

V. INFORMATION/DISCUSSION ITEMS

- 2:40 A. *Status Report – Finance Committee* *David Ferdinand*
David Ferdinand, Vice Chair, will recap the March 20, 2007, Special Finance Committee meeting.
- 2:50 B. *Review Idaho Department of Lands Public Use Right-of-Way Policy* *John Cunningham*
Staff will review the Idaho Department of Lands public use right-of-way policy.
- Page 26 3:00 * C. *Status Report - Functional Classification/Street Typologies Study* *Charles Trainor*
Staff will report on progress and findings of the Functional Classification/Street Typologies study.
- Page 28 3:10 * D. *Review Preliminary FY 2008-2012 Transportation Improvement Programs* *Toni Tisdale*
Staff will present the preliminary Transportation Improvement Programs for FY 2008-2012. Approval for release will be sought in June 2007.

VI. EXECUTIVE DIRECTORS REPORT (3:20)

- A. *Staff Activity Report*
The March 2007 staff activity report can be accessed on the COMPASS website at the address referenced above.
- B. *Status Report – Corridor Studies*
The monthly status report on the corridor studies can be accessed on the COMPASS website at the address referenced above.
- C. *Status Report – Current Air Quality Efforts*
The monthly status report on air quality issues can be accessed on the COMPASS website at the address referenced above.
- D. *Status Report – Current Transportation Project Information*
The monthly status report on current transportation projects and issues can be accessed on the COMPASS website at the address referenced above.
- E. *Status Report – Standing Committees’ Attendance*
The monthly status report on standing committees’ attendance can be accessed on the COMPASS website at the address referenced above.
- F. *Status Report – Treasure Valley High Capacity Transit Study*
The monthly status report on the Treasure Valley High Capacity Transit Study can be accessed on the COMPASS website at the address referenced above.
- G. *Status Report – Legislative Activities*
The monthly status report on COMPASS’ legislative advisors’ activity can be accessed on the COMPASS website at the address referenced above.

VII. ADJOURNMENT (3:25)

*Enclosures

Times are approximate. Agenda is subject to change.

BOARD OF DIRECTORS' MEETING
MARCH 19, 2007
ADA COUNTY COURTHOUSE
BOISE, IDAHO
****MINUTES****

**ATTENDEES:**

Rebecca Arnold, Commissioner, Ada County Highway District
 A.J. Balukoff, Trustee, Independent School District of Boise City
 Dave Bieter, Mayor, City of Boise, **Secretary-Treasurer**
 Keith Bird, Councilman, City of Meridian
 Vernon Bisterfeldt, Councilman, City of Boise
 Dave Bivens, Commissioner, Ada County Highway District, Ex officio
 Jim Blacker, Councilman, City of Caldwell
 Alan Brock, Commissioner, Golden Gate/Notus-Parma Highway District
 Elaine Clegg, Councilwoman, City of Boise
 Tom Dale, Mayor, City of Nampa, **Chair**
 Tammy de Weerd, Mayor, City of Meridian
 Russell Duke, Central District Health, Ex officio
 John Evans, Mayor, City of Garden City
 Kelli Fairless, Valley Regional Transit
 David Ferdinand, Commissioner, Canyon County
 John Franden, Commissioner, Ada County Highway District, **Chair-Elect**
 Leonard Herr for, Pete Wagner, Idaho Department of Environmental Quality
 Jeffery Lang, Councilman, for Dean Obray, Mayor, City of Kuna
 Carol McKee, Commissioner, Ada County Highway District
 Frank McKeever, Mayor, City of Middleton
 Bryce Millar, Commissioner, Nampa Highway District #1
 Brent Orton for Garret Nancolas, Mayor, City of Caldwell, **Vice-Chair**
 Louis Pifher, Trustee, for Mike Vuittonet, Trustee, Joint School District #2
 Steven Rule, Commissioner, Canyon County
 Jerome Scroggins, Commissioner, Canyon Highway District #4
 Matt Stoll, Executive Director, Community Planning Association, Ex officio
 Martin Thorne, Councilman, City of Nampa
 Bill Vaughn for Nancy Merrill, Mayor, City of Eagle
 Paul Woods, Commissioner, Ada County
 Rick Yzaguirre, Commissioner, Ada County

MEMBERS ABSENT:

Matt Beebe, Commissioner, Canyon County
 Jeff Malmen, Governor's Office, Ex officio
 Anne Horn, Mayor, City of Notus
 Phil Kushlan, Capital City Development Corporation
 James Maguire, Boise State University
 Nathan Mitchell, Mayor, City of Star
 Patrick Rice, Greater Boise Auditorium District, Ex officio
 Eric Shannon, Idaho Transportation Department
 Fred Tilman, Commissioner, Ada County
 Margaret Watson, Mayor, City of Parma

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OTHERS: Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Dave Butzier, Connecting Idaho
Phil Choate, Idaho Transportation Department
Lethal Coe, Community Planning Association
John Cunningham, Community Planning Association
Matt Ellsworth, City of Meridian
Nester Fernandez, Idaho Transportation Department
Kathleen Lacey, City of Boise
Pam Lowe, Idaho Transportation Department
Don Matson, Community Planning Association
Carl Miller, Community Planning Association
Patricia Nilsson, City of Boise
Charles Rountree, Councilman, City of Meridian
Terri Schorzman, Community Planning Association
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Jeanne Urlezaga, Community Planning Association
Mary Ann Waldinger, Community Planning Association

CALL TO ORDER:

Chair Dale called the meeting to order at 1:35 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll noted that copies of the *Communities in Motion* Executive Summary had been placed on the table for Board members. He stated that if anyone had questions regarding the summary to contact either him or Terri Schorzman.

CONSENT AGENDA

- A. Approve February 26, 2007, Board Meeting Minutes**
- B. Receive Approved January 16, 2007, Executive Committee Meeting Minutes**

Vern Bisterfeldt moved and Tammy de Weerd seconded approval of the Consent Agenda as presented. Motion passed unanimously.

SPECIAL ITEM

- A. Introduce Pam Lowe, Idaho Transportation Department Director**

Chair Dale introduced Pam Lowe who was appointed as the Director of the Idaho Transportation Department in December 2006. Director Lowe presented an over view of how state funds are distributed and what will happen if funding levels are not increased.

ACTION ITEMS

- A. Approve 2007 Population Estimates**

Charles Trainor presented 2007 population estimates based on 2000-2006 building permits for single family units, multi-family units, and mobile homes/manufactured housing. These estimates will be the basis for the 2008 COMPASS membership dues formula.

After discussion, **Tammy de Weerd moved and Keith Bird seconded approval of the 2007 population estimates as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. *Status Report – Connecting Idaho/GARVEE*

Dave Butzier, Connecting Idaho, provided a status report on GARVEE funding and upcoming transportation projects.

B. *Review Funding Levels for the Project Prioritization Process*

Toni Tisdale reviewed the “split funding option” to be used to determine Surface Transportation Program-Urban funding levels for the project prioritization process.

C. *Status Report - Growth Issues*

Charles Trainor reviewed different approaches and issues to developing regional growth forecasts.

D. *Status Report – Land Use Modeling Software*

Carl Miller reviewed two land use models to interact with the existing travel demand model. The models, to be developed in phases, will provide a better tool to evaluate transportation networks, growth patterns, and public policy.

E. *Status Report – Legislative Issues*

Ken Burgess, Veritas Advisors, provided a status report on current state legislative issues and federal appropriations.

ADJOURNMENT

Tammy de Weerd moved and Frank McKeever seconded adjournment at 3:30 p.m.

Dated this 16th day of April 2007.

APPROVED:

***BY: _____
Tom Dale, Chair
Community Planning Association***

ATTEST:

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

**EXECUTIVE COMMITTEE MEETING MINUTES
JANUARY 16, 2007
COMPASS CONFERENCE ROOM**



****MINUTES****

ATTENDEES: Matt Beebe, Commissioner, Canyon County
Dave Bieter, Mayor, City of Boise
Keith Bird, Councilman, for Tammy de Weerd, Mayor, City of Meridian, **Chair**
Tom Dale, Mayor, City of Nampa, **Chair-Elect**
John Franden, Commissioner, Ada County Highway District, **Vice-Chair**
Frank McKeever, Mayor, City of Middleton
Matt Stoll, Executive Director, Community Planning Association, Ex officio

MEMBERS ABSENT: Nancy Merrill, Mayor, City of Eagle
Garret Nancolas, Mayor, City of Caldwell, **Secretary-Treasurer**
Fred Tilman, Commissioner, Ada County

OTHERS PRESENT: Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Terri Schorzman, Community Planning Association
Jeanne Urlezaga, Community Planning Association

CALL TO ORDER:

Chair-elect Tom Dale called the meeting to order at 2:10 p.m.

AGENDA ADDITIONS/CHANGES

Matt Stoll stated Mayor Merrill requested that Item V-B, Notification of City of Eagle's Transportation Needs Study be postponed until she can be present. Matt requested to change the item to a discussion of topics for the May 2007 Board Retreat.

Matt Beebe moved and Keith Bird seconded to amend the agenda as proposed. Motion passed unanimously.

OPEN DISCUSSION/ANNOUNCEMENT

Matt Stoll announced the American Council of Engineering Companies of Idaho awarded Kittelson & Associates 1st place for **Communities in Motion** in the category of "Studies, Research, and Consulting Engineering Services" for engineering excellence. **Communities in Motion** also received a Grand Award in recognition of the innovative techniques and high future value of the project. The project will be profiled at the ISPE Annual Banquet in Boise on March 23, 2007.

CONSENT AGENDA

A. Approve December 19, 2006, Executive Committee Meeting Minutes

Matt Stoll noted the date on the signature page was wrong and that staff had made the correction.

Frank McKeever moved and Matt Beebe seconded approval of the Consent Agenda with noted change. Motion passed unanimously.

ACTION ITEMS

A. Establish February 26, 2007, COMPASS Board Meeting Agenda

Matt Stoll reviewed staff proposed Agenda Items 1-15 for the regularly scheduled February 2007 meeting.

Matt was directed to invite Idaho Transportation Board Chairman Darrell Manning to the February 2007 Board meeting.

After discussion, **John Franden moved and Keith Bird seconded approval of February 26, 2006, COMPASS Board meeting agenda items 1-15 as presented. Motion passed unanimously.**

B. Approve Board Member Travel Request

Matt Stoll presented travel requests for Tom Dale, Tammy de Weerd and himself for January 31 – February 2, 2007, to Calgary, Canada to attend a Lincoln Institute of Land Policy professional development course entitled **Regional Collaboration: Learning to Think and Act Like a Region.**

After discussion, **John Franden moved and Matt Beebe seconded approval of travel requests for Tammy de Weerd, Tom Dale and Matt Stoll as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Status Report –Legislative Activities

Matt Stoll and Ken Burgess provided an update on recent activities relevant to the COMPASS legislative agenda.

B. Discuss Possible Topics for May 2007 COMPASS Board Retreat

After discussion, it was agreed to discuss financing options for the transportation system at the May 2007 COMPASS Board Retreat.

ADJOURNMENT

John Franden moved and Frank McKeever seconded adjournment at 3:05 p.m. Motion passed unanimously.

Dated this 20th day of February 2007.

APPROVED:

BY: _____
Tom Dale, Chair
Community Planning Association

ATTEST:

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

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IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

ITEM III-C

(208) 334-8000
itd.idaho.gov

March 16, 2007

Matt Stoll
Executive Director
Community Planning Association of Southwest Idaho (COMPASS)
800 South Industry Way, Suite 100
Meridian, ID 83642

MAR 21 2007

Re: ITD Representation on COMPASS

Dear Matt:

With the departure of Eric Shannon, Assistant District 3 Engineer Scott Gurnsey will represent ITD on COMPASS until a new District 3 Engineer is selected. Scott has been attending COMPASS Board Meetings and workshops, and should provide continuity during this interim period.

Please contact me at 334-8807 if you have any questions for concerns.

