u>\$1,320,000</u> | <u>\$1,223,112</u> | <u>\$96,888</u> | | <u>PD</u> | <u>STP-U</u> | <u>City of Caldwell</u> |



RESOLUTION No. 07-2005

**FOR THE PURPOSE OF AMENDING THE FY2005-2009 NAMPA URBANIZED AREA
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Community Planning Association desires to amend the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program when significant changes occur as part of timely reviews; and

WHEREAS, the Community Planning Association desires to take timely action to insure the availability of Federal Funds; and

WHEREAS, the attached memorandum dated January 11, 2005, summarizes the addition of the City of Caldwell Cleveland Boulevard/Blaine Street curb and gutter replacement project to the FY2005-2009 Nampa Urbanized Area Transportation Improvement Program and is made a part hereof.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board adopts this amendment to the Nampa Urbanized Area FY2005-2009 Transportation Improvement Program.

Dated this 24th day of January, 2005.

APPROVED:

By: _____
Bob Flowers, Chair
Community Planning Association Board

ATTEST:

By: _____
Matthew J. Stoll, Executive Director
Community Planning Association

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Matthew J. Stoll, Executive Director

DATE: January 12, 2005

RE: Review Possible Board Positions for 2005 Idaho Legislative Session

Action Requested:

Review possible Board positions for 2005 Idaho Legislative session.

Background:

Staff has reviewed and developed the following issue papers for five pieces of proposed legislation for the 2005 Idaho Legislative session.

- Issue Paper 01-2005: Public Infrastructure Improvements Districts
- Issue Paper 02-2005: GARVEE Bonding
- Issue Paper 03-2005: Regional Air Quality Act
- Issue Paper 04-2005: Public Transportation Policy
- Issue Paper 05-2005: 10% Ethanol Content Requirement for Idaho Gasoline

The intent, pros and cons, and possible positions for each piece of legislation are identified as part of each issue paper. Staff based their analyses for the issue papers upon available draft legislation, regulatory and technical information, experiences of other regions, and Board member input at the November 2004 meeting.

The COMPASS Board designated the Executive Committee as the Legislative Advisory Ad-Hoc Committee at its November 2004 meeting. In this role, the Executive Committee is to review the issues associated with proposed legislation and recommend a position statement to the Board.

Status:

The Executive Committee is scheduled to review the attached issue papers and formulate recommended position statements at a special meeting on Friday, January 21, 2005. The recommended position statements will be presented to the entire Board at its January 24, 2005 meeting for consideration.

Attachments

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800 S. Industry Way, Suite 100 • Meridian, ID 83642 • (208) 855- 2558 • Fax (208) 855-2559 • www.compassidaho.org



Issue Paper 01-2005: Public Infrastructure Improvements Districts (12/04)

Background

Last year state lawmakers worked with representatives of SunCor Development and others to introduce legislation enabling the establishment of Public Infrastructure Improvements Districts (PIDs) within Idaho. The legislation passed the Idaho House of Representatives but was never considered by the Idaho Senate. Proponents expect to introduce the bill again this year.

PIDs are essentially special limited purpose taxing districts formed to help finance public infrastructure improvements within the district. A bond is taken out against the guarantee that property owners will pay taxes to the district every year. Once the public infrastructure is improved, the public gains ownership of the infrastructure. A PID enables the utilization of tax exempt financing because the improvements are for the public benefit. A PID can issue bonds and can levy an annual tax for operation and maintenance. The debt incurred does not belong to the city or county in which the district is located. It is the debt of the district only. A PID allows a new community within the district to complete its public infrastructure with no financial impact on an existing community.

The theory is that if a developer funded the public infrastructure improvements through its own financing, the cost of infrastructure improvements would be passed on to the property owner through an immediate increased purchase price. With a PID, the purchase price is not affected and the cost of the public infrastructure improvements are paid through taxes which are both deductible and spread out over a period of time long enough to minimize the impact on the property owner.

PIDs are most likely to be used for large subdivisions. The legislation sets the minimum district size at 160 acres. The bonding is limited to 10% of the assessed value of the improved property to protect against overpayment of the developer.

Idaho Code already provides a financing mechanism for infrastructure improvements called Local Improvement Districts (LIDs). LIDs are typically used by city jurisdictions to improve infrastructure after development has already occurred. LIDs can be initiated either by a local jurisdiction (city, county, highway district) or by a majority of the property owners in a proposed LID. LIDs do not assess a tax per say and are not overseen by the State Tax Commission. Rather, LIDs guarantee their bonds by placing a priority lien on the property in the district. The local jurisdiction is responsible for the bond and bills property owners for the shared cost of improvements. The local jurisdiction is always responsible for how the infrastructure is built and maintained.

PIDs are seen by proponents as a more suitable financing mechanism for developing new large subdivisions. The PID proposal allows a variety of improvements to be financed with bonds, including landscaping and public gathering areas. LIDs are limited to "hard" infrastructure such as sewer lines. With a PID, the property owner, (initially the developer) decides what will be built, how it is constructed and is generally responsible for all aspects of the project. The proposal makes the PID a taxing district and the taxes paid by the property owner are tax deductible.

Pros and Cons

Only the developer and eventually the property owners in the district would be liable for the payback of bonds. The developer initially takes on the burden of up-front financing. PIDs also isolate the high cost of initial infrastructure construction in an area to those who are receiving the benefits rather than to the entire community.

Initial buyers into a PID take a risk that the remainder of the project will not be built. The 10% limit helps alleviate this concern, but the heaviest burden of bond repayment falls on those who have bought and built. Prospective buyers, especially the first few buyers, need to be informed of the risk.

Although PID bonds can fund on-going maintenance costs, proponents of the legislation say that city and county jurisdictions will be responsible for maintenance of the infrastructure at some point. The agreements between the developer and jurisdictions need to clearly spell out when the turnover of maintenance responsibilities happens and ensure that infrastructure is built to the local jurisdiction's required specifications.

The draft legislation does not currently restrict PIDs to city areas of impact. No provisions are made to assess the impacts of infrastructure improvements to areas outside the PID.

Local elected officials are required to sit on PID boards. A significant time commitment by elected officials may be necessary with the formation of numerous PIDs. Serving as an elected official of a local jurisdiction and as a member of a PID board may pose difficult conflicts of interest.

Other States

A similar structure called an Infrastructure Finance District (IFD) is used in Carlsbad, CA. An IFD can divert property tax increment revenues for 30 years to finance highways, transit, water systems, sewer projects, flood control, child care facilities, libraries, parks, and solid waste facilities. IFD's cannot pay for maintenance, repairs, operating costs, and services. For years, local officials were reluctant to form IFD's because they worried about the constitutionality of using tax increment revenue from property that was not within a redevelopment project area. When an Attorney General's opinion allayed those concerns, Carlsbad city officials formed a 200-acre IFD in 1999 to fund the public works for a new hotel located adjacent to the Legoland theme park.

Pennsylvania has an Infrastructure Development Program (IDP) that is run as a grant and low-interest loan financing program for public and private infrastructure improvements. Municipalities, industrial development authorities and corporations, and municipal authorities are eligible for these funds.

Possible Position Statements:

- 1) COMPASS chooses not to take a position on Public Infrastructure Improvements District (PID) legislation.
- 2) COMPASS opposes Public Infrastructure Improvements District (PID) legislation. The legislation as presented does not adequately address the impact of infrastructure improvements to areas outside the PID or liability for infrastructure maintenance costs.
- 3) COMPASS supports Public Infrastructure Improvements District (PID) legislation in concept as a means to ensure growth pays for itself. However, the legislation should ensure infrastructure maintenance costs of the development are born by the developer and PID residents.



COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

Issue Paper 02-2005: GARVEE Bonding (12/04)

Background

A 1995 federal law allows states to use “GARVEE” (Grant Anticipation Revenue Vehicles) Bonds as a mechanism for state and local agencies to accelerate funding for transportation projects. Proposed legislation would amend Idaho Code to allow agencies to use their future federal highway funds to pay the principal, interest, and other costs associated with the issuance of the bond. Without legislative approval, agencies cannot implement this funding option.

The traditional funding method requires states to schedule construction projects based on what can be paid to contractors from each year’s annual allotment of federal highway revenue. This often requires construction on large projects to be completed in separate phases over many years because it is a pay-as-you-go system.

Under the GARVEE process, a state can issue a long-term bond at a preferential interest rate. GARVEE bonds are treated as tax-free municipal bonds, exempt from state and federal taxation. Thus the state is able to obtain up-front capital to accelerate the completion of large highway projects rather than using the traditional pay-as-you-go method. Bonding allows the public to use transportation facilities as they are paid for, much like a homeowner uses a home mortgage.

Pros and Cons

GARVEE bonds allow state and local agencies to fund, schedule and complete large construction projects in a much shorter time frame. Bonding decreases project costs by avoiding future inflation and allows contractors to make more efficient use of labor and equipment. The ability to avoid inflation in real property values decreases project right-of-way costs. Accelerated transportation system improvements will have positive impacts on economic development.

A GARVEE bond borrows against expected future transportation funds, essentially pushing debt into the future. While it is an attractive idea to build new projects sooner rather than later, the commitment of on-going bond payments for those projects will be passed on to future elected officials and will reduce the funds available for maintenance and new construction. Agencies must weigh the risks of a future economic downturn and balance the use of bonds with the need to ensure continued funding to maintain and expand the transportation system. GARVEE bonds should show financial restraint and caps should be set on the amount that can be borrowed.

