

VII. EXECUTIVE DIRECTORS REPORT (3:00)

- A. **Staff Activity Report**
The September 2006 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.
- H. **Correspondence – Letter to Pete O’Neil, Chairman, Treasure Valley Air Quality Council**
COMPASS staff comments regarding the June 30, 2006 version of the Treasure Valley Air Quality Plan can be accessed on the COMPASS website at the address referenced above.

VII. ADJOURNMENT (3:05)

*Enclosures

Times are approximate. Agenda is subject to change.

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BOARD OF DIRECTORS' MEETING
SEPTEMBER 18, 2006
ADA COUNTY COURTHOUSE
BOISE, IDAHO



COMPASS
 COMMUNITY PLANNING ASSOCIATION
 of Southwest Idaho

****MINUTES****

ATTENDEES:

Gerry Armstrong for Judy Peavey-Derr, Commissioner, Ada County
 A.J. Balukoff, Trustee, Independent School District of Boise City
 Dave Bieter, Mayor, City of Boise
 Keith Bird, Councilman, City of Meridian
 Dave Bivens, Commissioner, Ada County Highway District
 Alan Brock, Commissioner, Golden Gate/Notus-Parma Highway District
 Elaine Clegg, Councilwoman, City of Boise
 Richard Cook for Rick Yzaguirre, Commissioner, Ada County
 Tom Dale, Mayor, City of Nampa, **Chair-Elect**
 Tammy de Weerd, Mayor, City of Meridian, **Chair**
 Marje Ellmaker, Mayor, City of Notus
 Pete Friedman for Fred Tilman, Commissioner, Ada County
 Michael Fuss for Martin Thorne, Councilman, City of Nampa
 Karen Gallagher, for Vernon Bisterfeldt, Councilman, City of Boise
 Phil Kushlan, Capital City Development Corporation
 Katey Levihn for John Franden, Commissioner, Ada County Highway District, **Vice-Chair**
 Mike McGown, Idaho Department of Environmental Quality
 Carol McKee, Commissioner, Ada County Highway District
 Frank McKeever, Mayor, City of Middleton
 Bryce Millar, Commissioner, Nampa Highway District #1
 Garret Nancolas, Mayor, City of Caldwell, **Secretary-Treasurer**
 Eric Shannon for Charles Rountree, Idaho Transportation Department
 Matt Stoll, Executive Director, Community Planning Association, Ex officio
 Bill Vaughan for Nancy Merrill, Mayor, City of Eagle
 Mike Vuittonet, Trustee, Joint School District #2

MEMBERS ABSENT:

Matt Beebe, Commissioner, Canyon County
 Russell Duke, Central District Health, Ex officio
 Matt Ellsworth, Governor's Office, Ex officio
 John Evans, Mayor, City of Garden City
 Kelli Fairless, Valley Regional Transit
 David Ferdinand, Commissioner, Canyon County
 Gordon Law, City of Caldwell
 Nathan Mitchell, Mayor, City of Star
 Dean O Bray, Mayor, City of Kuna
 Patrick Rice, Greater Boise Auditorium District, Ex officio
 Darin Taylor, Commissioner, Canyon Highway District #4
 Robert Vasquez, Commissioner, Canyon County
 Margaret Watson, Mayor, City of Parma

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OTHERS: Eric Adolfsen, Community Planning Association
Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
John Cunningham, Community Planning Association
Brad Kelly, Iteris
Fred Kitchener, McFarland Management
Jim Larson, Ada County Highway District
Terry Little, Ada County Highway District
Steve Moreno, Federal Highway Administration
Patti Raino, Idaho Transportation Department
Terri Schorzman, Community Planning Association
Jon Sandoval, Idaho Department of Environmental Quality
Steve Siddoway, City of Meridian
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Ted Vanegus, City of Eagle
Mary Ann Waldinger, Community Planning Association
Jeanne Urlezaga, Community Planning Association
Jay Witt, Community Planning Association

CALL TO ORDER:

Chair Tammy de Weerd called the meeting to order at 1:42 p.m.

AGENDA ADDITIONS/CHANGES

Matt Stoll requested a motion directing staff to draft a letter for Chair de Weerd's signature to Charlie Rountree thanking him for his service as an Idaho Transportation Department employee.