Sincerely,

A handwritten signature in cursive script that reads 'Pamela K. Lowe'.

PAMELA K. LOWE, P.E.
Director

cc: Scott Gurnsey
Matthew Moore
Pat Williams

COMPASS BOARD MEETING AGENDA ITEM IV-A

DATE: APRIL 16, 2007



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Proposed FY2008 General and Special Membership Dues

Summary:

In April 2005, the COMPASS Board approved a five-year phase out of Surface Transportation Program (STP) funds that have been used to support agency administrative operations. With this phase out strategy, the Board agreed to increase membership dues to cover the loss of STP funds and the projected increased salary and fringe expenses.

The FY2008 General Membership dues are calculated on a per person rate based on the Board approved April 1, 2007, Population Estimates. Special Membership dues are equal to 1% of the total combined General Membership dues.

Staff Recommendation/Request:

Board approval of the FY2008 General and Special Membership dues as presented.

Implication (policy and/or financial)

Adoption of General and Special Membership dues assists in the development of the FY2008 Unified Planning Work Program and Budget and allows adequate time for member agencies to dedicate dollars needed in their budgeting process.

Highlights

- Population estimates used to calculate the proposed member dues were approved at the March 19, 2007 COMPASS Board meeting.
- Proposed per-person member dues of \$1.47 remains unchanged from the prior year.
- Proposed member dues for each member agency were presented at the March 20, 2007 Finance and Executive Committee Meetings. The Committees recommend Board approval of the proposed member dues.

Additional Information:

1) Attachments:

- Projected Dues Required With 5- Year Phase Out of STP Revenue; and
- Projected Revenue and Expense, with noted assumptions.

2) For more detailed information, contact Jeanne Urlezaga, Director of Operations, at 855-2558 ext. 242 or jurlezaga@compassidaho.org.

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
PROJECTED DUES REQUIRED WITH 5-YEAR PHASE OUT OF STP REVENUE
FY2007 - FY2012**

ATTACHMENT A

	FY2007		FY2008		FY2009		FY2010		FY2011		FY2012	
	Approved Population	\$ 1.47 Per Person	Approved Population	\$ 1.47 Per Person	Estimated Population	\$ 1.69 Per Person	Estimated Population	\$ 1.83 Per Person	Estimated Population	\$ 1.87 Per Person	Estimated Population	\$ 1.92 Per Person
GENERAL MEMBERS												
ADA COUNTY					4.50% increase		4.50% increase		4.50% increase		4.50% increase	
Ada County	55,830	201,502	57,493	208,113	60,080	250,026	62,784	282,921	65,609	302,115	68,561	324,152
Ada County Highway District		201,502		208,113		250,026		282,921		302,115		324,152
City of Boise	211,473	103,622	213,503	104,616	223,111	125,686	233,151	142,222	243,642	151,870	254,606	162,948
City of Eagle	20,131	9,864	20,951	10,266	21,894	12,334	22,879	13,956	23,909	14,903	24,984	15,990
City of Garden City	12,074	5,916	12,352	6,052	12,908	7,271	13,489	8,228	14,096	8,786	14,730	9,427
City of Kuna	12,647	6,197	14,261	6,988	14,903	8,395	15,573	9,500	16,274	10,144	17,007	10,884
City of Meridian	66,565	32,617	71,866	35,214	75,100	42,306	78,479	47,872	82,011	51,120	85,702	54,849
City of Star	4,594	2,251	5,548	2,719	5,798	3,266	6,059	3,696	6,331	3,946	6,616	4,234
TOTAL ADA COUNTY	383,314	563,472	395,974	582,082	413,793	699,310	432,414	791,317	451,872	845,001	472,206	906,636
CANYON COUNTY												
Association of Canyon County Highway Districts		37,638		37,576		45,144		51,083		54,549		58,528
Canyon County	51,208	131,444	51,124	137,751	53,425	165,493	55,829	187,267	58,341	199,971	60,966	214,557
City of Caldwell	38,028	27,951	40,873	30,042	42,712	36,092	44,634	40,840	46,643	43,611	48,742	46,792
City of Greenleaf	912	-	912	-	953	-	996	-	1,041	-	1,088	-
City of Melba	561	-	571	-	597	-	624	-	652	-	681	-
City of Middleton	4,575	3,363	5,151	3,786	5,383	4,548	5,625	5,147	5,878	5,496	6,143	5,897
City of Nampa	76,436	56,180	81,354	59,795	85,015	71,838	88,841	81,289	92,838	86,804	97,016	93,136
City of Notus	558	410	588	432	614	519	642	588	671	627	701	673
City of Parma	1,921	1,412	1,996	1,467	2,086	1,763	2,180	1,994	2,278	2,130	2,380	2,226
City of Wilder	1,582	-	1,682	-	1,758	-	1,837	-	1,919	-	2,006	-
TOTAL CANYON COUNTY	175,781	258,398	184,251	270,849	192,542	325,396	201,207	368,208	210,261	393,188	219,723	421,808
SPECIAL MEMBERS												
Boise State University		8,200		8,500		10,200		11,600		12,400		13,300
Capital City Development Corporation		8,200		8,500		10,200		11,600		12,400		13,300
Department of Environmental Quality		8,200		8,500		10,200		11,600		12,400		13,300
Idaho Transportation Department		8,200		8,500		10,200		11,600		12,400		13,300
Independent School District of Boise City		8,200		8,500		10,200		11,600		12,400		13,300
Joint School District #2		8,200		8,500		10,200		11,600		12,400		13,300
Valley Regional Transit		8,200		8,500		10,200		11,600		12,400		13,300
TOTAL SPECIAL MEMBERS		57,400		59,500		71,400		81,200		86,800		93,100
TOTAL COMPASS DUES		879,270		912,431		1,096,106		1,240,725		1,324,989		1,421,544
NET INCREASE				33,161		183,676		144,619		84,264		96,555

ASSUMPTIONS:

1. 4.5% Population Increase per Year.
2. Increase CPG \$ to Reflect Idaho Transportation Department Projections.

Dues distribution is based on the Joint Powers Agreement

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
PROJECTED REVENUE AND EXPENSE
WITH 5-YEAR PHASE OUT OF STP REVENUE
FY2007 - FY2012**

ATTACHMENT B

	UPWP Rev-1 FY2007	Estimate FY2008	Estimate FY2009	Estimate FY2010	Estimate FY2011	Estimate FY2012	
REVENUES							
General Membership	821,870	852,931	1,024,706	1,159,525	1,238,189	1,328,444	1
Special Membership	57,400	59,500	71,400	81,200	86,800	93,100	1
CPG - FY05 Carryover	49,147	-					
CPG - FY06 Carryover	233,264	-					
CPG - FY07 - FY12	1,097,665	1,128,027	1,155,605	1,155,605	1,155,605	1,155,605	2
STP-TMA - Key #8697, Trans Plan, Ada (carry over)	37,221	-					
STP-TMA - Key #8960, Rail Cor Study	277,980						
VRT - Local Match for Key #8960	22,020						
STP-U, Key #7702; Treasure Valley High Capacity Tra	7,945						
STP-U Key #9193 FY06, Purple Sage/Beacon Light Str	48,000	-					
Canyon Hwy Dist. - Local Match on Purple Sage/Beac	3,802	-					
STP-State Key #7826 US 20/26	1,666,941	64,862					3
ITD Match for Key #7826 US 20/26	132,046	5,138					3
STP-State Key #7827 SH 44	1,027,174	64,862					3
ITD Match for Key #7827 SH 44	81,367	5,138					3
STP-TMA - Key #9825, Freight Study	310,000	216,500					4
STP-TMA - Key #9827, Travel Survey				277,980			5
STP-TMA - Key #9826, HVIntersection	185,320	-					6
STP-TMA - Trans Plan, Ada	146,000	98,220	49,110				7
STP-U, Trans Plan, Canyon	37,064	25,018	12,046				7
FTA - AMPO, Treasure Valley Mgt. Strategy Grant	24,288	-					
ITD Communities in Motion	32,393	-					
Carry over local dollars from fund balance	25,948	17,150					
In-Kind Match - AMPO Grant	11,423	-					
Data Dissemination	9,000	4,000	-	-	-	-	8
Interest Income	6,000	8,000	8,000	8,000	8,000	8,000	9
Map/Publication Sales	11,000	13,000	13,000	13,000	13,000	13,000	9
Orthophotography - COMPASS Funding	100,000	-					
Orthophotography - Participating Agencies	260,000	-					
TOTAL PROJECTED REVENUE	6,722,278	2,562,346	2,333,867	2,695,310	2,501,594	2,598,149	

	FY2007	FY2008	FY2009	FY2010	FY2011	FY2011	
EXPENSES							
Salary (3.00% Increase per year)	1,026,300	1,057,089	1,088,802	1,121,466	1,155,110	1,189,763	10
Fringe (10.00% Increase per year)	392,654	431,919	475,111	522,622	574,885	632,373	11
Contingency (Overtime/Bonus)	20,000	20,000	20,000	20,000	20,000	20,000	
Sick Time Trade	10,000	10,000	10,000	10,000	10,000	10,000	
Subtotal	1,448,954	1,519,008	1,593,913	1,674,088	1,759,994	1,852,136	
Indirect Operations and Maintenance	328,000	328,000	328,000	328,000	328,000	328,000	12
Direct Operations and Maintenance	4,761,409	565,250	260,600	538,600	260,600	260,600	13
Building Fund	183,915	150,000	150,000	150,000	150,000	150,000	14
	-						
TOTAL PROJECTED EXPENSE	6,722,278	2,562,258	2,332,513	2,690,688	2,498,594	2,590,736	

CHANGE IN FUND BALANCE	(0)	87	1,354	4,622	3,000	7,413
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ASSUMPTIONS:

- 1 Membership dues based on April 2007 population estimates. Assumes a 4.5% growth factor in FY09 and out.
- 2 5 year projections for Consolidated Planning Grant (FY07 through FY09 provided by ITD; FY10 through FY11 held constant from FY09).
- 3 Assume Corridor studies are completed in FY2008.
- 4 \$216,500 FY08 funds are carry-over from PY. Assume that all funding will be spent on consultant.
- 5 Assume that all funding will be spent on consultant; COMPASS labor to be covered under modeling.
- 6 Assume that all funding will be spent on consultant.
- 7 Maintain 5 Year phase out of STP planning dollars.
- 8 Anticipate decline in revenues due to out dated technology.
- 9 Adjust Other Income levels to reflect more current estimates.
- 10 Assume 19 positions with a 3% merit increases each year for FY2008 - FY2012.
- 11 Assume 10% annual increase in total benefit costs each year.
- 12 Maintain indirect costs at FY2007, Revision 1
- 13 Maintain \$260,600 base level in direct costs, adjusting as necessary.
- 14 Continue with Funding of Building Fund

COMPASS BOARD MEETING AGENDA ITEM IV-B

DATE: APRIL 16, 2007



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Funding Levels for the Prioritization Process

Summary:

The COMPASS Board approved the Project Prioritization Process on December 18, 2006. The policy action for Surface Transportation Program – Urban funding was the “split funding” option, which allows a pre-determined percentage of available funding for specific categories. The “split funding” option was chosen to fund projects across various jurisdictions and to allow flexibility to protect available funds in case of a project delay.

COMPASS staff worked closely with member agency staff to develop a set of categories and funding percentages for the Transportation Improvement Programs. The policy statement recommended by the Regional Technical Advisory Committee is provided as Attachment 1, with details to support the recommendation provided as Attachment 2.

Staff Recommendation/Request:

COMPASS staff requests approval of the recommendation of the funding categories and percentages of funding for the Surface Transportation Program – Urban and Transportation Management Area, as shown in Attachment 1.

Implication (policy and/or financial):

In order to use the policy for the FY 2008-2012 update process, approval must occur prior to June 2007. With continued cost increases and stagnant revenue, staff is not certain that the new programs will contain additional projects.