GARVEE bonds are best suited to large roadway, highway and bridge projects since these bonds borrow against federal highway funds. Federal legislation does not create a guarantee of future funding and several states back the bonds with their own revenue base. Idaho’s Highway Distribution Account can back GARVEE bonds but is precluded from backing transit projects. States may also purchase bond insurance as backing.

Federal law allows states to borrow against future federal transit funding using a similar bonding mechanism called Transit Grant Anticipation Notes (GANs). State legislation would need to specifically address GANs before transit agencies could exercise this funding option. GANs could be used to finance the capital expenses of a large public transportation project. However, because transportation agencies have no local revenue source for operating expenses, a large transit project would not likely use GANs until that source is identified.

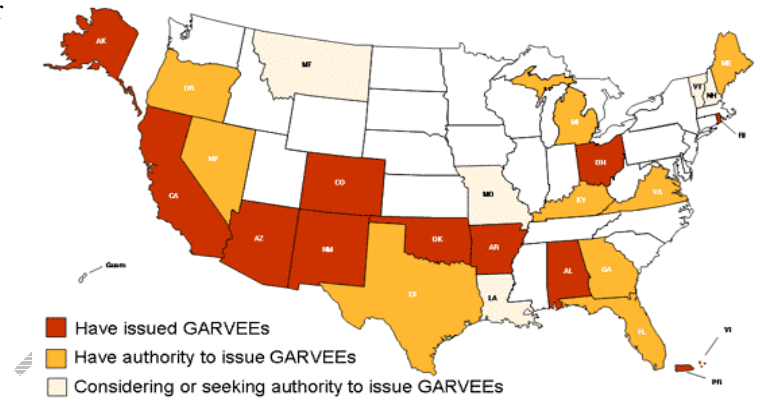
The Boise Metro Chamber of Commerce, the Idaho Association of Commerce and Industry (IACI) and the Idaho Transportation Department support GARVEE bonding.

Other States:

As of May 2004, GARVEE bond transactions have been issued in ten states and two territories. An additional nine states have authorized GARVEE bonding.

In 1999, Colorado voters approved a ballot question authorizing the use of GARVEEs to finance 24 corridor projects. During the vote, one of the key arguments centered on the inflation rate for highway construction. Estimates showed that over a 10-year period, interest payments of 5.0 percent plus issuance costs would add \$66 to the costs of repaying each \$100 increment of bond proceeds. Proponents compared this figure favorably with the costs of inflation if future inflation rates for highway construction were to average 8.9 percent. Opponents believed that the projected 8.9 percent inflation rate was too high and noted that lower inflation rates would erase any cost advantage associated with the pay as-you-use financing strategy and result in a more costly option. Actual interest rates on the Colorado GARVEEs issued range from 4.61 percent to 5.81 percent, and state officials expect that with sustained inflation rates this debt will produce net savings. To date, Colorado has issued \$2.3 billion in GARVEE bonds.

GARVEEs: State Participation



Source: American Association of State Highway and Transportation Officials (AASHTO), innovativefinance.org, May 2004

In March 2004, the State of California issued their first GARVEE bond of \$614 million. The funds will be used on eight projects throughout the state. State legislation stipulated that annual bond repayments cannot exceed 30% of the historical yearly federal transportation fund deposits into the State Highway Account.

The Flying Wye Interchange project in Idaho was built in phases over five years at a construction cost of \$80 million. Under GARVEE bonding, the project could have been built in three years at a savings of \$10 million (based on inflation and traffic control costs), according to discussions with the Idaho Transportation Department.

Possible Position Statements:

- 1) COMPASS strongly supports state legislation to authorize the use of GARVEE bonds as a mechanism for allowing state and local agencies to accelerate funding for transportation projects as long as there is a fiscally responsible cap on the amount that can be borrowed. Since an efficient transportation system is critical for economic development, it is in Idaho's best interest to use GARVEE bonding to complete large projects in a much shorter time frame.
- 2) COMPASS supports legislation allowing state and local transportation agencies to use GARVEE and GANs bonds for highway and transit projects as long as there is a fiscally responsible cap on the amount that can be borrowed. Accelerating the completion on major highway and transit improvements will encourage further economic development and save substantial inflation costs.
- 3) COMPASS opposes GARVEE bonding legislation.



COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

Issue Paper 03-2005: Regional Air Quality Act (12/04)

Background

The Interim Committee on Public Transportation and Air Quality unanimously supported the concept of legislation forming a “Treasure Valley Air Quality Council” within the Idaho Department of Environmental Quality. The draft legislation is being revised continually and future drafts are expected to encourage regional councils throughout the state and be less specific about the Treasure Valley Air Quality Council.

If passed, the bill will direct the council to develop and accept a Treasure Valley Air Quality Plan within one year. As part of the plan the council will assemble historical data on air quality in the region, complete a comprehensive analysis of regional air quality, and establish actions necessary to protect air quality. After accepting the plan the council will make the plan available to the public and all local agencies for comment, make revisions, and take the plan to the State Legislature for approval. After legislative approval of the plan, the council is to assist in its adoption and enforcement with state and local agencies. The council is given no regulatory or enforcement powers. The council will also conduct a public awareness program. Seven years after legislative approval of the plan, the council will disband.

The proposal requires that state and local government agencies incorporate and implement the plan to the greatest extent possible. If an agency chooses not to implement any element of the plan, the agency will be required to submit the reasons in writing to the council.

The Governor will appoint all fourteen members of the council. Membership is made up of an Ada and a Canyon County Commissioner, an Ada and a Canyon County elected city government official, two members representing agricultural interests, two for commercial interests, two for the manufacturing or food processing industry, two from environmental organizations and two members at-large who are full-time residents of Ada or Canyon Counties. Funds for the council are proposed to come primarily from grants, gifts and donations. The Legislature is not expected to recommend state funding.

The intent of the bill is to foster collaborative regional decision-making about strategies to improve air quality. Lawmakers, together with representatives of large private businesses, have discussed the benefits of acting pro-actively and have noted that collaboration between state and local agencies and the private sector on air quality issues is not currently occurring.

Pros and Cons

Currently there is no one place for all the stakeholders to come together to discuss air quality issues and decide on cooperative action. Bringing together all interested parties will increase the viability of proposed air quality management solutions if a consensus-based approach is used. The council could provide an unbiased forum for strategies that might be unpopular if proposed by a single agency. Much of the work described in the draft legislation has never been done and would be valuable to air quality planning in the region.

COMPASS staff has several suggestions for language changes in the draft proposal and would like the opportunity to participate as drafts are reviewed. One concern with the proposal is that the council needs more representation from local governments. The council includes six representatives from industry and four from local governments. Industry is already regulated by the Department of Environmental Quality. If the desire is to act pro-actively, the bulk of the burden will fall on local governments to implement and enforce new air quality initiatives.

The council's objective is to assist in the adoption and implementation of air quality measures, yet the council has no enforcement powers. If progress is to be made, some mechanism needs to be in place to foster both the collaboration needed to make decisions and the teeth to help ensure that recommendations are implemented. During discussions, members of the Interim Committee raised the issue of linking implementation of recommendations to the ability to receive federal transportation funds as a way of enforcing recommendations. The council would not have that authority. The COMPASS Board could provide this enforcement mechanism through its role as the Metropolitan Planning Organization.

Funding for the council is a concern. It is still unclear exactly where funding would come from or how much the project would cost even in the first year, much less over eight years. Regional air quality councils do not need to be approved by the state. Local governments could voluntarily form them without legislative action. However, lawmakers and industry want to take advantage of the opportunity to act pro-actively on regional air quality management. This legislation is seen by proponents as way to make collaboration happen more quickly than is otherwise perceived as possible.

Other States:

The proposed legislation is unique as applied to air quality, as it would develop pro-active strategies designed to prevent future federal action. Other large metropolitan areas are preparing air quality plans as a result of either pending or current non-attainment area designations by the Environmental Protection Agency. However, this model was successful at proactively addressing water quality issues in and around the Big Payette Lake Watershed in Valley County.

Usually in areas where there are no violations of federal air quality standards, a more informal approach to air quality management is taken. Industry, local governments and state agencies tend to act independently. Metropolitan planning organizations (MPOs) are a place where air quality stakeholders gather simply because of the MPO's responsibility to address the air quality impacts of transportation plans.

Possible Position Statements:

- 1) COMPASS supports the Regional Air Quality Act and directs staff to stay involved in discussions as the legislation is drafted. Formation of the Treasure Valley Air Quality Council provides an excellent opportunity for pro-active collaboration and action between all regional stakeholders in air quality management.
- 2) COMPASS opposes the concept of the Regional Air Quality Act. State action is not appropriate for the formation of regional air quality councils. The structure and scope of a region's efforts to collectively and pro-actively address air quality management issues should be left to the local governments within the area.
- 3) COMPASS supports the idea of regional air quality councils and directs staff to stay involved in discussions as the legislation is drafted. If the legislation doesn't pass, COMPASS will cooperate with regional partners to form a Treasure Valley Air Quality Council.