Garret Nancolas moved and Keith Bird seconded that staff draft a letter from the COMPASS Board thanking Charlie Rountree for his service as an Idaho Transportation Department employee. Motion passed unanimously.

Chair de Weerd noted that Mike McGown was moving into a new position with the Idaho Department of Environmental Quality and thanked Mike for his participation on the COMPASS Board.

Elaine Clegg moved and Dave Bivens seconded approval of Jon Sandoval as the non-elected Board member for the Idaho Department of Environmental Quality, Pete Friedman as a COMPASS Board alternate for Ada County, and Bill Vaughan as a COMPASS Board alternate for the City of Eagle. Motion passed unanimously.

OPEN DISCUSSION/ANNOUNCEMENT

Matt Stoll reminded the Board that the October 16, 2006 Board meeting location has been changed to the Caldwell Police Department.

CONSENT AGENDA

- A. *Approve August 21, 2006, Board Meeting Minutes***
- B. *Receive Approved July 18, 2006, Executive Committee Meeting Minutes***

Tom Dale moved and Carol McKee seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Adopt Resolution 13-2006 and 14-2006 Approving the Final 2007-2011 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area

Toni Tisdale stated that, due to numerous changes that have been requested by the Idaho Transportation Department and the Regional Technical Advisory Committee, staff requests this item be deferred until the October 16, 2006 Board meeting.

After discussion, *Elaine Clegg moved and Carol McKee seconded to defer the approval of the final 2007-2011 Transportation Improvement Programs until October 2006. Motion passed unanimously.*

OTHER

Mayor Dale introduced Michael Fuss, City Engineer for Nampa and requested that Michael be approved as a COMPASS Board alternate for the City of Nampa.

Garret Nancolas moved and Carol McKee seconded approval of Michael Fuss as a COMPASS Board alternate for the City of Nampa. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Discuss Federal Highway Administration's Perspective on Recent Trends in Transportation Funding and Cost Growth

Steve Moreno, of the Federal Highway Administration, provided a presentation on the Federal Highway Administration's perspective on recent trends in transportation funding and cost growth.

B. Overview of the Surface Transportation Program-Enhancement and Congestion Mitigation/Air Quality Projects

Patti Raino, of the Idaho Transportation Department, presented an overview of the Surface Transportation Program-Enhancement and Congestion Mitigation/Air Quality Projects.

C. Status Report – Treasure Valley Intelligent Transportation System Plan

Fred Kitchener, of McFarland Management, provided a status report on the Treasure Valley Intelligent Transportation System Plan.

D. Review Annual Monitoring Report

Charles Trainor reviewed the format of the Annual Monitoring Report.

E. Review Project Prioritization Criteria for Use in Developing the FY2008-2012 Transportation Improvement Programs

Toni Tisdale provided a review of the project prioritization criteria to be used in developing the FY2008-2012 Transportation Improvement Programs.

After discussion, *Elaine Clegg moved and Marje Ellmaker seconded to direct the Regional Technical Advisory Committee to develop a preliminary prioritization criteria process by December 2006 to use for the FY2008-2012 Transportation Improvement Programs. Motion passed unanimously.*

ADJOURNMENT

Dave Bivens moved and Carol McKee seconded adjournment at 3:55. Motion passed unanimously.

Dated this 16th day of October 2006.

APPROVED:

*BY: _____
Tammy de Weerd, Chair
Community Planning Association*

ATTEST:

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

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EXECUTIVE COMMITTEE MEETING
August 15, 2006
COMPASS Conference Room

****MINUTES****

ATTENDEES: Matt Beebe, Commissioner, Canyon County
 Dave Bieter, Mayor, City of Boise
 Tom Dale, Mayor, City of Nampa, **Chair-Elect**
 Tammy de Weerd, Mayor, City of Meridian, **Chair**
 John Franden, Commissioner, Ada County Highway District,
Vice-Chair
 Frank McKeever, Mayor, City of Middleton
 Nancy Merrill, Mayor, City of Eagle
 Garret Nancolas, Mayor, City of Caldwell, **Secretary/Treasurer**
 Judy Peavey-Derr, Commissioner, Ada County
 Matt Stoll, Executive Director, Community Planning Association,
 Ex officio

OTHERS PRESENT: Karen Gallagher, City of Boise
 Terri Schorzman, Community Planning Association
 Jeanne Urlegaza, Community Planning Association
 Diane Wilton, Community Planning Association

CALL TO ORDER

Chair Tammy de Weerd called the meeting to order at 2:02 p.m.