Highlights:

Three categories of funding were recommended:

- Corridor Development / Construction
- Minor Capital Projects
- Public Transportation, Pedestrian and Bicycle Facilities, Intelligent Transportation System, and/or Studies

The Regional Technical Advisory Committee recommended different funding percentages for Ada and Canyon Counties. Details are provided in Attachment 1.

More Information:

- 1) Attachment 1 – Draft COMPASS Board Policy
- 2) Attachment 2 – Support Materials
- 3) For detailed information contact: Toni Tisdale, Principal Planner, 855-2558, extension 228, or email ttisdale@compassidaho.org.

pc: 685

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DRAFT COMPASS Board Policy
Project Prioritization Process
Funding Policy for Surface Transportation Program – Urban

The Project Prioritization Process was adopted by the COMPASS Board on December 18, 2006. At the time of adoption, there were five options for Board policy regarding Surface Transportation Program – Urban funding. The COMPASS Board directed staff to work with the Regional Technical Advisory Committee to recommend categories and funding percentages for the “split funding” option.

The “split funding” option combines several options by providing a large share of the funding for a priority corridor, as well as allowing some flexibility and diversity for projects in other parts of the region. The percentage split can be shifted as the needs change or as the Board directs. The Annual Monitoring Report will keep the Board apprised of land use development as well as transportation system maintenance. The policy should be viewed as a guideline, because stringent limitations could affect the viability of projects due to the uncertainty of cost increases.

Upon adoption of this policy, the Project Prioritization Process document will be updated to include the actual policy rather than options.

A rough estimate of the FY 2012 dollars available for Surface Transportation Program - Urban funding totals approximately \$5.5 million for Northern Ada County and \$1.5 million¹ for the Nampa Urbanized Area. The Regional Technical Advisory Committee recommends the following categories and percentages for Surface Transportation Program - Urban funding:

<i>Category</i>	<i>Northern Ada County Percentage / Amount</i>		<i>Nampa Urbanized Area Percentage / Amount</i>		<i>Caveats</i>
Corridor Development/Construction	55%	\$3,025,000	60%	\$900,000	None identified.
Minor Capital Projects	30%	\$1,650,000	30%	\$450,000	Must include \$550,000 for Northern Ada County Overlays per COMPASS Board Policy.
Public Transportation, Pedestrian and Bicycle Facilities, Intelligent Transportation System, and/or Studies	15%	\$825,000	10%	\$150,000	Must include \$220,000 for Northern Ada County Rideshare and \$55,000 for Nampa Urbanized Area Rideshare per COMPASS Board Policy.

¹ The Nampa Urbanized Area shares Surface Transportation Program – Urban funds with other urbanized areas throughout the state of Idaho. A specific amount of funding is not allocated to the Nampa Urbanized Area at this time.

Support Materials
Project Prioritization Process
Funding Policy for Surface Transportation Program – Urban

In order to determine a viable recommendation for the new Project Prioritization Process, a historical glimpse of past projects in the Surface Transportation Program – Urban was provided. Detailed information is available upon request.

Summary of Surface Transportation Program - Urban and TMA FY 2002-2006

Based on Obligations
(numbers in \$1,000)

	All	Roadways	Transit	Study	Pathway	*ITS
2002	3,964	1,697	228	2,039	0	0
2003	5,011	3,649	315	1,047	0	0
2004	2,349	791	280	792	0	486
2005	7,133	4,960	735	1,255	78	105
2006	9,766	9,651	50	170	0	-105
Total	28,223	20,748	1,608	5,303	78	486
% of Total		73.5%	5.7%	18.8%	0.3%	1.7%

*Intelligent Transportation System

Summary of Surface Transportation Program - Urban and TMA FY 2007-PD

Based on Scheduled Amounts
(numbers in \$1,000)

	All	Roadways	Transit	Study	Pathway	*ITS
2007	7,679	6,671	275	733	0	0
2008	11,135	10,725	275	133	0	2
2009	7,065	6,724	275	66	0	0
2010	7,104	6,474	330	300	0	0
2011	5,673	4,972	220	0	0	481
PD	16,333	13,662	220	1,350	0	1,101
Total	54,989	49,228	1,595	2,582	0	1,584
% of Total		89.5%	2.9%	4.7%	0.0%	2.9%

*Intelligent Transportation System

The estimated cost of projects is also an important factor when determining a recommendation for federal funding.

Example Costs for Transportation (2005 Dollars)	
Limited Access – New 4 Lane	\$27-30 Million/Mile
Arterial – New 5 Lane	\$5-10 Million/Mile
Rural Highway – 2 Lane	\$1 Million/Mile
Corridor Preservation Urban	\$1.5-2 Million/Mile
Corridor Preservation Rural	\$1-1.5 Million/Mile
Transit Bus (Capital)	\$350,000 - \$400,000
Rail Construction	\$10-20 Million/Mile
Bridge	\$7-9 Million/Structure

Source: *Communities in Motion, open house materials, October 2005; and information from the Regional Technical Advisory Committee, October 2006.*

Communities in Motion is focused on corridor-level development; however, some minor projects are considered “consistent” with the intent of the plan. Projects that are “consistent” with the plan include, but are not limited to:

- Capital transit projects
- Intelligent Transportation System projects
- Intersections
- Pedestrian and Bicycle Facilities
- Traffic Signals
- Short roadway sections of up to five-lane sections (one to two miles in length)
- Safety projects

COMPASS BOARD MEETING AGENDA ITEM IV-C

DATE: APRIL 16, 2007



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Treasure Valley High Capacity Transit Study (TVHCTS): Oversight Committee Formation

Summary:

COMPASS, in conjunction with Valley Regional Transit (VRT), is conducting the TVHCTS. This study consists of:

- Downtown Boise Circulator Alternatives Analysis
- Downtown Boise Multi-Modal Center Development
- Priority Corridor (I-84/I-184) Alternatives Analysis

VRT is the local recipient for funds dedicated to the two downtown projects and has created the Downtown Policy Advisory Committee (DPAC) to oversee study progress.

This committee will focus on funding and development strategies needed to implement two core concepts that were originally proposed in the Downtown Boise Mobility Study which are being acted on in the TVHCTS: alignment, site location, land acquisition, design and construction of a multi-modal center, and development of a locally preferred funding and development alternative for a Downtown Boise Circulator.

The following agencies have been asked to appoint a member to this committee:

- Ada County
- Ada County Highway District
- Capital City Development Corporation
- City of Boise
- COMPASS
- Valley Regional Transit District

Staff Recommendation/Request:

Appoint a COMPASS representative to Valley Regional Transit's DPAC.

Implication (policy and/or financial):

There is no direct fiscal impact or policy implication relative to the requested appointment.

More Information:

- 1) Attachments - 2
- 2) For detailed information contact: John Cunningham, Principal Planner at 855-2558 ext. 225 or jcunningham@compassidaho.org

pc: File 631

JC:nb T:\FY07\600 Projects\631 TVHCTS\Documents\Reports\COMPASS Board\4-16-07 DPAC Formation.doc

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TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY PROJECT SUMMARY

The Treasure Valley High Capacity Transit Study is being conducted by COMPASS and Valley Regional Transit (VRT). This study will analyze high capacity transportation alternatives for the I-84/I-184 corridor and in downtown Boise. This study is being initiated based on findings and recommendations in the draft *Communities in Motion* (CIM) regional long-range transportation plan, the Downtown Boise Mobility Study (DBMS), the 2003 Rail Corridor Evaluation, and VRT's Regional Operations and Capital Improvement Plan (ROCIP).

The Project consists of three tasks:

1. Project Development and Strategy

This task includes detailed scope development for the three planning tasks and a strategy on how to proceed considering the inter-related nature of the tasks. In order to site and design a downtown multi-modal center, the alignment and mode of a downtown circulator needs to be developed. Equally, the design of the downtown circulator system is dependent on the site of the multi-modal center. In addition, an assessment on the potential to achieve direct transfers to the downtown circulator system at the multi-modal center from a fixed-guideway system along the rail corridor is a component of this effort.

2. Downtown Boise Circulator Alternatives Analysis/Study

Given the forecasted increase in congestion in the downtown area the goal of the circulator system is to accommodate this growth while retaining the character of the downtown area, improving the ease of movement between the various activity centers, and mitigating the effect of increased traffic on neighborhoods surrounding the downtown core will be a challenge.

3. Downtown Boise Multi-Modal Center (MMC) Development

The MMC is intended to be a key component of an integrated transportation system downtown which will potentially accommodate local bus, inter-city bus, streetcar, and a regional high capacity transit system. In addition the center could house complimentary community amenities.

4. Priority Corridor (I-84/I-184) Alternatives Analysis (AA) or Pre-AA

This corridor is facing a doubling of traffic in the next 25 years. This analysis will examine alternatives to the interstate. It is anticipated that the various options to be studied include high-occupancy vehicle lanes, passenger rail, bus rapid transit and transportation system management strategies.

March 26, 2007

The Honorable Tom Dale
COMPASS Board Chair
800 S. Industry Way Suite 100
Meridian, ID 83642

Dear Mayor Dale:

The Valley Regional Transit (VRT) Board approved the creation of the Downtown Transit Advisory Committee (D-TAC) at their March 21, 2007 meeting. This committee will focus on funding and development strategies needed to implement two core concepts of the Downtown Boise Mobility Study (DBMS):

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

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

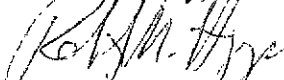
The current Transportation Bill, "Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users" (SAFETEA-LU) appropriated \$9,562,000 of federal funds over a four-year period to Valley Regional Transit (VRT) for the Multi-modal Center Construction and the Circulator analysis.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

The following agencies have been asked to participate on the Downtown Transit Advisory Committee: Ada County Highway District, Ada County, City of Boise, Capital City Development Corporation, COMPASS, and Valley Regional Transit. As Chairman of the VRT Board, I invite you to appoint a member of the COMPASS Board to this critical committee. Members of this committee will be expected to address transportation issues within the Boise urbanized area and act as liaisons with his/her primary policy group regarding funding strategies and project development matters.

VRT would like to have members identified in April and the committee convened in May. Please consider this request and inform Linda Ihli, the Executive Assistant of VRT, of your appointee. Ms. Ihli can be reached via email at lihli@valleyregionaltransit.org or by phone at 846-8547 extension 4216.

Thank you for your assistance in ensuring the success of these important projects.

Sincerely,



Rob Hopper, Chairman
Valley Regional Transit Board

COMPASS BOARD MEETING AGENDA ITEM IV-D

DATE: APRIL 16, 2007



Topic: Urban Land Institute Panel Review of Ada County Highway District

Summary:

The Ada County Highway District (ACHD) has submitted an application to the Urban Land Institute to conduct an evaluation and provide recommendations regarding the appropriateness and viability of ACHD as a form of local government in Ada County. ACHD Commissioners and staff have requested the COMPASS Board of Directors' endorsement of bringing the Urban Land Institute to study the viability of regionalism and consolidated government in Ada County.

The Urban Land Institute has provided previous independent reviews of growth management strategies and issues in Ada County during 1995 and 2005. This effort is anticipated to be a natural extension of those previous reviews.

Staff Recommendation/Request:

Staff recommends Board adoption of Resolution #11-2007.

Implication (policy and/or financial):

None.

More Information:

- 1) Attachment 1 – Ada County Highway District Letter Requesting Support
Attachment 2 - Resolution #11-2007 Endorsing Urban Land Institute Panel Review of Issues of Regionalism and Consolidated Government in Ada County, Idaho
- 2) For detailed information contact: Matt Stoll, Executive Director, 855-2558, ext. 241 or at mstoll@compassidaho.org.