Issue Paper 04-2005: Public Transportation Policy (12/04)

Background

Public transportation agencies throughout the state banded together in 2003 to create the Idaho Task Force on Public Transportation. The forum provided an opportunity to educate legislators on the problems faced by public transportation agencies. Several legislators participated in this process. The following year, the Legislature formed the Interim Committee on Public Transportation and Air Quality to complete a study of public transportation and related air quality issues in Idaho. The committee was co-chaired by Senator Curt McKenzie and Representative JoAn Wood. The committee met three times during the summer of 2004. One of the outcomes of the committee was a recommendation for a state policy on public transportation. The policy reads as follows:

“It is therefore declared to be the policy of the state of Idaho to maintain a statewide commitment to improve public transportation services with proactive support of local and regional entities using state funds in conjunction with federal and local funds to:

1. Support public information programs and local public transportation planning in order to promote awareness and use of public transportation services;
2. Encourage the use of transportation alternatives to the use of motor vehicles for transporting only one (1) occupant in order to mitigate motor vehicle congestion and to promote energy conservation goals and compliance with clean air standards;
3. Support and assist the efforts of local governments to form regional public transportation authorities as provided for in chapter 21, title 40, Idaho Code;
4. Promote cooperative agreements between public and private transportation providers to minimize duplications in transportation services;
5. Foster public/private partnerships for provision of public transportation projects and services;
6. Provide technical assistance and training support to local and regional governmental and non-profit public transportation providers;
7. Encourage transportation entities to work in partnerships to integrate public transportation services into coordinated transportation systems.”

Pros and Cons

If adopted, the policy provides expanded language making it clear that Idaho supports public transportation throughout the state. The policy does not provide for possible funding sources for public transportation agencies. This draft legislation still has to go through the State House of Representatives and the State Senate and its passage is by no means guaranteed.

The legislative task force and interim committees were formed to educate lawmakers on the funding needs of public transportation and with the hope of furthering efforts to gain support for ways of funding public transportation that require state legislative approval. While it is a disappointment that no funding proposals have come out of this committee, involving multiple lawmakers in detailed discussions about the issue is a positive step forward. The opportunity to build relationships with lawmakers on these issues has been valuable and needs to be continued.

Possible Position Statements:

- 1) COMPASS strongly supports the proposed Public Transportation Policy legislation. COMPASS sees this policy as an important first step in creating statewide funding support for public transportation and alternative transportation options.
- 2) COMPASS supports the proposed Public Transportation Policy legislation, and strongly encourages the legislature to look further into the local funding options needed by public transportation agencies across the state. Funding is especially critical in the Treasure Valley because the Boise Urbanized Area can no longer use federal funds for operating the public transportation system. Dedicated local revenue sources are needed to expand and operate the system effectively to meet the needs of a growing population.
- 3) COMPASS chooses not to take a position on the proposed Public Transportation Policy legislation.

DRAFT



COMPASS

COMMUNITY PLANNING ASSOCIATION

of Southwest Idaho

Issue Paper 05-2005: 10% Ethanol Content Requirement for Idaho Gasoline (12/04)

Background

The Idaho Farm Bureau is proposing state legislation to require that gasoline sold in Idaho contain at least 10% ethanol by 2010. Proponents say the law will generate cleaner air, bolster the state's agricultural economy and reduce dependence on foreign oil.

Over the summer, the Farm Bureau made a presentation to the Interim Committee on Public Transportation and Air Quality on the benefits of ethanol use. Five legislators and several county commissioners took a tour of Minnesota in September to talk with elected officials and farmers about the successes of their ethanol program. In November, the Interim Committee endorsed, in concept, utilization of 10% blended ethanol gasoline for use in automobiles statewide and development and use of alternative fuels within the state.

Gasoline blended with 10% ethanol can be used in all vehicles commercially sold in the United States. State fuel tax revenues would not be affected by the Farm Bureau proposal because the current 2.5 cent ethanol tax credit would be phased out at the same time the ethanol content requirement is phased in.

Gasoline blended with ethanol has been shown to significantly reduce carbon monoxide tailpipe emissions from automobiles. States, cities and counties throughout the United States have used an ethanol content requirement to improve area air quality. Some farmers are supportive of the proposal because ethanol production is a growing industry and is seen as a way to expand the rural agricultural economy. The byproducts of several crops grown in Idaho, including corn stock, straw stubble and wheat straw could be used to produce ethanol and studies are underway to determine cost-effective ways to produce ethanol using Idaho products. While Idaho currently has no ethanol production plants, plants are being proposed in Payette, the Magic Valley and Idaho Falls.

Pros and Cons

Ethanol burns cleaner than regular gasoline and is biodegradable. Higher mixtures of ethanol in gasoline (in the 85% range) have been shown to reduce automobile emissions. However, studies are mixed on whether 10% ethanol blended gasoline is neutral to or worsens pollution problems. While Northern Ada County recently met federal standards for carbon monoxide in the air, recent exceedances of the national ambient air quality standards suggest that ozone and PM_{2.5} will likely be the future air quality problems. Ozone pollution is common in the summer when sunlight reacts with tailpipe emissions to form smog. Carbon monoxide pollution is more of a problem in the winter when cold air traps the gas close to the ground. 10% ethanol blended gasoline does reduce carbon-monoxide emissions from cars. Preserving the flexibility to use the fuel in winter and discouraging its use in the summer may make sense. Science and technology are rapidly evolving on this issue and recommendations will likely change as progress continues.

Requiring 10% ethanol content in Idaho gasoline would feasibly accelerate the development of an ethanol production industry in Idaho because it would create a guaranteed market for the product. A variety of Idaho agricultural products can be used to produce ethanol and the agricultural economy would clearly benefit from ethanol production. The Farm Bureau estimates that ethanol production in Idaho could generate 90 direct full-time jobs, 1,100 indirect jobs, a \$32 million payroll and more than \$2 million in property taxes.

Because one of the primary goals of ethanol use is to use Idaho's crops and to develop a sustainable market, sufficient time must be allowed for the creation of Idaho ethanol production plants, a blending system and efficient delivery to fueling stations.

Other States:

Minnesota started an ethanol program in 1980 by offering a 4 cent per gallon pump tax credit for 10% ethanol/gasoline blends. By 1986, 40% of the state's gasoline was 10% ethanol, but little ethanol was produced in Minnesota. That year, legislation reduced the pump tax credit and initiated a 20 cent per gallon cash incentive payment for ethanol produced in the state. In 1997 Minnesota passed a requirement for 10% ethanol content in state gasoline. Additionally, the ethanol program provided several other incentives for state ethanol production, raised local money for plants and sought commitments from farmers to supply corn. Minnesota farmers and lawmakers say the program has added substantially to their economy.

Minnesota Ethanol Production -vs- Market Penetration

| Year | Production (mm = million) | Estimated Consumption | % Minnesota Ethanol Produced in Minnesota |
|------|---------------------------|-----------------------|---|
| 1986 | 1 mm gal. | 25 mm gal. | 4% of total |
| 1994 | 24 mm gal. | 125 mm gal. | 20% of total |
| 2004 | 400 mm gal. | 240+ mm gal. | 167% of total |

Source: Minnesota Department of Agriculture, December 2004

The Twin Cities area in Minnesota had been designated by the Environment Protection Agency as a non-attainment area for carbon monoxide. With the help of the ethanol program, the area met federal carbon monoxide standards and achieved maintenance status. Minnesota does not have an ozone pollution problem, but state Department of Environmental Quality officials do have some indications that ozone pollution is on the rise.

In 2000, Hawaii signed into law a requirement that gasoline contain 10% ethanol and recently specified that it would go into effect by April 2006. Currently, ethanol producers are working to ready four plants on three islands for production using sugar cane. Hawaii also passed an ethanol facility tax incentive equal to 30 cents per gallon of plant capacity. Hence, producers will be able to sell ethanol to oil refiners at the wholesale price of gasoline. Oil refiners, who opposed the legislation from the start, are concerned that they won't have time to obtain the property and permits required to blend the gasoline. While oil companies warn of higher gasoline prices, state officials are predicting consumers won't see an increase.

Several states including California and New York voluntarily use 10% ethanol to oxygenate a large percentage of the gasoline sold in the state.

Possible Position Statements:

- 1) COMPASS supports requiring 10% ethanol content in Idaho gasoline by 2010. A 10% ethanol content requirement is a critical first step that may hasten the development of quality alternative fuels in Idaho. Increasing use of alternative fuels will ultimately lead to better air quality, a stronger agricultural economy and less dependence on foreign oil.
- 2) COMPASS supports the concept of ethanol in Idaho gasoline but prefers a specific ethanol content not be required by law. Flexibility is needed while science and technology develop the best methods to produce ethanol blended gasoline and use it in ways that improve air quality. COMPASS strongly supports the development of alternative fuel production in Idaho and encourages state lawmakers to consider effective strategies to bolster the industry.
- 3) COMPASS chooses not to take a position on the proposal to require 10% ethanol in Idaho gasoline.



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Charles Trainor, Director of Planning

DATE: January 12, 2005

RE: Review Growth Scenario Evaluations for *Communities in Motion and Blueprint for Good Growth*

Action Requested:

No action is requested. Staff will review the results of the growth scenarios developed from the November 16 and 17, 2004 workshops.

Background:

On November 16 and 17, 2004 four workshops were held to bring together citizens with staff and elected officials to develop maps on where people thought growth should occur. Out of the forty maps produced by the participants, the consultants created three scenarios of growth. These are:

Workshop Average Scenario. The average distribution of all the placed chips from the community workshops was used to develop this scenario. The average distribution reflects a “middle of the road scenario” and a development pattern that is compact in some locations, while quite dispersed in others.