AGENDA ADDITIONS/CHANGES

Garret Nancolas moved and Nancy Merrill seconded to approve the Agenda as presented. Motion passed unanimously.

CONSENT AGENDA

A. Approve July 18, 2006, Executive Committee Meeting Minutes

Frank McKeever moved and Tom Dale seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEM

A. Establish September 18, 2006, COMPASS Board Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-20 and requested to change Item 14 - Approve Project Prioritization Criteria for Use in Developing the FY2008-2012 Transportation Improvement Programs from an Action Item to an Information/Discussion Item and to move Item 19 - Review draft FY2007 Strategic Plan to the October 2006 Board agenda.

After discussion, *Nancy Merrill moved and Tom Dale seconded to approve the September 18, 2006, Board meeting Agenda Items 1-18 and 20 as requested by staff. Motion passed unanimously.*

B. Consider October 16, 2006 COMPASS Board Meeting Location

Matt Stoll stated that, due to a scheduling conflict, the October 2006 COMPASS Board meeting needs to be moved from the Canyon County Courthouse and staff has reserved a conference room at the Nampa Civic Center. Garret Nancolas suggested the meeting be held at the Caldwell Police Station at no cost.

Chair de Weerd directed staff to check on the availability of the Caldwell Police Department's meeting room and if available, the October 2006 Board meeting will be held there.

INFORMATION/DISCUSSION ITEMS

A. Status Report – Strategic Plan Update

Matt Stoll reviewed the revised Strategic Plan. He said that, as a result of the May 2006 Board retreat, staff revised the Plan, laying out a three year strategy for building the core skills and knowledge base in a form that will better serve the member agencies in dealing with the regions transportation and growth issues. It also lines out key items that staff needs to be working on strategically to work more efficiently.

B. Executive Session

Dave Bieter moved and Matt Beebe seconded to move into Executive Session at 2:50 p.m.

Matt Stoll called roll. The following Executive Committee members were present and voted in the affirmative to move into Executive Session: Matt Beebe, Dave Bieter, Tom Dale, Tammy de Weerd, John Franden, Frank McKeever, Nancy Merrill, Garret Nancolas, Judy Peavey-Derr. There were no nay votes.

Judy Peavey-Derr moved and Garret Nancolas seconded to convene back into regular session at 3:10 p.m. Motion passed unanimously.

ADJOURNMENT

After discussion, *Judy Peavey-Derr moved and Garret Nancolas seconded to adjourn at 3:15 p.m. Motion passed unanimously.*

Dated this 19th day of September 2006.

APPROVED:

***By: _____
Tammy de Weerd, Chair
COMPASS***

ATTEST:

***By: _____
Matthew J. Stoll, Executive Director
COMPASS***

COMPASS BOARD MEETING AGENDA ITEM V-A

DATE: OCTOBER 16, 2006

Topic: FY 2007-2011 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area

Summary:

Budgetary constraints delayed the process of completing the FY 2007-2011 Transportation Improvements Programs. The Idaho Transportation Board directed Idaho Transportation Department staff to adjust the FY 2007 programs in order to provide funding for delayed projects in FY 2006. Adjusting one year of the programs has a domino affect on the other years of the programs. Therefore, the final programs are scaled back from the preliminary versions.

The final Transportation Improvement Program documents are available on the website: Northern Ada County

<http://www.compassidaho.org/documents/prodserve/trans/NACFY2007%20Rpt.pdf>,

Nampa Urbanized Area

<http://www.compassidaho.org/documents/prodserve/trans/NUAFY2007%20Rpt.pdf>,

Further changes should be minor, such as replacing temporary key numbers with permanent key numbers.