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MAR - 8 2007



John S. Franden, President
Rebecca W. Arnold, Vice President
Sherry R. Huber, Commissioner
Dave Bivens, Commissioner
Carol A. McKee, Commissioner

February 26, 2007

Matt Stoll
COMPASS
800 S. Industry Way, Ste. 100
Meridian, Idaho 83642

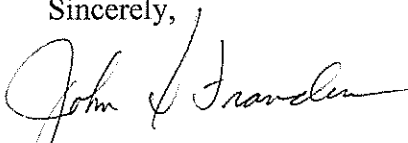
Dear Matt:

Voters created the Ada County Highway District in 1971, seeking savings and standardization through the consolidation of municipal road departments into a countywide road agency. Because of the sorry state of local roads, the referendum received broad backing and a two-thirds vote of approval. The consolidation was unusual, as most attempts to form regional governments historically fail – in Idaho and across the nation. In terms of efficiency, the benefits remain clear and compelling, but the politics surrounding consolidation remain unsettled, flaring periodically as one entity or another questions the equity or the loss of local control.

Across the nation, local governments are struggling with growth-related infrastructure needs. Consolidation is often seen as the answer because of the economies of scale and inherent regional perspective. The creation of ACHD put Ada County ahead of many other regions and allowed the opportunity for the Blueprint for Good Growth, which only two years ago was viewed by local governments as the vehicle to sustain regional growth and check urban sprawl. Undoubtedly, the division of authority created by voters remains a political strain with some cities, as demonstrated by the periodic chafing over the lack of local control. In recent years, a few city officials have spoken of leaving the countywide highway district. This ongoing tension, combined with the precarious status of the Blueprint, begs some obvious questions: Is regionalism desirable and possible in Ada County? Is ACHD an appropriate and viable form of local government?

The ACHD Commissioners and staff seek your support in an effort to bring the much-respected Urban Land Institute back to Ada County to study the viability of regionalism, the wisdom or folly of consolidation and methods to achieve quality growth management. This comprehensive, independent review will be an extension of ULI's prior work from 1995 and 2005 and should yield recommendations to move our county ahead. Obviously, your financial sponsorship would be appreciated, but ACHD is willing to underwrite the study. A resolution or statement supporting the ULI review will lend this important effort needed credibility and momentum. Please consider giving your endorsement.

Sincerely,



John S. Franden
ACHD President

RESOLUTION NO. 11-2007



ENDORING URBAN LAND INSTITUTE PANEL REVIEW OF ISSUES OF REGIONALISM AND CONSOLIDATED GOVERNMENT IN ADA COUNTY, IDAHO

WHEREAS, the Ada County Highway District submitted an application for an Urban Land Institute panel review of regionalism and consolidated government in Ada County, Idaho;

WHEREAS, the Urban Land Institute has provided similar panel reviews in Ada County regarding growth management strategies in 1995 and 2005;

WHEREAS, Ada County, the Ada County Highway District and the Cities of Boise, Eagle, Garden City, Kuna, Meridian and Star executed a letter of intent on April 19, 2004 to engage in a joint effort to engage in a countywide land use planning and implementation process, now known as the **Blue Print for Good Growth**;

WHEREAS, COMPASS developed **Communities in Motion**, the regional long range transportation plan for Ada and Canyon Counties, in conjunction with **Blue Print for Good Growth** to ensure the integration of transportation and land use planning processes;

WHEREAS, the COMPASS Board of Directors approved **Communities in Motion** on August 21, 2006; and

WHEREAS, the COMPASS Board of Directors supports the efforts of member agencies to integrate transportation and land use planning processes.

NOW, THEREFORE, BE IT RESOLVED, that the COMPASS Board of Directors endorses and supports the Urban Land Institute panel review of regionalism, consolidated government, and the future role of the Ada County Highway District in Ada County, Idaho.

DATED this 16th day of April 2007.

APPROVED:

By: _____
Tom Dale, Chair
Community Planning Association Board

ATTEST:

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

COMPASS BOARD MEETING AGENDA ITEM IV-E

DATE: APRIL 16, 2007



Topic: Transportation, Community, and System Preservation (TCSP) Program

Summary:

The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative to investigate and address relationships between transportation, community, and system preservation, and to identify private sector-based initiatives.

Typically, these funds are allocated through the Congressional earmark process. Since there were no earmarks for FY 2007, the Federal Highway Administration opened the program to a nationwide competitive process. COMPASS staff learned about the availability of funding at the beginning of March 2007. Applications were due to the Idaho Transportation Department (ITD) by March 30, 2007 and the Federal Highway Administration by April 30, 2007. ITD staff requested local prioritization prior to the March 30, 2007 deadline.

Staff Recommendation/Request:

Staff recommends confirmation of the priorities for the TCSP Program that were recommended by a sub-committee of the Regional Technical Advisory Committee and approved by the Executive Committee on March 20, 2007. The projects are listed in priority order by area on Attachment 1.

Implication (policy and/or financial):

Short deadlines created the need for staff to seek approval of local priorities for the TCSP Program from the Executive Committee. Confirmation from the COMPASS Board assures continuance of all applications in the process. Changes would necessitate negotiations with ITD staff, as the deadlines have passed.

Highlights:

- Funding levels for the FY 2007 TCSP Program are expected at almost \$56 million.
- Project applications are requested to total less than \$1 million each.
- The local match rate in the State of Idaho is 7.34%.
- Additional information regarding eligibility requirements and project selection criteria are provided as Attachment 2.

More Information:

- 1) Attachment 1: Transportation, Community, and System Preservation (TCSP) Program Ranking by Area
- 2) Attachment 2: Transportation, Community, and System Preservation (TCSP) Program Information
- 3) For detailed information contact: Toni Tisdale, principal planner, at 855-2558, extension 228 or email ttisdale@compassidaho.org.

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**Transportation, Community, and System Preservation (TCSP) Program
Ranking by Area**

<i>Project</i>	<i>Sponsor</i>	<i>Request</i>	<i>Rank</i>
Regional			
Regional Bus Stop Study and Implementation	Valley Regional Transit	\$250,000	1
Priority Corridor Analysis and Preservation Project	COMPASS	\$250,000	2
Ada County			
Orchard St Redevelopment and Green Corridor Plan	Ada County Highway District	\$473,000	1
27th Street Redevelopment and Green Corridor Plan	Ada County Highway District	\$563,000	2
Pioneer Corridor Middle Phase	Capital City Development Corporation	\$555,800	3
Downtown Boise, Boise River Bicycle Facilities Plan	Ada County Highway District	\$360,000	4
Capitol Boulevard Improvements	Capital City Development Corporation	\$427,000	5
Canyon County			
Downtown Nampa Redevelopment	City of Nampa	\$400,000	1
21st & Chicago Signalization and Improvements	City of Caldwell	\$189,026	2
10th & Linden Signalization and Improvements	City of Caldwell	\$263,154	3
Southwest Biking Walking System	City of Caldwell	\$50,963	4

***Transportation, Community, and System Preservation (TCSP) Program
Criteria for Prioritization***

Eligible Use of Funds

Funds may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that:

- Improve the efficiency of the transportation system.
- Reduce the impacts of transportation on the environment.
- Reduce the need for costly future public infrastructure.
- Ensure efficient access to jobs, services, and centers of trade.
- Encourage private sector development patterns.

Eligibility is broadly defined as a project eligible for assistance under Title 23 or Chapter 53 of Title 49, or any other activity the Secretary (of Transportation) determines to be appropriate to implement transit-oriented development plans, traffic calming measures, or other coordinated TCSP practices.

Project Selection Criteria

The Secretary of Transportation will make grants for projects from States, metropolitan planning organizations, local governments, and tribal governments, with priority consideration given to projects that:

- Have instituted coordinated preservation or development plans that promote cost-effective investment and private sector strategies.
- Have instituted other TCSP policies such as those addressing high-growth areas, urban growth boundaries, "green corridors" programs that provide access to major highway corridors for controlled growth areas.
- Address environmental mitigation.
- Encourage private sector involvement.

The Federal Highway Administration has not established regulatory criteria for the selection of TCSP projects; however, the Federal Highway Administration notes that the following criteria are also considered in the evaluation of candidates for this program:

- Expeditious completion of project – consideration is given to requests that will expedite the completion of a viable project. This is a project's ability to be expeditiously completed within the limited funding amounts available.
- State priorities – for states that submit more than one project, consideration is given to the individual State's priorities.
- Leveraging of private or other public funding – because the annual requests for funding far exceed the available TCSP funds, commitment of other funding sources to complement the requested TCSP funding is an important factor.
- Amount of TCSP funding – the requested amount of funding is a consideration. Realizing the historically high demand of funding under this program, modest sized requests for funding (generally less than \$1 million) to allow more States to receive funding under this program are given added consideration. Therefore, two independent projects totaling less than \$2 million might be more likely to be selected than one large project.
- National geographic distribution of funding within the TCSP Program – consideration is given to selecting projects over time among all the States competing for funding.
- Congressional direction or guidance – often Congress specifies in the legislative process that funding be designated for specific projects. This congressional intent is honored provided that the designated projects meet the statutory eligibility criteria for the program.

More information about the TCSP Program is available online: <http://www.fhwa.dot.gov/tcsp/>.

COMPASS BOARD MEETING AGENDA ITEM V-C

DATE: APRIL 16, 2007



Topic: Status Report - Functional Classification/Street Typologies Study

Summary:

The Functional Classification/Street Typologies Study, also called the Transportation Land Use Integration Plan (TLIP), is a project that arose in part from the development of **Communities in Motion**. During the planning process, staff and elected officials noted the challenges of classifying streets—principal arterials, minor arterials, and collectors—in a way that made sense and was consistent. Why should a roadway switch from being a principal arterial to a minor arterial just because the jurisdiction of the road changed? How does, or should, a collector road evolve into an arterial? Another question was whether roadways should be designed exactly the same in a downtown business area as they are in a suburban or rural setting? Should roadway designs reflect a community's land use objectives?

To help local governments address these issues, TLIP was funded jointly by Ada County Highway District (ACHD) and COMPASS. The Transpo Group, an engineering and planning firm, was put under contract by ACHD to perform the work. Out of a number of objectives in the overall TLIP project, there were two major issues considered most relevant for both Ada and Canyon Counties:

- How to improve functional classifications via establishing a rational process to classify streets.
- How to create street designs or typologies that would support land uses.

Work in Ada County began in 2006 and in Canyon County on Wednesday, March 21, 2007 with a workshop at the Canyon County Courthouse. The workshop was attended by 23 staff and officials from local governments. Participants voiced a desire for practical tools that could help address the issues, and smaller cities noted the major effect of the State highways on their communities. Follow up work will likely focus on the specific needs of each community via a series of targeted workshops.

A third workshop for Ada County occurred on April 3, 2007. This session included a focus on defining functional classification. Two other elements that will go into the Ada County component include:

- Level of Service Standards in coordination with the functional classification.
- Long-range corridor preservation beyond Ada County Highway District's Capital Improvement Program.

The majority of work on this project will conclude by September 2007.

Staff Recommendation/Request:

No action is requested at this time. Recommendations from this project will be presented to the Board for discussion in summer 2007.

Implication (policy and/or financial):

- Revisions to the functional classification system will be guided by principles developed during TLIP.
- Street designs or typologies may affect future transportation projects. Funding requests may be rated for their inclusion of appropriate design elements, e.g., lane widths, sidewalk/bike path treatments, and landscape features, in accordance with the approved typologies.

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Highlights:

This project was specifically approved in ***Communities in Motion*** under Task 1.3.11: "COMPASS will coordinate with the Ada County Highway District and local governments in Ada County and Canyon County to evaluate roadway functional classifications and typologies as part of the "Transportation & Land Use Integration Plan."

More Information:

- 1) For detailed information contact: Charles Trainor, Director of Planning at 885-2558 ext. 232 or ctrainor@compassidaho.org.

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COMPASS BOARD MEETING AGENDA ITEM V-D

DATE: APRIL 16, 2007



Topic: Preliminary FY 2008-2012 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area

Summary:

COMPASS staff is working on the FY 2008-2012 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs. The current cycle will develop funding recommendations for FY 2012. Funding levels are still uncertain, and continued rising costs and stagnant revenues may lead to very few new projects. COMPASS staff recommends no new projects in Northern Ada County for this reason. However, new projects may be possible within the Nampa Urbanized Area because the Surface Transportation Program – Urban received additional funds through the end-of-year program in FY 2006.