Compact Urban Development – a Linear Urban Form. Growth in Ada and Canyon Counties over the next quarter of a century concentrates along high-capacity, multimodal transportation corridors that develop in the area. This scenario reflects the most concentrated version of growth, along with the highest mixture of alternative transportation modes.

Dispersed Satellite Cities. Growth is more evenly dispersed throughout the region. Smaller towns grow into complete self-sustaining cities, complete with a mix of housing and employment opportunities. Larger towns continue to grow and become cities. A new town forms adjacent to the Interstate-84 near the Kuna-Mora Road interchange.

More details on each are provided in the attachment.

In addition to these three scenarios, three others have been evaluated:

Trend. This is the allocation of growth based on county-level forecasts originally developed by John Church and allocated within each county based on vacant land, comprehensive plans, and prevailing densities. This scenario was used to develop the forecasts for the recent *Destination 2030 Limited Plan Update* for Ada County.

Suburban “Explosion.” This scenario took the Trend scenario and shifted additional residential growth to Canyon County in line with recent patterns of residential construction within Canyon County.

Changing Tides. This scenario is also based on the Trend but shifts additional residential and employment growth to Canyon County.

All of these scenarios have been tested against various transportation networks. Common to all scenarios were evaluating transportation using the base 2009 transportation network. This system includes existing roadways, improvements budgeted to occur by 2009, and existing levels and types of public transportation. Also tested were future 2030 transportation systems varying by scenario.

The three land use scenarios based on the Trend have no assumed additional transit services, while the three based on the workshops have different levels of transit. Types of transit services include:

- Light rail transit
- Commuter rail transit
- Bus rapid transit
- Express bus lines
- Improved local bus services
- Transit stations

Roadway options include:

- New and widened arterials
- Freeway widening
- New interchanges
- New freeways
- New expressways
- High occupancy vehicle lanes

Status:

The consultant teams for *Communities in Motion* and *Blueprint for Good Growth* will present key findings at the joint meeting of elected officials’ oversight groups for both projects on January 20, 2005 starting at 8:30 am at the COMPASS offices.

The intent of the variety is to show participants at the February 2-3 2005 workshops how the land use and transportation options interact. At the workshops, participants will be asked to consider the results of the preliminary analysis and to refine the land uses and the transportation options. One major difference in the second round will be the financial constraint placed on transportation options. Participants will only be issued a fixed amount of strips representing roadways or transit based on existing revenues. They will have to agree to new sources of funding to get more improvements. They will also be able to trade resources between different travel modes.

We will be seeking the Board’s endorsement of a preferred land use scenario in April 2005. Based on this preferred land use scenario, a transportation system plan will be developed for consideration in Fall 2005.

Please attend one of the sessions on February 2 and 3, 2005. Thank you.

Attachment (1)

pc: Task 661.03—2 Internal Memorandums

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Communities in Motion and Blueprint for Good Growth
Synthesis of Scenarios
December 8, 2004

The Emerging Scenarios

The results of the November 16th and 17th community workshops revealed a variation of desired development patterns for future growth in the Ada and Canyon County region. Studying the results, variations of development pattern groupings have begun to emerge. From the analysis of these patterns, four different plausible development scenarios are being developed: Community Results Distribution (the workshop raw average), Compact Linear Development, and Dispersed Satellite Cities. The following are brief descriptions of each scenario.

Workshop Average Scenario

The average distribution of all the placed chips from the community workshops is used to develop this scenario. Results from the workshop show a wide range of possible scenarios that could be developed, but the average distribution reflects a “middle of the road scenario” with respect to the total of all selected chipsets from the workshop and also the placement of the chips.

This “average scenario” reveals a development pattern that is compact in some locations, while quite dispersed in others.

The existing major city centers of Boise, Meridian, Nampa, and Caldwell continue to grow and upgrade their downtown areas. In Boise, residential growth within the area of impact is a combination of urban neighborhoods – in the areas closer to downtown – and small pockets of allowable lower density (rural conservation) housing in the foothills. Adjacent to the Micron campus, new development opportunities for offices, industry, and housing show some support. In Meridian, much of the new growth is concentrated in the northwest quadrant of the city just north of Ustick Rd. Reinvestment in a “main street” district occurs on Meridian Road. In Caldwell and Nampa, the cities experience reinvestment in their downtown areas, but also experience housing growth throughout both cities. Eagle, Star, and Middleton experience similar growth patterns to those of Nampa and Caldwell.

The outlying smaller towns experience some downtown investment as well, with plenty of low-density housing encircling them.

Low-density housing is spread throughout the region outside the areas of impact. Pockets of low-density to very-low density housing occur on vacant land between Kuna and Meridian, just south of Nampa, between Middleton and Star, between Star and Eagle, and on the prime farmland just north of Nampa between Caldwell and Meridian. Separation between cities is not always apparent.

The “average” transportation system includes the conversion of the existing freight rail corridor to a light rail or bus rapid transit (LRT/BRT) system between Caldwell/Nampa and Boise. If freeway expansion improvements are made, they are prioritized to serve transit as either exclusive transit lanes or high occupancy vehicle (HOV) lanes. New Boise River crossings would occur associated with an improved connection to State Highway 16 and the Three Cities River Crossing (Hwy 55). Combined roadway and transit improvements would be made along State Highway 16, 44, and 55 and US 20/26. East/West arterials such as Fairview, Overland, Franklin, and Victory would also have combined roadway and transit improvements. A new roadway connection (designed as an arterial, parkway, expressway, or freeway) would develop

south of I-84, beginning at one of the two interchanges south of Micron and extending to any number of connections along I-84 between Ten Mile and the State Highway 44 interchange. Some form of a loop transit system (express bus or BRT) would develop to connect many cities within the region (likely Boise, Garden City, Eagle, Star, Middleton, Caldwell, Nampa, and Meridian).

Compact Urban Development – a Linear Urban Form

Growth in Ada and Canyon Counties over the next quarter of a century concentrates along high-capacity, multimodal transportation corridors that develop in the area. Two primary corridors emerge with different forms of transit. The LRT/CRT corridor (light rail transit or commuter rail transit) is an east/west corridor extending from downtown Boise to downtown Caldwell. Express buses and vanpools provide direct links for outlying communities to this corridor. In addition, circulator bus routes provide high-frequency connections for households and jobs within a four-mile radius of transit stations. Areas around stations develop with high-quality pedestrian and bicycle amenities and mixes of land uses that are highly transit-supportive. A second transit corridor develops along the north side of the Boise River, as transit-oriented development occurs at key station areas extending from Boise to Eagle. Transit in this corridor (bus rapid transit or express bus) is given priority treatment to ensure that transit travel times are not more than 1.5 times that of auto travel times.

Development is guided by the attractiveness of station areas that are equipped with high-quality local transportation amenities (pedestrian, bicycle, and circulator transit) and connect to high-mobility transit services and transportation corridors. Central cities continue to attract median wage to high-paying jobs, while transit-oriented office parks, research and educational facilities, and high-intensity clean industries site in close proximity to the primary transit spine. All job growth occurs within Area of Impact boundaries or within 1.5 miles of the LRT/CRT corridor.

As such, a linear urban form begins to take shape as new and infill development grows astride the LRT/CRT corridor, connecting the east and west ends of the region. This corridor is accentuated by a pearl string of transit-station centers containing places for people to live, work, and conduct life's other daily activities. Between most of these stations are compact neighborhoods with a mix of housing types: small-lot single-family homes, townhomes, duplexes, condominiums, and apartments.

Downtown Boise continues as the seat of government for the State and the central city of the region. The downtown core area fills in with new office development and expands somewhat geographically. The growth in downtown Boise includes urban neighborhood residential, supporting residential retail, and additional retail, civic, and entertainment attractions. Reinvestment and expansion in all the downtowns – in Boise, Caldwell, Eagle, Kuna, Meridian, Middleton, Nampa, and Star – strengthens the sense of place and identity of each city and the region as a whole. Each city reinvests in its “main street” district, evolving them into places where residents and visitors enjoy the unique local heritage, public spaces and urban parks, and have access to civic institutions, restaurants, shops, movie theaters, and also to regional transportation connections.

Suburban styles of residential subdivisions still develop, but within the existing Areas of Impact. They connect to the growing cities and towns by an interconnected street network equipped with pedestrian and bicycle facilities. Each of these towns and cities is connected to the regional transit system by efficient transit technologies that include carpools, vanpools, circulator buses, and express buses.

Overall, much of the existing agricultural land is protected and remains undeveloped. Development on sensitive environmental lands is successfully discouraged and greenbelts form visible separation between cities.

Dispersed Satellite Cities

As the Ada and Canyon Counties region grow in the next 20 to 30 years, the desire to preserve agriculture resources and more evenly disperse growth throughout the region frames the growth of regional satellite cities. Current smaller towns Parma, Notus, Wilder, and Greenleaf, in the northwest section of Canyon County, and Melba in the southern end grow into complete self-sustaining cities, complete with a mix of housing and employment opportunities. Current closer-in towns of Middleton, Star, Eagle, and Kuna follow the same trajectory, continue to grow, and become larger cities. Additionally, a new town begins to form adjacent to the Interstate-84/Kuna-Mora Road interchange.

In conjunction, a complementary transportation system that connects these cities or activity areas will develop. The transportation system will contain a balance of highway, roadway, transit, and multi-modal improvements. Key multi-modal links connecting the satellite cities emerge including a BRT/CRT corridor connecting Caldwell, Nampa, Meridian, and Boise, as well as trunk line bus service between Eagle, Meridian, Garden City, and Boise. In addition, satellite express bus routes, offering peak period express service, develop to connect other satellite cities to the BRT/CRT corridors. Limited arterial improvements to compliment transit routes and connect satellite cities are also developed to provide travel choices between the communities.