Staff Recommendation/Request:

COMPASS staff recommends adoption of Resolution 01 – 2007 recommending approval of the FY 2007-2011 Transportation Improvement Program for Northern Ada County and the associated Air Quality Conformity Demonstration; and Resolution 02-2007 recommending approval of the FY 2007-2011 Transportation Improvement Program for the Nampa Urbanized Area. The Resolutions are provided as Attachments 1 and 2.

Implication (policy and/or financial):

The recent changes result in deleting or delaying projects rather than adding new projects; therefore, no further public involvement is necessary. The delay in approving the FY 2007-2011 Transportation Improvement Programs has no negative effect, as the Federal Highway Administration and Federal Transit Administration acknowledge the current (FY 2006-2010) Transportation Improvement Programs up to two years.

Highlights:

Some recommended changes to the GARVEE program would have affected the conformity demonstration. The Idaho Transportation Department staff decided to include the same GARVEE program that was presented in July 2006 in the preliminary Transportation Improvement Programs. The descriptions also include a statement that GARVEE funds beyond FY 2007 are subject to the review and approval of the Idaho Legislature. Amendments to the GARVEE program will follow a decision by the Idaho Legislature in the spring of 2007.

More Information:

- 1) Attachment 1 – Resolution 01-2007 for the purpose of approving the FY 2007-2011 Transportation Improvement Program for Northern Ada County and the associated Air Quality Conformity Demonstration.
- 2) Attachment 2 – Resolution 02-2007 for the purpose of approving the FY 2007-2011 Transportation Improvement Program for the Nampa Urbanized Area.
- 3) A document comparing the FY 2007–2011 Transportation Improvement Programs with the FY 2006-2010 Transportation Improvement Programs is available on line: <http://www.compassidaho.org/documents/prodserve/trans/SummaryChanges.pdf>.
- 4) A document comparing the FY 2007-2011 Transportation Improvement Programs with the FY 2007-2011 Draft Transportation Improvement Programs is available on line: <http://www.compassidaho.org/documents/prodserve/trans/summarychangefromdraft.pdf>.
- 5) For detailed information contact: Toni Tisdale, 855-2558, extension 228, email ttisdale@compassidaho.org.



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FOR THE PURPOSE OF APPROVING THE FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM FOR NORTHERN ADA COUNTY AND THE ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION



WHEREAS, the Community Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Northern Ada County and Nampa Urbanized Area;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 require Metropolitan Planning Organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the 1990 Clean Air Act Amendments require all transportation plans and programs in nonattainment areas demonstrate conformity to applicable state implementation plans for air quality improvements;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 requires projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, the public was invited to review the projects included in the documents and provided one month to comment on the Transportation Improvement Program;

WHEREAS, an open house was held to solicit public comments on the Transportation Improvement Program;

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

WHEREAS, the Community Planning Association has developed an FY 2007-2011 Transportation Improvement Program for Northern Ada County in compliance with all applicable State and Federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board adopts the FY 2007-2011 Transportation Improvement Program for Northern Ada County and the associated Air Quality Conformity Demonstration.

Dated this 16th day of October 2006.

APPROVED:

By: _____
Tammy de Weerd, Chair
Community Planning Association Board

ATTEST:

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



FOR THE PURPOSE OF APPROVING THE FY 2007-2011 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE NAMPA URBANIZED AREA

WHEREAS, the Community Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Northern Ada County and the Nampa Urbanized Area;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 require Metropolitan Planning Organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 requires projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, the public was invited to review the projects included in the documents and provided one month to comment on the Transportation Improvement Program;

WHEREAS, an open house was held to solicit public comments on the Transportation Improvement Program;

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

WHEREAS, the Community Planning Association has developed an FY 2007-2011 Transportation Improvement Program for Northern Ada County in compliance with all applicable State and Federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board adopts the FY 2007-2011 Transportation Improvement Program for the Nampa Urbanized Area.

Dated this 16th day of October 2006.

APPROVED:

By: _____
Tammy de Weerd, Chair
Community Planning Association Board

ATTEST:

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



Topic: *Treasure Valley Intelligent Transportation System Plan*

Summary:

The Ada Planning Association (now COMPASS) adopted the first ***Treasure Valley Intelligent Transportation System Plan*** in October 1999. Intelligent transportation system (ITS) projects incorporate the use of electronics, communications, and computers to improve transportation efficiency and safety. They offer solutions to transportation challenges that may be cost effective alternatives or supplements to traditional approaches. The 1999 plan investigated potential ITS project deployments in the Treasure Valley with an objective to reduce congestion, improve safety, and enhance traveler information.