The new Project Prioritization Process allows more review and consideration of proposed federally funded projects. The prioritization process should be viewed as guidance by the COMPASS Board in their decision making process.

Staff Recommendation/Request:

Attached for discussion are lists of possible new projects and the recommended priority order for the FY 2008-2012 Transportation Improvement Programs.

Implication (policy and/or financial):

Balancing for the FY 2008-2012 Transportation Improvement Programs will take place in April 2007. Staff needs direction from the COMPASS Board regarding the priority of projects to consider during the balancing process. The prioritization process is a key policy under *Communities in Motion* and will help the COMPASS Board make funding decisions that further regional transportation needs.

Highlights:

There are three project lists for discussion:

- Major capital project prioritization. Attachment 1 provides the priority order for consideration of major capital projects, also referred to as corridor development. Funding for this category in FY 2012 is uncertain at this time. However, discussion regarding corridor priority is encouraged. The Regional Technical Advisory Committee advised staff to highlight projects along the I-84 corridor.
- Minor capital project prioritization. Attachment 2 provides the priority order, as recommended by the Regional Technical Advisory Committee, for minor capital projects requested in the Nampa Urbanized Area. Some projects are also included in Northern Ada County in case additional funding becomes available.

Recommended projects for the Idaho Transportation Department (ITD), District 3.

Attachment 3 provides projects recommended for the FY 2008-2012 program in ITD, District 3.

More Information:

- 1) Attachment 1 – Major Capital Project Prioritization
- 2) Attachment 2 – Minor Capital Project Prioritization
- 3) Attachment 3 – Recommended Projects for ITD, District 3
- 4) For detailed information contact: Toni Tisdale, principal planner, at 855-2558, extension 228 or email ttisdale@compassidaho.org.

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Major Capital Project Prioritization

For Guidance in Board Decisions
 Bold outlines indicate a project on I-84.

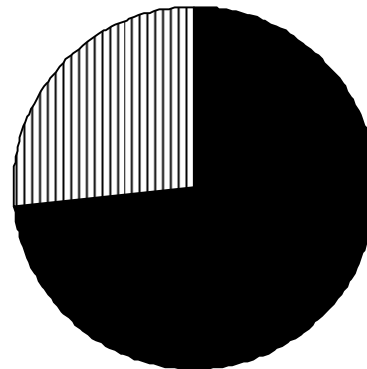
Corridor	Cost	Traditional					Non-Traditional				Extended								Total	Score	Rank
		\$ per Total Trip	Time Total Savings	Connections	Regionality	Total	Growth Area	% of Growth Rate x 2	Transit x 2	Total	Pedestrian/Bicycle	Crash Data	Environmental	Deficiencies	Congestion Management System	Operations	Policies	Local Priority			
SH 44: Exit 25-Ballantyne Rd. Widen from 2 lanes to 4-lane limited access divided highway. Includes a new route through Middleton.	\$83,600,000	2	5	1	4	12	5	8	10	23	2	2	5	4	1	5	5		24	59	1
I-84: Future SH 16 IC: Vicinity of McDermott. Construct new interchange. Construct new interchange with ramps to connect with Franklin.	\$73,600,000	2	1	5	5	13	5	10	10	25	0	1	5	1	2	5	5		19	57	2
SH 44 (State St.): SH 55 (Eagle Rd.) to downtown Boise (Multi-Modal Center)	\$43,840,000	2	1	0	3	6	5	4	10	19	5	2	5	4	2	5	5		28	53	3
US 20/26: Exit 29-Eagle Rd. Widen from 2 lanes to 4-lane limited access divided highway.	\$202,930,000	1	5	1	3	10	5	4	8	17	2	2	5	4	2	5	5		25	52	4
I-84: Exit 29-Garrity IC. Widen from 4 lanes to 6 lanes. Includes reconstruction of Franklin and Nampa Blvd. interchanges and existing over/underpasses.	\$513,800,000	1	4	1	5	11	5	6	10	21	0	1	5	1	2	5	5		19	51	5
Franklin Rd.: CanAda Rd.-Linder Rd. Widen from 2 lanes to 5 lanes.	\$26,700,000	3	4	1	3	11	5	10	8	23	3	1	1	0	1	5	5		16	50	6
Ten Mile Rd.: Lake Hazel - Chinden Blvd. Widen from 2 lanes to 5 lanes.	\$39,920,000	2	3	5	3	13	5	10	8	23	4	2	1	0	1	0	5		13	49	7
Cherry Ln.: Middleton Rd.-Ten Mile Rd. Widen from 2 lanes to 5 lanes.	\$49,100,000	2	5	1	3	11	5	8	4	17	4	4	1	0	1	4	5		19	47	8

Corridor	Cost	Traditional					Non-Traditional					Extended							Total	Score	Rank
		\$ per Total Trip	Time Total Savings	Connections	Regionality	Total	Growth Area	% of Growth Rate x 2	Transit x 2	Total	Pedestrian/Bicycle	Crash Data	Environmental	Deficiencies	Congestion Management System	Operations	Policies	Local Priority			
SH 16: Ada/Gem line-I-84. Construct expressway with interchanges at Chaparral, Beacon Light, SH 44, US 20/26, & Ustick Rd. Over/underpass at other roadways.	\$241,860,000	1	5	1	1	8	5	10	10	25	0	3	5	0	1	0	5		14	47	8
Fairview Ave.: Meridian Rd.-Maple Grove Rd. Widen from 5 lanes to 7 lanes.	\$41,010,000	3	4	1	3	11	5	2	6	13	3	4	1	1	4	4	5		22	46	10
Ustick Rd.: Caldwell/Nampa Blvd.-Curtis Rd. Widen from 2 lanes to 5 lanes.	\$103,200,000	1	5	1	3	10	5	4	6	15	5	5	1	1	1	3	5		21	46	10
I-84: Cole/Overland IC-Gowen IC. Widen from 4 lanes to 8 lanes. Includes interchange reconstruction at Orchard, Vista, Broadway and Gowen.	\$293,000,000	2	5	1	1	9	5	2	10	17	0	1	5	1	2	5	5		19	45	12
Three Cities River Crossing: SH 44-Chinden Blvd. Construct new roadway at 4/5 lanes and new bridge.	\$55,000,000	2	4	5	3	14	5	2	6	13	5	2	5	0	0	0	5		17	44	13
Meridian Rd.: Waltman Dr.-Ustick Rd. Complete corridor improvements to 5 lanes. Includes partial couplet involving Main St. and Meridian Rd.	\$12,700,000	4	1	1	3	9	5	2	8	15	2	1	3	0	3	4	5		18	42	14
Amity Rd.: Southside Blvd.-Cloverdale Rd. Widen from 2 lanes to 5 lanes.	\$51,900,000	2	5	1	3	11	5	4	6	15	4	3	1	1	1	0	5		15	41	15
Lake Hazel Rd.: Happy Valley Rd. - Eisenmann Rd. (including Gowen Rd. Realignment).	\$104,210,000	1	3	3	3	10	5	4	8	17	4	1	3	0	0	0	5		13	40	16
Cloverdale Rd.: Lake Hazel Rd.-Chinden Blvd. Widen from 2 lanes to 5 lanes.	\$43,600,000	2	2	1	1	6	5	4	8	17	3	4	1	0	0	0	5		13	36	17

Corridor	Cost	Traditional					Non-Traditional				Extended							Total	Score	Rank	
		\$ per Total Trip	Time Total Savings	Connections	Regionality	Total	Growth Area	% of Growth Rate x 2	Transit x 2	Total	Pedestrian/Bicycle	Crash Data	Environmental	Deficiencies	Congestion Management System	Operations	Policies				Local Priority
Greenhurst Rd.: Middleton Rd.-Happy Valley Rd. Widen from 2 lanes to 5 lanes.	\$26,700,000	2	3	1	3	9	5	6	6	17	0	2	1	0	0	0	5		8	34	18
I-84: Garrity IC-Meridian IC. Widen from 4 lanes to 8 lanes. Includes reconstruction of Garrity interchange and existing over/underpasses.	\$192,400,000	2	5	1	5	13	5	6	10	21	Already funded - did not score										

Funding Comparison Between I-84 Corridors and All Other Corridors

■ I-84 Corridors ▨ All Other Corridors



Minor Capital Project Prioritization

For Guidance in Board Decisions

<i>Project</i>	<i>System Continuity</i>	<i>Congestion Mitigation</i>	<i>Safety Enhancement</i>	<i>Multi-Modal Enhancement</i>	<i>Timely Implementation</i>	<i>Land Use</i>	<i>Sub-Total</i>	<i>Funding Incentives</i>	<i>Coordinated Efforts</i>	<i>Total</i>	<i>Rank</i>
<i>Nampa Urbanized Area</i>											
City of Nampa Transportation Master Plan	7	20	10	20	10	20	87	0	0	87	1
Franklin Road Realignment to Intersection of 21st Avenue, Caldwell	10	4	17	20	10	20	81	0	5	86	2
Intersection Karcher and Middleton, Nampa	10	0	20	20	0	20	70	0	0	70	3
Intersection CanAda and Cherry, Nampa	13	2	14	20	0	20	69	0	0	69	4
Intersection Midland and Lake Lowell, Nampa	10	0	8	20	0	20	58	0	0	58	5
Intersection Midland and Roosevelt, Nampa	7	0	11	20	0	20	58	0	0	58	5
Intersection Franklin and Cherry, Nampa	10	2	5	20	0	20	57	0	0	57	6
Intersection Northside and Cherry, Nampa	10	2	3	20	0	20	55	0	0	55	7
Intersection Midland and Lone Star, Nampa	7	0	1	20	0	20	48	0	0	48	8
<i>Northern Ada County</i>											
Replacement Bus	10	10	20	20	20	20	100	0	0	100	1
Demand Response Vehicle for Expansion of Service	7	10	20	20	20	20	97	0	0	97	2
Enhance Safety and Security on Transit Vehicles and Facility	7	0	14	14	20	20	75	0	0	75	3

Recommended Projects for ITD, District 3
New Projects Only

Proposed Pavement Rehabilitation

<i>Rank</i>	<i>Project</i>	<i>County</i>	<i>Cost</i>
1	SH 78, Junction SH 45 to Murphy	Owyhee	
2	I-84, Regina to Cleft	Elmore	\$2,960,000
3	SH 55, Snake River Bridge to Symms Road	Owyhee	\$675,000
4	SH 72, Payette to Junction SH 72	Payette	\$8,100,000
5	SH 21, Mores Creek Summit to Mile Post 58	Boise	\$4,400,000
6	SH 55, Payette River Bridge South to Payette River Bridge North, Cascade	Valley	\$2,250,000
7	US 95, Oregon State Line to Mile Post 16	Owyhee	\$7,750,000
8	SH 72, Junction SH 30 to Junction SH 52, Hamilton's Corner	Payette	\$890,000
9	SH 51, Sheep Creek Road to Tindall Road	Owyhee	\$4,200,000
10	SH 21, Mile Post 60 to Lowman	Boise	\$8,250,000

Safety Projects

<i>Rank</i>	<i>Project</i>	<i>County</i>	<i>Cost</i>
1	I-84B and Old Highway 30, Mountain Home Exit 90	Elmore	\$500,000
2	SH 69 and Columbia, Kuna	Ada	\$500,000
3	SH 44 and Old Highway 30, west of Middleton	Canyon	\$500,000

Signal Maintenance

<i>Rank</i>	<i>Project</i>	<i>County</i>	<i>Cost</i>
1	District-wide, FY 2012 pavement striping	Various *	\$72,600
2	District-wide, Replace Signal Controllers	Various *	\$86,700
3	District-wide, Replace Aging Equipment	Various *	\$84,600

*For all counties in District 3 except Ada County. ITD has an agreement for signal maintenance with ACHD.