Most of the new developments – new housing and employment opportunities – that are built in these satellite cities occur on vacant land. Minimal growth spills over existing areas of impact. Overall, this dispersed growth relieves growth pressures in the existing major urban centers in the region.

Caldwell, Nampa, Meridian, and Boise still continue to grow, but do not rely as much on redevelopment and infill when compared to the compact urban development scenario. These cities still experience development of some compact urban neighborhoods, but residential subdivisions are a more prevalent product being built within existing areas of impact. To a small extent, some areas outside the areas of impact are developed into rural housing conservation clusters. Within the satellite city areas, efficient pedestrian and bicycle connections are developed to promote walking and biking as viable transportation modes for local, shorter distance trips between clustered residential, employment, and shopping opportunities.

The dispersal of growth into satellite cities helps to preserve significant regional agricultural resources and open space. Only small portions of the existing agricultural land outside areas of impact are developed, primarily on lands deemed less productive and more suitable for development. Additionally, development on sensitive environmental lands is strongly discouraged. Separation between cities is noticeable with the protection of productive farms and important open space resources.

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Terri Schorzman, Communications Coordinator

DATE: January 10, 2005

RE: Review “Stakeholder Outreach Plan” for *Communities in Motion*

Action Requested:

Review “Stakeholder Outreach Plan” for *Communities in Motion*.

Background:

The “Stakeholder Outreach Plan,” included in its entirety in the December 2004 and January 2005 Board packets, is a dynamic document that may be modified in response to emerging issues and data during the planning process.

Prior to the expansion of *Communities in Motion* and the inclusion of the partnering counties, the original document, developed as the public involvement plan for *Communities in Motion* and supported by the Regional Technical Advisory Committee, provided thematic structure and philosophy on the approach to the public. The current working document continues the thematic structure while offering detailed requirements for each phase of the project.

Status:

As noted above, the specifications in the document are fluid and flexible enough to respond to changing needs identified during the planning process. Staff will highlight the key elements of the plan.

Attached is a summary of the Stakeholder Outreach Plan. A copy of the detailed Stakeholder Outreach Plan was included in the December 24, 2004, COMPASS Board packet and is available on the COMPASS website at:

<http://www.communitiesinmotion.org/Documents/StakeholderOutreachPlan-FINAL.pdf>

Attachment

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REGIONAL LONG-RANGE TRANSPORTATION PLAN 2030



Stakeholder Outreach Plan

Summary Elements*

Presented to COMPASS Board of Directors
January 24, 2005

COMPASS will seek representation from the wider community, will reach an underserved population, will offer a range of educational opportunities, and will provide public input to planners and decision-makers in a timely manner.

Philosophy of Communities in Motion public involvement

*The Public Involvement Plan overview can be found: www.communitiesinmotion.org/YourInvolvement/
The detailed Stakeholder Outreach Plan can be found: www.communitiesinmotion.org/Data and Reports/Technical Reports

Purpose

Public and stakeholder involvement, crucial to the success of *Communities in Motion*, will be **comprehensive, effective, and meaningful**. The Stakeholder Outreach Plan is a dynamic document that may be modified in response to emerging issues and data. Specifically, *Communities in Motion* public involvement will:

- Provide an open planning process with many opportunities for public participation.
- Communicate accurate, understandable, and timely information to the public.
- Gather input by providing people with meaningful opportunities to participate.
- Comply with requirements of Title VI Civil Rights Act of 1964 and ensure all citizens regardless of race or income have the opportunity to participate.
- Build upon previous COMPASS *Communities in Motion* public involvement efforts.
- Ask elected officials from partnering counties to determine the appropriate level of public involvement for their communities.

Phases and Goals

The public involvement approach for *Communities in Motion* is tied to thematic phases that build and enhance public participation throughout the planning process. These include communication protocols and materials, public events such as presentations and workshops, media activities, surveys, and public meetings.

| PHASE 1: Leading, Learning, Communicating January 2003 – on-going | Status |
|---|--|
| <p>Phase 1 set the stage for crafting the public involvement strategy for the region’s first long-range transportation plan.</p> <p>Goals:</p> <ol style="list-style-type: none"> 1. Create a database of people interested in the planning process. 2. Host a Transportation Café workshop for the Board, which resulted in Board vision for the plan. 3. Develop public involvement plan, including educational opportunities, media strategies, and materials. 4. Name the project, create logo, and design graphics for print and electronic materials. 5. Design a project-specific website (www.communitiesinmotion.org). 6. Implement evaluation process to assess the quality, viability, and effectiveness of public involvement. 7. Participate on the Regional Transportation Task Force. | <p>All goals completed; database and website, however, continue to be updated regularly. The Regional Transportation Task Force report is located on the <i>Communities in Motion</i> website.</p> |
| | |
| PHASE 2: Choice, Awareness, Participation October 2003 - on-going | Status |
| <p>Phase 2 asked the community to state their choices for growth, to become more aware of regional planning issues, and to participate in the planning process.</p> <ol style="list-style-type: none"> 1. Hold “Community Cafés” throughout region, representing a wide range of viewpoints. | <p>1. Done</p> |

| | |
|---|--|
| <ol style="list-style-type: none"> 2. Develop and implement educational forums. 3. Review other public involvement processes in the region over the past two years to determine public transportation needs. 4. Develop survey for scenario preferences. 5. Hold open houses throughout the region regarding scenario preferences. | <ol style="list-style-type: none"> 2. Hudnut presentation initiated forums 3. Done 4. To be completed 5. To be completed |
| | |
| <p>PHASE 3 – Expanding, Collecting, Sharing June 2004 –on-going</p> | <p>Status</p> |
| <p>Phase 3 represents the expanded planning region and subsequent need for more data collection, and the importance of sharing it with wider audiences.</p> <ol style="list-style-type: none"> 1. Establish Plan Coordination Team and Steering Committee 2. Meet with local elected officials and targeted stakeholder groups 3. Meet with COMPASS and Idaho Transportation Boards 4. Gather public input through additional workshops, meetings, and other means. The <i>Scenario Workshops</i> ask people to consider several transportation, land use, and economic futures, with the ultimate goal of developing effective strategies that support implementation of <i>Communities in Motion</i> while, where appropriate, be consistent, with the Ada County “Blueprint for Good Growth” adopted scenario. | <ol style="list-style-type: none"> 1. Done 2 – 4. On-going: the next workshops will be 2/2/05 and 2/3/05 |
| | |
| <p>PHASE 4 -- Reviewing, Evaluating, Adopting October 2004 – February 2006</p> | <p>Status</p> |
| <p>Phase 4 asks the public to review and evaluate <i>Communities in Motion</i>, and requests city and local jurisdictions, and the COMPASS Board, to adopt the plan.</p> <ol style="list-style-type: none"> 1. Provide Speakers’ Bureau presentations to groups about the draft plan 2. Provide Open Houses throughout region to present draft plan to the general public 3. Provide public hearings in each local jurisdiction* 4. Compile evaluation results to determine effectiveness of public involvement <p>*Each local jurisdiction that will adopt <i>Communities in Motion</i> will hold a public hearing. Prior to public hearings, COMPASS and the Idaho Transportation Department will make the draft <i>Communities in Motion</i> available for review and comments at easily accessible locations throughout the project area. The draft plan will be available on the project website, www.communitiesinmotion.org</p> | <ol style="list-style-type: none"> 1. On-going 2-4. To be completed |

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Toni Tisdale, Principal Planner

DATE: January 10, 2005

RE: **Review the Downtown Boise Mobility Study**

Action Requested:

None. Information only.

Background:

The Downtown Boise Mobility Study began in the spring of 2003 to create an innovative comprehensive transportation system for the downtown area that addresses metropolitan growth and provides options for people coming from, to, and through downtown Boise. Numerous meetings were held with local decision makers, planners, and area business leaders to discuss the various aspects of the study including employment and housing forecasts, the downtown circulator and multi-modal centers, bicycle and pedestrian pathways, and many other mobility issues.

The sponsors of this study include: Valley Regional Transit, Ada County Highway District, City of Boise, Boise State University, Capital City Development Corporation, COMPASS, and the Idaho Transportation Department. The study should be complete in early spring 2005.

The vision for downtown Boise stemming from the study includes:

1. An urban, pedestrian-oriented setting characterized by ease of movement and freedom from congestion for people and manageable congestion for vehicles.
2. A vibrant mix of uses, including housing, offices, services, retail, restaurants, hotels, public spaces, and cultural, entertainment, research and learning opportunities.
3. An interconnected, multi-modal system of transportation that sustains this character and connects downtown Boise to the larger region.
4. Smooth connectivity between various activity centers within the study area.