Since 1999, transportation agencies and emergency response providers have made significant progress deploying ITS projects. This work has laid the foundation for further implementation. These accomplishments combined with urban development and increasing traffic necessitated a plan update.

In late 2005, the Ada County Highway District hired McFarland Management / ITERIS to update the 1999 Plan. Several stakeholder workshops were held throughout the first half of 2006 to assist in the effort. On September 13, 2006, the Regional Technical Advisory Committee recommended the updated plan for Board adoption. The plan was presented to the Board for information at the September 18, 2006 meeting. A two-page fact sheet on plan adoption and ITS projects is attached along with a link to the final draft of the plan (see below).

Staff Recommendation/Request:

Adopt Resolution 03-2007 approving the ***Treasure Valley Intelligent Transportation System Plan*** as presented.

Implication (policy and/or financial):

By adopting this updated plan, the Board commits COMPASS to the recommendations contained therein. Most of the recommendations are general and not specific to one entity or organization. However one of the recommendations does require COMPASS staff resources for implementation. The requested resources can be accommodated within the scope of COMPASS' existing Congestion Management System. The FY2007 Unified Planning Work Program and Budget has 70 work days allocated for maintenance of the Congestion Management System. Thus no revision to the Unified Planning Work Program and Budget is needed.

Highlights:

A summary of the plan's recommendations include:

- Adoption by the participating agencies ;
- Consistent plan updates;
- Stakeholders identified during the development of the plan coordinate on a consistent basis;
- COMPASS takes on the maintenance of the Treasure Valley ITS Architecture. (An ITS architecture is similar to a schematic drawing that defines the "who, what, when, where and how" of ITS projects and connections);
- Regional, interagency operations be formally coordinated; and
- Establishment of an initiative to develop a Treasure Valley ITS benefits database.

More Information:

- 1) Attachment 1 - Resolution 03-2007
- 2) Attachment 2 - A two-page fact sheet on plan adoption and ITS projects distributed to the Executive Committee on September 19, 2006 is attached.
- 3) The draft plan update can be found at <ftp://ftp.iteris.com/project/TVITS/>
- 4) For additional or more detailed information contact:
 - Jim Larsen – Ada County Highway District, (208_ 387-6196, jlarsen@achd.ada.id.us)
 - Fred Kitchener - McFarland Management, LLC, (208) 331-0072, fmkitch@mindspring.com
 - Ben Frevert – ITERIS, (208) 345-4630, brf@iteris.com
 - MaryAnn Waldinger – COMPASS, (208) 855-2558 x234, mwaldinger@compassidaho.org

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FOR THE PURPOSE OF APPROVING THE TREASURE VALLEY INTELLIGENT TRANSPORTATION SYSTEM (ITS) STRATEGIC PLAN



WHEREAS, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the Metropolitan Planning Organization (MPO) responsible for transportation planning in Northern Ada County and the Nampa Urbanized Area;

WHEREAS, the Ada Planning Association Board of Directors (designated Community Planning Association of Southwest Idaho effective November 15, 1999) adopted the Treasure Valley Intelligent Transportation System (ITS) Plan on October 12, 1999;

WHEREAS, Intelligent Transportation System Architecture and Standards stated in Title 23 Part 940 of the Code of Federal Regulations require that a regional ITS architecture shall be developed to guide the development of ITS projects and programs and be consistent with ITS strategies and projects contained in applicable transportation plans;

WHEREAS, the Regional Technical Advisory Committee recommended approval of the Treasure Valley Intelligent Transportation System (ITS) Strategic Plan on September 13, 2006;

WHEREAS, the Treasure Valley Intelligent Transportation System (ITS) Strategic Plan is financially unconstrained;

WHEREAS, the Treasure Valley Intelligent Transportation System (ITS) Strategic Plan provides project recommendations and a framework for prioritization; and

WHEREAS, the Treasure Valley Intelligent Transportation System (ITS) Strategic Plan updates the 1999 Intelligent Transportation System Plan and project list.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approve the Treasure Valley Intelligent Transportation System (ITS) Strategic Plan;

BE IT FURTHER RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors direct staff to maintain and update the Intelligent Transportation System architecture as part of the Congestion Management System Maintenance identified in the FY 2007 Unified Planning Work Program and Budget.