Bridge

<i>Rank</i>	<i>Project</i>	<i>County</i>	<i>Cost</i>
1	US 95 Weiser River Bridge	Washington	\$1,130,000

MARCH 2007 - STAFF ACTIVITY REPORT

PROGRAM NO.	TITLE	LEAD STAFF
601	UNIFIED PLANNING WORK PROGRAM AND BUDGET, DEVELOPMENT AND TRACKING and FEDERAL ASSURANCES	JEANNE URLEZAGA
	<ul style="list-style-type: none"> Presented the FY2008-2012 projected membership dues and other revenue needs to the Finance and Executive Committees for recommended approval to the full Board. Received completed program sheets from staff including workdays and direct dollars to be programmed. Received member agencies FY2008 Project Request forms and incorporated into preliminary budget. Processed and tracked revenue and expenditures associated with Revision 1 of the FY2007 Unified Planning Work Program and Budget. Attended a Disadvantaged Business Enterprise workshop sponsored by Idaho Transportation Department. 	
610	SH 44 CORRIDOR PRESERVATION STUDY	DON MATSON
	<ul style="list-style-type: none"> Issued notice to proceed with Work Order #2. Staff and consultant working with City of Middleton on preliminary work for south bypass options. 	
611	US 20/26 CORRIDOR PRESERVATION STUDY	DON MATSON
	<ul style="list-style-type: none"> Reviewed 4 draft environmental reports from consultant team, returned for corrections. To ensure successful public meeting later this spring on corridor alternatives and environmental reports, the project team has cancelled the April open houses. A possible May date is being considered. 	
620	GROWTH AND TRANSPORTATION SYSTEM MONITORING	CARL MILLER
	<ul style="list-style-type: none"> Continued efforts to geocode employment data and build base GIS data to provide information for the 2007 Annual Monitoring Report. 	
631	TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> Continued work on Task 1 of the Study. Continued discussions with local agencies and consultant on funding strategies. Initiated formation of Downtown Policy Advisory Committee. Submitted application for Transportation, Coordination and System Preservation Grant to fund alternatives analysis (or pre-alternatives analysis) and pre-acquisition activities relative to the Boise Cut-off. Initiated work on 5339-Alternatives Analysis grant request. 	
647	REGIONAL GROWTH ISSUES AND OPTIONS	CARL MILLER
	<ul style="list-style-type: none"> Developed GIS data for UPlan land use modeling software Compiled Comprehensive Plan data for use with modeling software and for identification of potential infill sites. 	

PROGRAM NO.	TITLE	LEAD STAFF
653	COMMUNICATIONS AND EDUCATION	TERRI SCHORZMAN
	<ul style="list-style-type: none"> Updated website, developed news releases, worked with media. Submitted applications to awards programs for <i>Communities in Motion</i> Submitted three abstracts presentations at the AMPO October 2007 conference. Supported upcoming public involvement efforts for transportation projects. 	
655	AMPO TREASURE VALLEY ACCESS MANAGEMENT STRATEGY	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> Reviewed draft Access Management Guidebook at RTAC. Continued discussions with BGG staff on access management strategies. 	
661	COMMUNITIES IN MOTION	CHARLES TRAINOR
	<ul style="list-style-type: none"> Began work to amend the plan to meet recently adopted requirements regarding environmental aspects and safety/security issues. Presented information on plan to groups at Boise State University and Boise City. Delivered copies of the plan to member agencies. Prepared abstracts for possible presentations at the Association of Metropolitan Planning Organizations conference October 2-5, 2007 in Little Rock, Arkansas. 	
685	TRANSPORTATION IMPROVEMENT PROGRAM	TONI TISDALE
	<ul style="list-style-type: none"> Met with the City of Caldwell and Nampa regarding cost adjustments for the FY 2008-2012 Transportation Improvement Program updates. Met with City of Kuna regarding an educational update on general federal funding issues. Attended the ITD/ACHD monthly meeting. Met with the Canyon County Historical District regarding the Surface Transportation – Enhancement program. Disseminated information about the Transportation, Community, and System Preservation (TCSP) Program. Also provided additional information through meetings, phone calls, and emails to various agencies; developed a scoring method, hosted a scoring meeting regarding the TCSP program, and presented the rankings to the Executive Committee for approval. Updated the data bases preparing for the FY 2008-2012 Transportation Improvement Program updates. Developed draft project list and regional emissions factors the air quality conformity demonstration of the FY 2008-2012 Transportation Improvement Program for discussion at the April ICC meeting. 	
687	TREASURE VALLEY TRUCK FREIGHT TRAVEL STUDY	MARYANN WALDINGER
	<ul style="list-style-type: none"> Began developing the Request for Qualifications for the Treasure Valley Truck Freight Travel Study. 	
689	MAJOR DESTINATIONS	ROSS DODGE
	<ul style="list-style-type: none"> Began to develop a format for the final report. 	
692	REGIONAL TRANSPORTATION FUNDING INFORMATION	CHARLES TRAINOR
	<ul style="list-style-type: none"> No significant activity this month. 	

PROGRAM NO.	TITLE	LEAD STAFF
694	HIGH VOLUME INTERSECTION STUDY <ul style="list-style-type: none"> Subcommittee of RTAC members reviewed SOQs from six consultant teams; two teams were selected to participate in an RFP. 	DON MATSON
701	GENERAL MEMBERSHIP SERVICES <ul style="list-style-type: none"> Drafted scopes for possible work under Blueprint for Good Growth Attended Blueprint for Good Growth Steering and Consortium meetings. Participated in scoping session to address roadway needs on Kuna-Mora corridor. Supported the SH 55 Corridor study by providing special model runs which include the planned communities and supporting roadway system in the northwest foothills. Continued working with various staff, consultants, and developers to collect land use data for use in the cumulative impacts analysis. Produced approximately 24 maps for member agencies and 4 data requests. Produced support Area of Impact maps for Notus and Parma Cleaned up the Kuna GIS Comprehensive Plan data 	CHARLES TRAINOR
703	GENERAL PUBLIC SERVICES <ul style="list-style-type: none"> Provided information to the public on demographics and traffic issues. Produced approximately 25 maps and 6 hours of geographic information system assistance to the general public on 4 requests. 	CHARLES TRAINOR
705	TRANSPORTATION LIAISON SERVICES <ul style="list-style-type: none"> Attended the 4 Corners MPO/COG Meeting in Tucson, Arizona. Participated in the transportation committees for the Boise Metro Chamber of Commerce and the Caldwell Chamber of Commerce. Participated in SH 16 Corridor Study meeting on March 22, 2007. Attended the Idaho Transportation Board meeting on March 21, 2007. Attended Ada County State of the County address. 	MATT STOLL
733	CLEAN CITIES COALITION PARTICIPATION <ul style="list-style-type: none"> No significant activity this month. 	MARYANN WALDINGER
741	SOUTH MERIDIAN/TEN MILE AREA PLAN <ul style="list-style-type: none"> Provided Meridian additional special model runs testing roadway changes for the Ten Mile Area Plan Provided special model runs testing mid-mile collectors and the appropriate TAZ splits for the South Meridian Transportation Plan 	JOHN CUNNINGHAM
751	ACHD WEST BENCH, CIP, 3CRX, FLOATING FEATHER <ul style="list-style-type: none"> No significant activity this month. 	MARYANN WALDINGER
757	REGIONAL FUNCTIONAL CLASSIFICATION TYPOLOGIES <ul style="list-style-type: none"> Organized and hosted a session on March 21, 2007 in Canyon County attended by 23 staff and officials. 	CHARLES TRAINOR

PROGRAM NO.	TITLE	LEAD STAFF
760	LEGISLATIVE SERVICES	MATT STOLL
	<ul style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Participated on Boise Metro Chamber of Commerce's State & Federal Legislative Committee. • Provided additional letters of support for the FY 2008 applications, as requested by Representative Simpson. 	
762	TRANSIT PERFORMANCE REPORTING	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> • Requested data from Valley Regional Transit for performance report development. 	
764	LAND USE/TRANSPORTATION COORDINATION	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> • Continued involvement in the State Street Coordination Group and 30th Street Sub-Area plan. • Met with BGG technical group on transit oriented development strategy & efforts. • Provided an ongoing review of development applications across the Treasure Valley. • Worked with planning staff & intern on transit oriented development guidebook. 	
801	STAFF DEVELOPMENT	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Participated in the Trans Talkers Speakers Club. • Attended a two-day class on Business Writing and Grammar Skills. • Attended a two-day Advanced Microsoft Excel Workshop 	
820	COMMITTEE SUPPORT	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees. • Provided RTAC orientation for new member, Ester Ceja, who is also on the Public Participation Committee. 	
836	MODEL MAINTENANCE	MARYANN WALDINGER
	<ul style="list-style-type: none"> • Continued to make improvements to the travel demand forecasting model as identified. • Began coordination efforts with the Travel Model Improvement Program Peer Review Panelists for the model review anticipated for June 2007. 	
842	CONGESTION MANAGEMENT SYSTEM MAINTENANCE	MARYANN WALDINGER
	<ul style="list-style-type: none"> • Participated in 2007 travel time data collection with Idaho Transportation Department staff. 	
856	TRANSPORTATION STUDIES COORDINATION	TONI TISDALE
	<ul style="list-style-type: none"> • Met with ACHD staff regarding new studies and updates to ongoing studies. • Began the mid-year update process for studies coordination. 	

PROGRAM NO.	TITLE	LEAD STAFF
860	GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE	ROSS DODGE
	<ul style="list-style-type: none"> • Participated in the monthly Ada County Special Interest Group and Canyon County Spatial Data Cooperative meetings. • Maintained various countywide geographic data layers. • Provided monthly map updates to Public Safety. • Distributed the monthly data dissemination compact disks to subscribers. • Completed the Census Boundaries and Annexation Survey (BAS) for Ada County. • Obtained permit and preliminary plat data shape files and modified them for use on the COMPASS computer system. • Began fixing errors in functional classification data 	
861	ADA COUNTY ORTHOPHOTOGRAPHY	ROSS DODGE
	<ul style="list-style-type: none"> • Sold approximately 10 ortho-photography sections. • Continued work on the 2007 ortho update project. 	
960	INFORMATION TECHNOLOGY	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Continued coordination with the IT consultant. • Continued system maintenance and updates. 	
991	SUPPORT SERVICES LABOR	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Conducted interview for the Administrative Assistant position. • Attended regular staff meetings and prepared monthly status and quarterly variance reports as required. • Oversaw general administration and personnel. 	

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Don Matson, Principal Planner

DATE: April 3, 2007

RE: Status Report – Corridor Studies

ACTION REQUESTED:

None – information only.

BACKGROUND:

Staff is currently co-managing two corridor studies as part of the FY2007 Unified Planning Work Program and Budget—S.H. 44 and U.S. 20/26—with the Idaho Transportation Department (ITD).

STATUS:

U.S. 20/26 Corridor Study:

- COMPASS and ITD staff have reviewed and provided comment to the consultants on four of the required environmental reports. These summaries describe the existing conditions for the following: Hazardous Materials, Hydrology, Socioeconomics, and Visual Quality. Other reports, such as Endangered Species and Wetlands, are in process.
- The Corridor Preservation Committee (CPC) has reached consensus on several points to help move the process forward. One additional meeting of the CPC is scheduled in April 2007 to complete discussion prior to the public meetings.
- The project team re-evaluated the status of reports and recommendations for the upcoming public meetings, set in April 2007, and feels that at least one more month is needed before making presentations to the public. The April 2007 public meetings have been cancelled, and should be re-scheduled in mid-May 2007.

S.H. 44 Corridor Study:

- Contract negotiations were completed for Work Order 2 and a notice to proceed has been issued to the consultant.
- The project team continues to work with the City of Middleton and affected agencies on the proposed southern bypass. Additional meetings are being scheduled in the coming weeks to resolve issues with developers in the corridor.