Status:

Kelli Fairless (Valley Regional Transit), Phil Kushlan (Capitol City Development Corporation), and Toni Tisdale will present a synopsis of the study findings. For more information of the Downtown Boise Mobility Study, please see the website:

<http://www.valleyride.org/downtownmobility.htm>

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DECEMBER 2004 - STAFF ACTIVITY REPORT

ITEM VI-A

| PROGRAM NO. | TITLE | LEAD STAFF |
|--------------------|--|-------------------------|
| 601 | UNIFIED PLANNING WORK PROGRAM AND BUDGET, DEVELOPMENT AND TRACKING | MATT STOLL |
| | <ul style="list-style-type: none"> • Prepared and presented Revision 2 of the FY2005 Unified Planning Work Program and Budget. • Processed and tracked revenue and expenditures associated with FY2005 Unified Planning Work Program and Budget. | |
| 605 | TRIENNIAL REVIEW | TONI TISDALE |
| | <ul style="list-style-type: none"> • Continued to monitor the Federal Register regarding the date of our review. Talked with Scott Frey at Federal Highway Administration, who said that the review will most likely take place in March or April with the final report following no later than July. | |
| 610 | SH 44 CORRIDOR PRESERVATION STUDY | PATRICIA NILSSON |
| | <ul style="list-style-type: none"> • Completed additional mapping of corridor. • Preparation for contract negotiation in January. | |
| 611 | US 20/26 CORRIDOR PRESERVATION STUDY | PATRICIA NILSSON |
| | <ul style="list-style-type: none"> • Completed additional mapping of corridor. • Preparation for contract negotiation in January. | |
| 612 | MIDDLETON ROAD CONNECTION STUDY | PATRICIA NILSSON |
| | <ul style="list-style-type: none"> • Idaho Transportation Department approved separate key number for this project. | |
| 620 | DEVELOPMENT MONITORING | CHARLES TRAINOR |
| | <ul style="list-style-type: none"> • Updated building permit data as received from local governments. | |
| 626 | POPULATION ESTIMATE DEVELOPMENT | CHARLES TRAINOR |
| | <ul style="list-style-type: none"> • No significant activity. | |
| 638 | MODE CHOICE MODEL DEVELOPMENT | JAY WITT |
| | <ul style="list-style-type: none"> • Refined the project's scope of work. • Began to develop the Professional Services Agreement for the project. • Began data collection for the project. • Worked with Fehr and Peers to begin a "4D" (density, design, destination, and diversity) analysis of the land use scenarios developed as part of the <i>Communities in Motion</i> planning project. | |

| PROGRAM NO. | TITLE | LEAD STAFF |
|--------------------|--|-------------------------------------|
| 644 | AIR QUALITY MODELING IMPROVEMENTS <ul style="list-style-type: none"> Continued developing a data needs analysis. | JAY WITT |
| 653 | OUTREACH PROGRAM DEVELOPMENT <ul style="list-style-type: none"> Provided customer service training for staff on December 2, 2004. Held staff Mission/Values Workshop Part 2 on December 6, 2004. Planned for next steps in vision process, strategic planning, and materials development (preparation for RFQ and selection process). | TERRI SCHORZMAN |
| 656 | STUDIES COORDINATION SYSTEM DEVELOPMENT <ul style="list-style-type: none"> No significant activity. | TONI TISDALE |
| 661 | COMMUNITIES IN MOTION <ul style="list-style-type: none"> Hosted a Plan Coordinating Team (PCT) meeting regarding the initial findings of the workshop scenarios. Hosted a joint Steering Committee and Blueprint for Good Growth Consortium meeting regarding the initial findings of the workshop scenarios. Began modeling the transportation impacts associated with the land use scenarios developed at the workshops. Initiated changes to the web site incorporating more reports/data and schedule information. Began planning for the Scenario Workshops (Phase II) in February. Issued "Save the Date" e-mail as a calendar placeholder to the database on December 17, 2004. Held a "mock" scenario workshop with Leadership Boise members. Developed the second newsletter, which will be mailed in January. Started getting on member agencies' schedules to provide a staff update on the Communities in Motion project. | CHARLES TRAINOR/TONI TISDALE |
| 662 | DESTINATION 2030 LIMITED PLAN UPDATE <ul style="list-style-type: none"> Finalized the draft Destination 2030 Limited Plan Update document for Board approval. Printed final Functional Classification maps for all Ada County entities. | TONI TISDALE |
| 685 | TRANSPORTATION IMPROVEMENT PROGRAM <ul style="list-style-type: none"> Continued to provide support to projects in Canyon County to ensure Idaho Transportation Department requirements are progressing. Assisted member agencies with Transportation Enhancement applications. Prepared amendment to FY2006-2009 Transportation Improvement Program to add SH55 (I-84 to Franklin Road continuous turn lane) project. Developed and submitted CMAQ grant applications to obtain funding for future projects. Assisted the City of Nampa and Ada County Highway District with the development of CMAQ grant applications. | PATRICIA NILSSON |

| PROGRAM NO. | TITLE | LEAD STAFF |
|-------------|--|------------------------|
| 701 | GENERAL MEMBERSHIP SERVICES <ul style="list-style-type: none"> • Completed several transportation modeling alternatives for the Ten Mile Access Study for the consultants working under contract for the Idaho Transportation Department. • Participated in meetings of the Downtown Meridian Circulation Plan. • Produced approximately 68 maps for member agencies. • Assisted Kuna and CommuteRide staff with GIS issues. • Updated the Canyon County centerline file. • Met with Canyon Highway District regarding their concerns about a possible Can-Ada Road widening project and provided research about the area in question. • Revised the Planned Community Review Policy after meeting with the Regional Technical Advisory Committee. • Discussed demographic projections, needs, and options with Meridian School District representatives. • Held a COMPASS orientation/"jump start" workshop for elected officials from Ada and Canyon Counties. • Participated in an Ada County Highway District and Idaho Transportation Department workshop regarding a regional transportation management center on December 10, 2004. | CHARLES TRAINOR |
| 703 | GENERAL PUBLIC SERVICES <ul style="list-style-type: none"> • Provided information to public on demographics and traffic issues. • Produced approximately 44 maps for general public. • Discussed COMPASS and its future direction and efforts with various community and business leaders. | CHARLES TRAINOR |
| 705 | TRANSPORTATION LIAISON SERVICES <ul style="list-style-type: none"> • Participated in the following ValleyRide committees: ValleyRide Management Coordinating Council (VMCC) and Operations Committee. • Discussed COMPASS and its current and future services with various Board member and staff. • Created "white papers" for five legislative issues expected to be discussed in the 2005 Legislative session. • Worked with various members in preparing applications for projects in the Reauthorization of TEA-21. Requested letters of support for the priority projects from all members. • Met with Congressional delegation staff regarding the value of COMPASS expanding its' lobbying efforts to include annual appropriation requests. • Hosted a workshop regarding COMPASS' lobbying efforts for transportation bill reauthorization and annual appropriations and possible partnerships with member agencies. • Participated in the Association of Canyon County Highway Districts' bi-monthly meeting. • Participated in a December 7, 2004 meeting between Ada County Highway District and COMPASS staff for the purpose of improving communication and coordination between the two agencies. | MATT STOLL |
| 707 | EDUCATIONAL SERVICES <ul style="list-style-type: none"> • No significant activity. | TERRI SCHORZMAN |

| PROGRAM NO. | TITLE | LEAD STAFF |
|--------------------|---|------------------------|
| 720 | THREE CITIES RIVER CROSSING <ul style="list-style-type: none"> Revised model runs in response to requests from Ada County Highway District. Attended a Technical Committee meeting in December. | CHARLES TRAINOR |
| 723 | MIDDLETON CIRCULATION PLAN <ul style="list-style-type: none"> No significant activity. | CHARLES TRAINOR |
| 725 | DOWNTOWN BOISE MOBILITY STUDY <ul style="list-style-type: none"> No significant activity. | CHARLES TRAINOR |
| 729 | LAKE HAZEL – GOWEN STUDY <ul style="list-style-type: none"> No significant activity. | CHARLES TRAINOR |
| 733 | CLEAN CITIES COALITION PARTICIPATION <ul style="list-style-type: none"> Participated in a Clean Cities Coalition Steering Committee Meeting on December 22nd. | JAY WITT |
| 735 | PUBLIC TRANSPORTATION AND AIR QUALITY INTERIM COMMITTEE <ul style="list-style-type: none"> No significant activity. | TONI TISDALE |
| 755 | ACHD/IMPACT FEE PROGRAM <ul style="list-style-type: none"> Met with Ada County Highway District staff to discuss the proposed schedule for revision of the impact fee ordinance. | JAY WITT |
| 801 | TRANSPORTATION STAFF DEVELOPMENT <ul style="list-style-type: none"> Attended VISSIM Model Training. Attended training Citilabs travel demand modeling software. Attended an Association of Metropolitan Planning Organizations (AMPO) Air Quality Group meeting in Houston, Texas. | JEANNE URLEZAGA |
| 820 | COMMITTEE SUPPORT <ul style="list-style-type: none"> Provided staff support to the COMPASS Board of Directors and all sub-committees. | JEANNE URLEZAGA |
| 836 | MODEL MAINTENANCE <ul style="list-style-type: none"> Continued to make improvements to the travel demand-forecasting model as identified. | JAY WITT |

| PROGRAM NO. | TITLE | LEAD STAFF |
|--------------------|--|------------------------|
| 842 | CONGESTION MANAGEMENT SYSTEM MAINTENANCE <ul style="list-style-type: none"> • Began drafting the System Plan document for Board approval this spring. | JAY WITT |
| 860 | GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE <ul style="list-style-type: none"> • Participated in the monthly Ada County Special Interest Group cooperative mapping meeting. • Maintained various countywide geographic data layers. • Provided monthly map updates to Public Safety and Boise City Planning & Zoning. • Distributed the monthly Data Dissemination compact disks to subscribers. • Sold approximately 16 ortho-photography sections. • Continued migration from coverage to geodatabase in cooperation with member agencies. • Supported planning activities by providing approximately 12 mapping and data requests. | ROSS DODGE |
| 960 | INFORMATION TECHNOLOGY <ul style="list-style-type: none"> • Attended Disaster Recovery Web seminar • Configured new Xerox color scanner to scan to file server. • Attended Blackberry training. • Prepared Information Technology short and long term recommendations. • Added File Transfer Protocol (FTP) services to COMPASS web site. | JEANNE URLEZAGA |
| 991 | SUPPORT SERVICES LABOR <ul style="list-style-type: none"> • Completed Annual Audit fieldwork. • Completed Open enrollment for Cafeteria Plan benefits. • Installed and provided training on new Xerox copier. • Attended regular staff meetings and prepared monthly status reports. • Oversaw general administration and personnel. | JEANNE URLEZAGA |

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Patricia A. Nilsson, AICP, Principal Planner

DATE: January 10, 2005

RE: Status Report – Corridor Studies

Action Requested:

None. Information only.

Background:

Staff is currently managing three corridor studies as part of the FY2005 Unified Planning Work Program and Budget - Middleton Road Connections for the City of Nampa and separate studies of State Highway 44 and U.S. 20/26 for the Idaho Transportation Department.

Status:

Middleton Road Connections: Staff provided the necessary financial status and other information necessary for the Idaho Transportation Department to create a new key number for this project. It had been included in Key No. 9134, Canyon County Planning, and was recently assigned Key No. 9660.

State Highway 44 and U.S. 20/26 Corridor Studies: During December 2004, staff continued with completion of corridor mapping and preparation for contract negotiations with each team. The initial negotiation sessions are scheduled for January 12 and 14, 2005.

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Jay Witt, P.E., Modeling Principal Planner

DATE: January 7, 2005

RE: Status Report – Current Air Quality Efforts

Action Requested:

None. Information only.

Background:

The information below provides a monthly update on air quality efforts in the Treasure Valley.

Status:

AIR QUALITY MONITORING

- The Idaho Department of Environmental Quality reported Treasure Valley pollution levels in the moderate range for five days during December 2004.
 - All of the five days were moderate due to PM_{2.5} levels.
 - Open (outdoor) burning bans were requested for one of the moderate PM_{2.5} days.
 - Ada County monitors recorded the highest PM_{2.5} concentration three of the five days.
 - No woodstove/fireplace (wood burning) bans were issued during December 2004.

- The Idaho Department of Environmental Quality reported Treasure Valley pollutant levels in the moderate range approximately 16% of the time (58 out of 366 days) during calendar year 2004.
 - Coarse particulate matter (PM₁₀) levels accounted for 17% of the moderate air pollution days in 2004 (or 10 out of 58 days).
 - Fine particulate matter (PM_{2.5}) levels accounted for 41% of the moderate air pollution days in 2004 (or 24 out of 58 days).
 - Ozone levels accounted for 41% of the moderate air pollution days in 2004 (or 24 out of 58 days).
 - Ada County monitors recorded the highest air pollution levels 52% of the time on moderate air pollution days in 2004 (or 30 of the 58 days).

TREASURE VALLEY

- Staff participated in an Association of Metropolitan Planning Organizations (AMPO) Air Quality Technical Group meeting on December 13-14, 2004. Topics of discussion included diesel retrofit technology, linking land use and air quality analyses, and transportation conformity.
- Staff participated in a Treasure Valley Clean Cities Coalition Steering Committee meeting on December 22, 2004. The committee discussed the possibility of a vehicle dealership outreach program, working to establish a public biodiesel (B20) pump to replace the one that closed in September 2004, funding mechanisms for a dedicated Clean Cities Coordinator position, and agenda items for upcoming stakeholder meetings.

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Linda Ritter, Assistant Planner

DATE: January 10, 2005

RE: Status Report – Current Transportation Project Information

Action Requested:

None. Information only.

Background:

The information below provides a monthly update on transportation trends, issues, and current project status.

Status:

The following are the most recent monthly statistics compared to the same month a year ago:

| Boise Air Terminal | November 2004 | November 2003 | % Change |
|---|--------------------------|--------------------------|---------------------|
| Monthly Air Passengers (Inbound and Outbound) | 242,625 | 214,827 | 12.9% |
| Monthly Air Freight (Inbound and Outbound) (tons) | 3,545 | 3,564 | -0.5% |

| Public Transportation Monthly Ridership | November 2004 | November 2003 | % Change |
|--|--------------------------|--------------------------|---------------------|
| ACHD VanPool * | 13,195 | 10,761 | 22.6% |
| ValleyRide/BUS** | Unavailable | Unavailable | N/A |
| Treasure Valley Metro/Transit*** | 12,853 | 9,754 | 31.8% |
| Total | 26,048 | 20,515 | 27.0% |

*ACHD VanPool ridership increased due to new routes.

**ValleyRide is in the process of analyzing their data collection system and reevaluating the information collected and setting performance measures and trends.

***Treasure Valley Metro/Transit experienced an increase in ridership in 2004.

STATUS OF PROJECTS ADA COUNTY

I-84, Blacks Creek Rest Area

Daris Bruce, Idaho Transportation Department – 334-8322

This project has been advanced from Preliminary Development (PD) to FY 2005 in the Statewide Transportation Improvement Program. The Idaho Transportation Department District 3 and the consultant are working on finalizing the plans and specifications. The consultant is currently working on the sewer line design.

I-84, Ten Mile Interchange Access Report

Daris Bruce, Idaho Transportation Department – 334-8322

The Traffic Forecast Report has been reviewed by the Idaho Transportation Department District 3 and returned for corrections. The Environmental Scan has also been reviewed by the District and returned for corrections. A coordination meeting with the Federal Highway Administration was held and Federal Highway Administration requested a review of the traffic forecast with the interchange at Black Cat versus Ten Mile. This is being completed and could delay the project by approximately 2 months.

I-84, Orchard Street to Gowen Road Corridor Study

Daris Bruce, Idaho Transportation Department – 334-8322

The draft interchange alternatives report is being reviewed by the Idaho Transportation Department.

SH-16, Improvement Study

Daris Bruce, Idaho Transportation Department – 334-8322

Environmental work is the critical path at this time. The public hearings held in October were well attended and in general, the Idaho Transportation Department received positive responses. The Finding of No Significant Impacts (FONSI) has been submitted to the Federal Highway Administration for approval. Environmental work is expected to be completed in January 2005. A supplemental has been issued to generate the 2005 right-of-way plans.

SH-16, Intersection of Substation Road, Near Emmett

Daris Bruce, Idaho Transportation Department – 334-8322

The Idaho Transportation Department is awaiting pricing from the contractor to begin construction of the dynamic advanced warning signal.

SH-44, Corridor Preservation, I-84 (west of Middleton) to Eagle

Daris Bruce, Idaho Transportation Department – 334-8322

Washington Group was selected to perform this study. Contract negotiations and scoping are in progress.

SH-55, Eagle Road Infrastructure Improvements, Phase 1, 2, & 3
Daris Bruce, Idaho Transportation Department – 334-8322

The final scopes of work and estimates are being finalized for the public involvement and Concept Development professional agreements. The agreements are expected to be completed in January 2005 and work by the consultants will begin immediately thereafter.

SH-55, Eagle Road Traffic Study
Daris Bruce, Idaho Transportation Department – 334-8322

A stakeholder workshop will be held in January to better understand the needs of our stakeholders. The study is anticipated to be completed by April/May 2005.

US-20/26, Cloverdale Road to Hewlett Packard Main Entrance and US-20/26, Hewlett Packard Main Entrance to Joplin Road
Daris Bruce, Idaho Transportation Department – 334-8322

These are two companion projects. Right-of-Way negotiations are in progress. The consultant is incorporating corrections and revisions from the plans, specifications, and engineer's estimate (PS&E) review. Environmental re-evaluation is being completed by the District. Anticipated plans, specifications, and engineer's estimate package submittal is scheduled for April 2005.

US 20/26, Corridor Preservation, Caldwell to Boise
Daris Bruce, Idaho Transportation Department – 334-8322

Parametrix was selected to perform this study. Contract negotiations and scoping are in progress.

US 20/26 and SH 44, Intersection Striping (Curtis Clean Sweep)
Daris Bruce, Idaho Transportation Department – 334-8322

The Contractor is nearly complete with center turn lanes between Meridian Road and Locust Grove Road on US 20/26 and Linder Road and Meridian Road on SH 44. Minor slowing may occur. The work for this project is performed at night.

US 20/26, Lateral Siphon Replacement Milepost 25.9 (King Excavation)
Daris Bruce, Idaho Transportation Department – 334-8322

This is a lateral siphon replacement contract. The Idaho Transportation Department is providing traffic control. Work will commence on January 3, 2005 and continue for approximately one week. The work for this project will be completed at night with no anticipated traffic impacts.

CANYON COUNTY

I-84, Karcher Interchange, Nampa
Daris Bruce, Idaho Transportation Department – 334-8322

The plans, specification, and engineer's estimate review is complete. Right-of-way acquisition work continues, with some condemnations anticipated. The Idaho Transportation Department currently anticipates a right-of-way certificate in January 2005, and plan to advertise, award, and

start the project in March/April 2005. Bid opening for the West Lateral work is January 11, 2005 with a completion date of March 5, 2005.