800 S. Industry Way, Ste 100

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: MaryAnn Waldinger, Principal Planner

DATE: April 3, 2007

RE: Status Report – Current Air Quality Efforts

ACTION REQUESTED:

None. Information only.

BACKGROUND:

The information below provides an update on Treasure Valley air quality.

STATUS:

MARCH AIR QUALITY MONITORING

- The Idaho Department of Environmental Quality reported Treasure Valley air quality levels in the good category throughout the month of March 2007.

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Toni Tisdale, Principal Planner

DATE: March 29, 2007

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:

Following are the most recent reported statistics compared to the same month a year ago:

<i>Boise Air Terminal</i>	<i>Jan. 2007</i>	<i>Jan. 2006*</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	247,744	238,313	3.96%
Monthly Air Freight (Inbound and Outbound) (tons)	4,052	3,429	18.17%
<i>Public Transportation Monthly Ridership</i>	<i>Feb. 2007**</i>	<i>Feb. 2006*</i>	<i>% Change</i>
ACHD VanPool (Trips)	14,999	15,489	-3.16%
Valley Regional Transit	79,467	84,350	-5.79%
First Transit/Treasure Valley Transit/ Treasure Valley Metro	10,610	9,164	15.78%
Total	105,076	109,003	-3.60%

*There is a possibility that previously reported statistics do not match those in this report due to data finalization.

**ACHD Vanpool statistics decreased during this time period because some riders from Mountain Home, who are soldiers, were deployed.

STATUS OF MAJOR PROJECTS

* ITD information as of April 1, 2007.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-184, Intelligent Transportation System (ITS) Connector, Boise	ITD	This project connects the ITS from the Wye Interchange to the ITS near Orchard. This project is on hold until funds are available.
I-84B, Blaine Street and Cleveland Boulevard in Caldwell	ITD	This is a pavement rehabilitation project. There was only one bidder that came in at 126% of the Engineer's estimate. Due to necessary coordination between this project and the local curb replacement project (below), justification for award was forwarded for approval.
I-84B, Blaine/Cleveland Curb Replacement	Caldwell	This is a local project sponsored by the City of Caldwell. The bid was awarded to Braun Jensen, as the low bidder.
I-84, Blacks Creek Rest Area	ITD	This project is essentially complete. Final inspection of the buildings is complete. The landscaping subcontractor has completed landscaping the eastbound side and is now working on the westbound side. The opening ceremony is expected in May 2007.
I-84, Broadway Interchange to Gowen Interchange westbound and eastbound, and Gowen Interchange to Isaacs Canyon Interchange	ITD	The Connecting Idaho Partners are in negotiation with the consultant engineers on a revision of their pavement rehabilitation project previously designed for this section of improvements.
I-84, Cole Interchange to Orchard Interchange, Orchard Interchange to Vista Interchange, Vista Interchange to Broadway Interchange, Cole to Broadway Sound Walls, Orchard Street Interchange	ITD	The Connecting Idaho Partners and ITD District Three Project Management section are currently analyzing the consultant project proposals. The Connecting Idaho Partners have hired a sub-consultant to do the geotechnical analysis for these projects.
I-84, Dynamic Message Sign	ITD	This is a congestion mitigation / air quality project. The project will install a dynamic message sign on I-84 near Locust Grove Road. Construction will begin in the summer with expected completion the second week of August 2007.
I-84, Franklin Interchange (Exit 29), Caldwell	ITD	Traffic control is established on I-84 and US 20/26. Throughout construction, traffic will be shifted or flagged as necessary on US 20/26. Traffic control on I-84 will consist of shoulder and median closures. Construction phasing for this project consists of building a new bridge and approaches directly adjacent to the existing structure, shifting traffic to the new alignment, and demolition and replacement of the existing alignment. Construction of the abutments and the center pier are almost complete. The girders are expected to be set on the new bridge later in April 2007. This will involve closing the interstate and detouring traffic using existing ramps. This work will take place during off peak traffic times.
I-84, Garrity Interchange to Meridian Interchange	ITD	The Connecting Idaho Partners are working on the project concept and materials reports. Work has also begun on preliminary design. A design exception is considered for narrowing the shoulders at grade structures.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84 Joint Replacement, Various sections in Ada, Canyon, and Payette Counties	ITD	This project is for the work of constructing bridge joint replacement along I-84. Work is anticipated to begin in April 2007.
I-84, Junction SH-44 to Five Mile Study	ITD	The Connecting Idaho Partners are establishing the logical eastern and western termini for this corridor. A change to the western termini from Junction SH 44 (Middleton Interchange, Exit 25) to Junction US 20/26 (Franklin Road Interchange, Exit 29 in Caldwell) is under consideration, as well as moving the eastern termini west of the Five Mile Grade separation. Consultants are conducting a traffic analysis in the interim to establish the number of lanes needed.
I-84 and I-84B, Karcher Interchange, Karcher Junction to Nampa Boulevard and Caldwell Boulevard, in Nampa	ITD	The interchange is open. The Karcher Junction to Nampa Boulevard project to rebuild Nampa/Caldwell Boulevard is scheduled to begin in May 2007.
I-84, Linden Grade Separation, East and West Bound (Caldwell)	ITD	This project will rehabilitate a bridge deck and upgrade the attached guardrail on I-84 at Linden Road. The contract was awarded in November 2006. The contractor's bid was 107% of the Engineer's estimate. Work is anticipated to begin in April 2007.
I-84, Locust Grove Grade Separation, Meridian	Meridian, ACHD, ITD	Traffic control is established on I-84 and Locust Grove Road, consisting of closing the center lanes in both directions in order to secure the median for construction of the center pier. The southern embankment is nearly complete, and construction of the northern embankment is in progress. The foundation for the southern pier is complete and the columns are cast.
I-84, Orchard Street to Gowen Road Interchange Study	ITD	The consultant has pulled its manager off the Connecting Idaho Partners projects in order to accelerate this project. The goal is to get the environmental documents back on track to meet the original project schedule and the needs of the GARVEE corridor projects.
I-84 and SH-55 (Eagle Road) Westbound Off-Ramp Widening	ITD	Work started on this project in late March 2007.
I-84, Sand Hollow to Caldwell (three companion projects)	ITD	This is a 17.5 mile rehabilitation and restoration project between mileposts 17.6 and 26.34 (east- and west-bound). Work is anticipated to begin on May 1, 2007
I-84, Ten Mile Interchange	ITD	The Concept Report was submitted to ITD Headquarters Road Design department. The preliminary design scope has been negotiated and sent to ITD Headquarters for review.
Maple Grove, Franklin to Fairview	ACHD	No change. Traffic is still shifted to the east, partially on temporary asphalt, to facilitate construction on the west side of the roadway. Work is currently focused on the west half of the bridges over the Ridenbaugh and Finch Lateral, just north of Emerald. Construction on the east side of these bridges will not occur until fall 2007. Utility work is continuing at various locations along the project. Near term work includes storm drain pipelines on the west side of the project and installation of signal pole bases at the Emerald intersection.
SH-16, I-84 to South Emmett Study	ITD	The first public meeting was held. Consultants are developing concept level alternatives. Environmental scoping is currently underway with public agency stakeholders. The next agency meeting is scheduled for April 3, 2007.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
SH-21, Grand Forest Drive Turn Bay	ITD	The Plans, Specifications, and Estimates package is complete. Project will go out for advertisement in May 2007 with construction following in summer 2007.
SH-45, Melba Road to Deer Flat Road	ITD	This is a pavement preservation project. Completion of the Plans, Specifications, and Estimates package is currently underway. The engineers are incorporating guardrail upgrades for a structure within the project.
SH-55, Eagle Road Automated Traffic Management System (ATMS)	ITD	This project will interconnect all signals on Eagle Road, achieving better traffic progression and reduced congestion. The Plans, Specifications, and Estimates package is on track for completion in June 2007. Funding is scheduled for FY 2008.
SH-55, Marsing to Sunnyslope Curve	ITD	Traffic is diverted and controlled with flagging operations. Travel lanes are open in both directions with a reduced speed limit of 45 miles per hour. The project is waiting for the hot mix plants to open. Project completion is expected in early April 2007.
US 20/26, Broadway Avenue from Rossi Street to Ridenbaugh Canal bridge	ITD	This pavement rehabilitation project is currently in final design.
US 20/26, Cloverdale Road to Hewlett Packard Main Entrance	ITD	Construction began on March 19, 2007. Temporary pavement was added on the north side to facilitate a traffic shift to the north. Clearing and grubbing on the south side, including removing portions of a berm near Hewlett Packard is underway. Two-way traffic lanes will be available at most times with some temporary lane closures anticipated during off-peak hours. The western portion of Joplin Road will be closed for the duration of the project, and left turns into Hewlett Packard and onto Cloverdale Road are restricted.
US 20/26, Hewlett Packard Main Entrance to Joplin Road (includes the Stafford to Stone section for a raised splitter island)	ITD	Completed.
US 20/26, Junction US 95 to Notus East City Limits	ITD	This is a pavement rehabilitation project. The project is ready to bid once funds become available.
US 95 (off system), Golden Gate Canal to D Avenue in Wilder	Wilder	This is an Enhancement project to add sidewalks and safety markings for pedestrian safety. The low bidder was at 152% of the Engineer's estimate. The city is considering whether to award or modify this project.

Other – Maintenance

Statewide Durable Pavement Markings – This project will install durable pavement markings on select sections of highway throughout the state. The project duration is five years. The materials will be installed this year and monitored for four years for reflectivity compliance. Work will begin between April 15 and May 15, 2007.

Boise Maintenance is currently assessing the condition of the interstate between the Broadway and Gowen Interchanges. Based on preliminary data, it appears that there are at least 115 pavement slabs that will require replacement.

Caldwell and Marsing Maintenance is patching potholes in various locations on US 95. Minor traffic delays should be expected.

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DEMOGRAPHIC ADVISORY COMMITTEE

ITEM VI-E

Attendance List of Members

<i>Member Agency/Name</i>	<i>Jan '07 No Mtg</i>	<i>Feb '07</i>	<i>Mar '07 No Mtg</i>	<i>Apr '07</i>	<i>May '07</i>	<i>June '07</i>	<i>July '07</i>	<i>Aug '07</i>	<i>Sept '07</i>	<i>Oct '07</i>	<i>Nov '07</i>	<i>Dec '07</i>	<i>TOTAL</i>
<i>General Members</i>													
ACCHD/ <i>T. Richard</i>		1											1
ACHD/ <i>C. Richardson</i>		1											1
Ada County/ <i>L. Toombs</i>													0
BSU/ <i>S. Mason</i>		1											1
Canyon Co. Dev. Services / <i>B. Le Compte</i>													0
City of Boise/ <i>J. Tomlinson</i>		1											1
City of Caldwell/ <i>B. Billingsley</i>		1											1
City of Eagle/ <i>N. Baird Spencer</i>													0
City of Garden City/ <i>J. Thornborrow</i>													0
City of Kuna/ <i>D. Sanders</i>		1											1
City of Meridian/ <i>M. Ellsworth</i>		1											1
City of Middleton/ <i>M. Berent</i>		1											1
City of Nampa/ <i>N. Holm</i>		1											1
City of Star/ <i>N. Mitchell</i>													0
IDEO/ <i>J. Garcia</i>		1											1
Public Participation Committee/ <i>L. Rincover</i>													0
Valley Regional Transit/ <i>K. Fairless</i>													0
<i>Ex officio Members</i>													
Chamber of Commerce - Ada County/ <i>P. Hiller</i>													0
Chamber of Commerce- Canyon Co./ <i>R. Sweaney</i>													0
COMPASS/ <i>C. Trainor</i>		1											1
Development Community - Ada County/ <i>M. Wardle</i>		1											1
Major Utilities / Idaho Power/ <i>B. Smith</i>													0
Development Community - Canyon County/ <i>Vacant</i>													0

REGIONAL TECHNICAL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '07	Feb '07	Mar '07	Apr '07	May '07	June '07	July '07	Aug '07	Sept '07	Oct '07	Nov '07	Dec '07	TOTAL
General Members													
ACCHD/ <i>T. Richard</i>	1	1											2
ACHD/ <i>D. Kostelec</i>	1	1	1										3
Ada County/ <i>D. Gunderson</i>	1	1	1										3
BSU/ <i>W. Rearick</i>													0
Canyon County/ <i>J. Maffuccio</i>	1	1											2
CCDC/ <i>J. Cecil</i>	1	1	1										3
City of Boise/ <i>K. Gallagher</i>	1	1	1										3
City of Caldwell/ <i>G. Law</i>			1										1
City of Eagle/ <i>N. Baird-Spencer</i>		1											1
City of Garden City/ <i>J. Thornborrow</i>			1										1
City of Kuna/ <i>L. Bachman</i>	1	1	1										3
City of Meridian/ <i>M. Ellsworth</i>	1	1	1										3
City of Middleton/ <i>M. Berent</i>	1	1	1										3
City of Nampa/ <i>M. Fuss</i>	1	1											2
City of Star/ <i>N. Mitchell</i>													0
IDEO/ <i>M. DuBois</i>	1	1	1										3
Indept. School Dist. of Boise/ <i>S. Stobaugh</i>	1	1	1										3
ITD/ <i>P. Choate</i>		1	1										2
Joint School Dist. #2/ <i>W. Bigham</i>	1	1											2
Public Participation Committee/ <i>E. Ceja</i>		1											1
Valley Regional Transit/ <i>K. Bittner</i>	1		1										2
General Members													
Central District Health/ <i>R. Howarth</i>		1	1										2
COMPASS/ <i>T. Tisdale</i>	1	1	1										3
Governor's Office/ <i>J. Malmén</i>													0
Greater Boise Auditorium District/ <i>P. Rice</i>													0

TRANSPORTATION MODEL ADVISORY COMMITTEE

Attendance List of Members

<i>Member Agency/Name</i>	<i>Jan '07</i>	<i>Feb '07</i>	<i>Mar '07 No Mtg</i>	<i>April '07</i>	<i>May '07</i>	<i>Jun '067</i>	<i>July '07</i>	<i>Aug '07</i>	<i>Sept '07</i>	<i>Oct '07</i>	<i>Nov '07</i>	<i>Dec '07</i>	<i>TOTAL</i>
General Members													
Ada County/ <i>D. Gunderson</i>	1	1											2
ACHD/ <i>K. Kemmer</i>	1	1											2
Canyon County/ <i>J. Maldonado</i>													0
Canyon Hwy Districts/ <i>T. Richard</i>	1	1											2
City of Boise/ <i>K. Gallagher</i>	1	1											2
City of Meridian/ <i>P. Friedman</i>	1	1											2
City of Nampa/ <i>M. Fuss</i>													0
IDEQ/ <i>J. Garcia</i>													0
ITD/ <i>K. Sablan</i>	1	1											2
ITD/ <i>G. Sanderson</i>	1	1											2
Public Participation Committee/ <i>R. Miller</i>	1	1											2
Small Cities Rep/ <i>V. Brewer</i>													0
Valley Regional Transit/ <i>C. Floor</i>	1	1											2
Appointed Transportation/Land Use/Air Quality Professionals													
Fehr & Peers/ <i>B. Lane</i>	1	1											2
JUB/ <i>J. Rosenlund</i>													0
Pline Engineering/ <i>J. Pline</i>	1	1											2
Washington Group/ <i>J. Witt</i>	1	1											2
Ex officio Members													
COMPASS/ <i>M. Waldinger</i>		1	1										2



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

MEMORANDUM

TO: Community Planning Association Board of Directors
FROM: John Cunningham, Principal Planner - Transit
DATE: April 2, 2007
RE: Status Report - Treasure Valley High Capacity Transit Study

ACTION REQUESTED:

None. This item is for information only.

BACKGROUND:

Based on the recommendations and guidance in previous studies and plans¹, COMPASS and Valley Regional Transit have initiated the Treasure Valley High Capacity Transit Study (TVHCTS) which consists of:

- Downtown Boise Circulator Alternatives Analysis (AA)
- Downtown Boise Multi-Modal Center (MMC) Development
- Priority Corridor (I-84/I-184) Alternatives Analysis (AA)

Together, the projects are intended to identify locally preferred alternatives for transportation improvements in downtown Boise and in the I-84 corridor. These efforts are being combined under one study given their inter-related characteristics. In order to site and design a downtown multi-modal center, the alignment and mode of a downtown circulator needs to be developed. Equally, the design of the downtown circulator system is dependent on the site of the MMC. The priority corridor AA will look at alternatives that allow a direct connection to the downtown circulator, potentially at the MMC.

STATUS:

Capital City Development Corporation, City of Boise, COMPASS, and Valley Regional Transit staff continue to work on Task 1 of the TVHCTS. Task 1 is a strategizing effort, which is anticipated to take three to four months. Tasks 2, 3 and 4 are as follows: Downtown Boise Circulator Analysis, Development of the Downtown Boise Multi-Modal Center, and Priority Corridor Alternatives Analysis. Tasks 2 and 3 will precede Task 4 in order to meet some funding deadlines.

Two Policy Advisory Committees will be formed to guide this effort. One will focus on the downtown projects (multi-modal center & streetcar [Downtown Policy Advisory Committee-DPAC]) and one is to focus on the priority Corridor project (Alternatives Analysis or Pre-Alternatives Analysis [Corridor Policy Advisory Committee-CPAC]).

The COMPASS Board will consider an appointment to the DPAC at their April 16, 2007 meeting.

pc: File 631

JC:nb T:\FY07\600 Projects\631 TVHCTS\Documents\Reports\COMPASS Board\4-16-07 Staff Report.doc

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¹ *Rail Corridor Evaluation Study* - 2003, *Downtown Boise Mobility Study* - 2005, *Communities in Motion* - 2006

MEMORANDUM

TO: Matt Stoll, Executive Director

FROM: Ken Burgess, Veritas Advisors
Nils Johnson, Holland & Hart

DATE: April 4, 2007

RE: Status Report – Legislative Activities for March 2007

ACTION REQUESTED:

None. Information only.

BACKGROUND:

Below is a synopsis of activities and contacts made during the month of March 2007 regarding COMPASS' appropriations priorities.

STATUS:

1. FY07 USDOT approach to discretionary funds. As a result of the absence of a 2007 appropriations package, and the passage of the Continuing Resolution, many federal agencies are developing their own approach to dispensing discretionary federal funds. The Department of Transportation has, at the advice of the Office of Management and Budget, developed a "merit-based" competitive grant process for almost all of the programs under its jurisdiction. The Department published draft rules for these programs in the Federal Register on March 22, 2007. COMPASS staff has been diligent in determining which COMPASS member projects might be eligible for competition and is doing a good job of gathering information and making application for these programs.

Nils Johnson met with Capitol Hill Appropriations committee staff to determine what, if any, of the COMPASS FY07 appropriations projects might be eligible for these funds.

2. Congressman Simpson has submitted his appropriations committee project priorities to the respective subcommittees. The Transportation Subcommittee has developed new standards for these submissions, and we worked with COMPASS staff to submit additional information to Congressman Simpson in early March 2007 to accompany COMPASS requests. The subcommittees will now spend the next few months prioritizing all projects, and will begin their work in earnest in June 2007.

Senator Craig will be submitting his priority lists to the Senate subcommittees early in April 2007. So far the Senate has not developed additional information requirements, and we are in constant contact with Senator Craig's staff to ensure he has all they need for COMPASS requests.

STATE LEGISLATIVE ISSUES

The Legislature adjourned on March 30, 2007 after finally agreeing to a GARVEE funding bill. Matt Stoll and Ken Burgess remained in constant contact with legislators and stakeholder group lobbyists on a number of Treasure Valley transportation issues throughout the session. In the end the 2007 session produced a mixed bag for transportation issues:

1. Local Option Sales Tax Authority failed: As you know from last month's report, the House Revenue and Taxation Committee killed the local option sales tax authority for public transit by voting to hold it in committee. Our efforts this year should be viewed as a moderate victory in that we were able to get at least a vote in the committee; this is more progress than many had predicted on the issue. This issue will remain a very large challenge in the House Revenue and Taxation Committee.
2. GARVEE funding approved: A \$250 million GARVEE package was approved by the legislature. It was the final issue to be dealt with before adjournment. In the end, the Treasure Valley projects should fare well. A full analysis and explanation of the final GARVEE package is attached.
3. Forum on Transportation Investment recommendations – no interim study committee: Ultimately the legislature did not approve an interim study committee to explore Idaho's future transportation funding options. The reasons given for NOT having an interim committee varied, but one argument was that the Forum on Transportation Investment had already done quite a bit of work. I suspect that another reason is that if an interim committee studies the options there will be an EXPECTATION of definitive action in the next legislative session. Some members are averse to dealing with transportation funding in the next legislative session, so there will likely be a great debate on the subject over the summer and into the 2008 session. We continue to support ITD's assertion that new funding sources need to be developed in order to meet the transportation needs of the state (and Treasure Valley).
4. OPE audit of ITD scrapped: The Joint Legislative Oversight Committee had considered asking the Office of Performance Evaluations to conduct an evaluation of ITD structure and processes. The intent was to give the legislature a greater understanding of - and more confidence in - how ITD operates. Ultimately, JFAC did not approve the additional finances necessary to conduct the study, therefore it will not occur.

Attachment - 1

Final GARVEE wrangling settled Friday in the legislature

As many of you know, the 2007 GARVEE funding program was the final issue the legislature dealt with before adjourning for good after 7:00 pm on Friday.

The Senate, on Thursday, failed to pass the JFAC recommendations we last told you about on Wednesday. Thursday afternoon and Friday was spent in negotiations between the House, Senate, and the Governor's office to come to the final resolution.

The final resolution (a copy of the bill is attached) approved as much as \$250 million in bonding for the Connecting Idaho highway program. This compromise addressed most of the overall concerns about GARVEE: it gives the ITD Board more "flexibility" with the funds; instructs ITD to do as much work as possible within the department; Adds intent language to allow the ITD Board to select future allocations – not the Legislature.

Overall, the Treasure Valley projects still fared well. The major differences of the final version versus the latest JFAC proposal are as follows:

1. The same six projects are authorized, but allocates a RANGE of dollar amounts to be spent, as opposed to specific figures:
 - a. US95 Garwood to Sagle.....\$23m - \$77m
 - b. US95 Worley North.....\$11m - \$12m
 - c. SH16 I-84-Emmett.....\$4.3m - \$17m
 - d. I-84 Caldwell-Meridian.....\$58m - \$126m
 - e. I-84 Orchard to Isaacs Canyon.....\$28m - \$30m
 - f. US30 McCammon to Lava Hot Springs.....\$38.4m - \$40m

[This range provides more flexibility to the ITD Board, increases the possible dollar allocation for N. Idaho projects, decreases the possible allocation for State Highway 16, and a small increase possible for Orchard to Isaacs Canyon]

2. The ITD Board may not increase the scope, add specific projects, or extend any of the projects listed as above.
3. The ITD Board is instructed to spend the money in following priority: construction, right-of-way acquisition, other project-related costs.

[This places the emphasis on getting projects that are ready, to be CONSTRUCTED]

4. ITD is instructed to, as much as practical and feasible, perform project-related work within the department.

[To address the perception, among some legislators, that the Connecting Idaho contractor is being paid too much]

5. Gives authority to ITD Board to adjust GARVEE allocations among the projects listed above.
6. ITD Board shall submit a report to the legislature as to the status of these projects by September 30 of each year.

[Accountability. And to keep legislators informed and educated about the progress]

7. After July of 2008, the ITD Board shall have sole responsibility to allocate GARVEE proceeds to specific projects (as long as they are one of the projects in the original GARVEE legislation of 2006).

[A signal that the legislature should not be in the roadway planning and constructing business, and NEXT year, such political shenanigans will not be tolerated – we'll see next year]

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