SH-55, Marsing Road to Sunnyslope Road

Daris Bruce, Idaho Transportation Department – 334-8322

A historical significance evaluation for the removal of the existing canal structure is being prepared by the Environmental Consultant. A Wetlands Jurisdictional Determination is being reviewed by the US Army Corps of Engineers and the 404 Joint Permit has been prepared by Idaho Transportation Department District 3 staff.

Nampa Traffic Circulation

Paul Raymond, City of Nampa - 468-4422

The City of Nampa is continuing the process of upgrading and coordinating the traffic signals in and around the downtown area.

Roads to be Rebuilt 2004-2005

Casey Bequeath, Canyon Highway District #4- 454-8135

Road

| | |
|--|---------------------|
| Pride Lane, from Apricot Lane to Highway 55 | 1.00 |
| Orchard Avenue, from Indiana Avenue to Midway Road | 2.00 overlay |
| Blessinger Road, from Foothill Road, north to Culdesac | .50 |
| Tenth Avenue, from State Highway 55 to Homedale Road | 1.00 |
| Homedale Road, from Indiana Avenue to Lake Avenue | 1.00 |
| Linden Road, from KCID Road to Middleton Road | 1.00 |
| Edna Road, from east of Kingsbury Road-straighten canal area | |
| Freezeout Road, from Willis Lane to Sand Hollow Road | 4.00 overlay |
| Lansing Lane, from Foothill Road to Purple Sage Road | <u>1.20</u> overlay |
| Totals | 11.7 miles |

Bridgework

| | |
|------------------|---|
| Hartley Lane | Canyon Hill Canal, north of State Highway 44 |
| Lincoln Road | Fifteen Mile Creek, east of Midland Boulevard |
| Midland Road | Mason Creek, 42' south of Linden Road |
| Tenth Avenue | Deer Flat Caldwell Canal, south of Homedale Road |
| Walker Lake Road | Deer Flat Highline Canal, south of Lake Shore Drive |

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| DEMOGRAPHIC ADVISORY COMMITTEE | | | | | | | | | |
|--|----------------|-------------------------------|-----------------|----------------|-----------------------------|----------------|----------------------------|-----------------------------|--------------|
| Attendance List of Members | | | | | | | | | |
| Member Agency/Name | May '04 | June '04 Skip Mtg. | July '04 | Aug '04 | Sept '04 No Mtg. | Oct '04 | Nov '04 No Mtg. | Dec. '04 No Mtg. | TOTAL |
| General Membership | | | | | | | | | |
| Ada County/ <i>J. Cecil</i> | | | | 1 | | 1 | | | 2 |
| Ada Citizen/ <i>J. Barrett</i> | 1 | | | | | | | | 1 |
| Ada Chamber/ <i>J. Grunke</i> | | | | 1 | | 1 | | | 2 |
| Ada Dev.-R.E./ <i>M. Wardle</i> | 1 | | | 1 | | 1 | | | 3 |
| ACHD/ <i>K. Levihn</i> | 1 | | 1 | 1 | | | | | 3 |
| City of Boise/ <i>H. Simmons</i> | 1 | | 1 | 1 | | | | | 3 |
| City of Eagle/ <i>N. Baird Spencer</i> | 1 | | 1 | 1 | | | | | 3 |
| City of Garden City/ <i>B. Nejad</i> | | | | | | | | | 0 |
| City of Kuna/ <i>M. Halstead</i> | | | 1 | | | 1 | | | 2 |
| City of Meridian/ <i>A. Canning</i> | | | 1 | 1 | | | | | 2 |
| City of Star/ <i>D. Stegenga</i> | 1 | | 1 | 1 | | 1 | | | 4 |
| Canyon County/ <i>L. Jensen</i> | | | | | | | | | 0 |
| Canyon Citizen/ <i>D. Wallace</i> | 1 | | | | | 1 | | | 2 |
| Canyon Chamber/ <i>G. Vezzoso</i> | 1 | | 1 | | | 1 | | | 3 |
| Canyon Dev-R.E./ <i>Vacant</i> | | | | | | | | | 0 |
| ACCHD/ <i>V. Isaccson</i> | | | | | | | | | 0 |
| City of Caldwell/ <i>S. Hasson</i> | | | | | | | | | 0 |
| City of Middleton/ <i>M. Berent</i> | 1 | | | 1 | | | | | 2 |
| City of Nampa/ <i>N. Holm</i> | | | | | | | | | 0 |
| ValleyRide/ <i>K. Fairless</i> | 1 | | 1 | 1 | | | | | 3 |
| BSU/ <i>Vacant</i> | | | | | | | | | 0 |
| Public Utility/ <i>K. Sikes (ID Power)</i> | 1 | | 1 | 1 | | 1 | | | 4 |
| DEQ/ <i>J. Garcia</i> | | | 1 | | | 1 | | | 2 |
| COMPASS | 1 | | 1 | 1 | | 1 | | | 4 |

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REGIONAL TECHNICAL ADVISORY COMMITTEE

Attendance List of Members

| <u>Member Agency</u> | May '04 | June Special Mtg | June '04 | July '04 | Aug '04 | Sept '04 | Oct '04 | Nov '04 No Mtg. | Dec '04 | TOTAL |
|--------------------------------------|---------|---------------------|----------|----------|---------|----------|---------|--------------------|---------|-------|
| General Membership | | | | | | | | | | |
| Ada County | 1 | | 1 | | 1 | 1 | 1 | | 1 | 6 |
| Ada County Highway District | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 8 |
| City of Boise | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | 7 |
| City of Eagle | 1 | 1 | 1 | | 1 | | | | 1 | 5 |
| City of Garden City | | | | | | | | | | 0 |
| City of Kuna | | | 1 | 1 | | 1 | | | | 3 |
| City of Meridian | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 8 |
| City of Star | 1 | 1 | 1 | 1 | 1 | 1 | | | 1 | 7 |
| Canyon County | | 1 | 1 | | 1 | 1 | 1 | | 1 | 6 |
| ACCHD | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 8 |
| City of Caldwell | | | 1 | | | | | | | 1 |
| City of Middleton | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 7 |
| City of Nampa | 1 | 1 | | 1 | | 1 | 1 | | 1 | 6 |
| Special Membership | | | | | | | | | | |
| BSU | | | | | | | | | | 0 |
| CCDC | | | | | | | | | 1 | 1 |
| ITD | 1 | | 1 | 1 | 1 | 1 | 1 | | 1 | 7 |
| Independent School Dist. of Boise | | 1 | | 1 | 1 | 1 | | | | 4 |
| Joint School Dist. #2 | 1 | | | | | | | | 1 | 2 |
| ValleyRide | | 1 | | 1 | | | | | | 2 |
| Ex-Officio | | | | | | | | | | |
| Central District Health | | | | | | | | | | 0 |
| COMPASS | 1 | 1 | 1 | 1 | 1 | | 1 | | 1 | 7 |
| Idaho Dept. of Environmental Quality | 1 | 1 | 1 | | | | | | | 3 |

TRANSPORTATION MODEL ADVISORY COMMITTEE

Attendance List of Members

| Member Agency/Name | May '04 | June '04 | July '04 Skip Mtg | Aug '04 | Sept '04 Skip Mtg | Oct '04 | Nov '04 No Mtg. | Dec '04 | TOTAL |
|--|----------------|-----------------|------------------------------|----------------|------------------------------|----------------|----------------------------|----------------|--------------|
| General Membership | | | | | | | | | |
| Ada County/ <i>Vacant</i> | | | | | | | | | 0 |
| ACHD/ <i>K. Kemmer, Chair</i> | 1 | 1 | | 1 | | 1 | | 1 | 5 |
| <i>J. Rosenlund</i> | 1 | 1 | | 1 | | 1 | | 1 | 5 |
| City of Boise/ <i>K. Lacey</i> | 1 | | | 1 | | 1 | | 1 | 4 |
| DEQ/ <i>J. Garcia</i> | | 1 | | | | | | 1 | 2 |
| ITD/ <i>D. Coonce</i> | | 1 | | 1 | | | | 1 | 3 |
| ITD/ <i>G. Sanderson</i> | 1 | 1 | | | | 1 | | 1 | 4 |
| Canyon Hwy Dist #4/ <i>C. Bequeath</i> | 1 | | | | | | | 1 | 2 |
| Canyon Cnty Dev Serv/ <i>L. Jensen</i> | | 1 | | | | | | 1 | 2 |
| City of Nampa/ <i>P. Raymond</i> | | | | | | | | | 0 |
| Nampa Hwy Dist#4/ <i>J. Buffington</i> | | | | | | | | 1 | 1 |
| CC Small Cities Rep/ <i>V. Brewer</i> | 1 | 1 | | 1 | | 1 | | 1 | 5 |
| COMPASS | 1 | 1 | | 1 | | 1 | | 1 | 5 |
| ValleyRide/ <i>K. Fairless</i> | | | | | | 1 | | | 1 |
| Appointed Transportation/Land Use/Air Quality Professionals | | | | | | | | | |
| Fehr & Peers/ <i>R. Miliam or S. Jones</i> | | | | 1 | | 1 | | 1 | 3 |
| Keller Assoc./ <i>T. Reynen</i> | 1 | 1 | | 1 | | | | 1 | 4 |
| Pline Engineering/ <i>J. Pline</i> | | 1 | | 1 | | | | 1 | 3 |
| Washington Group/ <i>D. Szplett</i> | 1 | 1 | | 1 | | 1 | | 1 | 5 |