Dated this 16th day of October 2006.

APPROVED:

By: _____
Tammy de Weerd, Chair
Community Planning Association Board

ATTEST:

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

What is the Treasure Valley Intelligent Transportation System (ITS) Strategic Plan?

Per Federal requirements (23 CFR §940), an adopted regional ITS plan containing a compliant ITS architecture must be in place before ITS projects are eligible for federal funding. The Ada County Highway District hired McFarland Management/ITERIS to update the current (1999) ITS Plan in an effort to keep regional ITS projects eligible for federal funds. Both the 1999 and updated plans include “wish lists” of ITS projects. Specific funding sources are not identified. However, the updated plan does identify six general recommendations, one of which impacts COMPASS resources.

What the Treasure Valley Intelligent Transportation System (ITS) Strategic Plan is NOT.

This new plan is not the Interagency Regional Operations Center (IROC). IROC is a separate effort currently funded by the Idaho Transportation Department. The ITS Plan is more general in scope when compared to the IROC effort. Regardless of the outcome of the IROC effort, the ITS plan before the COMPASS Board is viable.

Benefits from Adoption of the Treasure Valley Intelligent Transportation System (ITS) Strategic Plan.

- Federal Requirement. Without a current, adopted plan, no federal funds (such as ITS Earmark funds) can be used on ITS projects in Ada or Canyon Counties.
 - The vast majority of federal funding sources used for Treasure Valley ITS projects to date are not available for conventional roadway and/or transit projects. Thus, ITS projects usually do not compete with roadway and/or transit projects. Past Treasure Valley ITS projects were funded using a variety of sources (federal earmarks, Congestion Mitigation/Air Quality, local funds, Homeland Security Grants, private funds, etc...).
- Replaces the current, outdated Treasure Valley ITS Strategic Plan, adopted by the Ada Planning Association in 1999.
 - The 1999 plan (and ITS architecture) does not reflect current conditions or future plans for ITS deployment and would not be recognized by FHWA as being compliant.
 - The 1999 plan identified over 50 core projects at a cost of 55 million dollars, 10 million dollars of which were completed.
- Member agencies will benefit from an adopted ITS Plan.
 - It will act as a guidance document to help transportation agencies with ITS project implementation and integration.
 - It will act as an important implementation template. When routes are improved, often ITS devices are integrated into larger roadway projects at a much lower cost than if done independently.
- It is a regional transportation plan. If COMPASS, the lead organization regarding regional transportation planning does not adopt it, it will likely not be used by local implementing agencies.
 - The COMPASS Regional Technical Advisory Committee (RTAC) recommended adoption of the ITS Plan at its September 13, 2006 meeting.

Benefits from Plan Implementation.

A well planned ITS system benefits the performance of the transportation system in a tangible way. In areas that are outfitted with vehicle detection equipment, a significant slow down in traffic is immediately called to the attention of traffic management center operators. Camera images of incidents are instantly available to emergency responders and the media on a real time basis. This leads to a more efficient use of system resources. Drivers are able to receive more current information on travel conditions and thus able to more efficiently reroute their trips by avoiding major delays.

Example:

A major crash on I-84 blocks afternoon rush-hour (westbound) traffic

- Speed sensors on I-84 detect a problem
- Cameras pinpoint the problem and provide information regarding severity and location of the crash – also provide some level of impact on the transportation network
- ACHD Traffic Management Center alerts emergency crews (or emergency crews receive information automatically in a fully integrated system)
- Cameras are used by emergency dispatchers to help determine most appropriate response and best route to the crash
- Traveler information is disseminated to Downtown Mobility Study, websites, and the 511 phone system alerting motorists and provides detour routes (if available)
- Parallel arterials are used to carry the traffic around the crash.
 - Advanced management systems and communication with signals in priority corridors allow for immediate signal timing adjustments to address the increased demand (i.e., signals are quickly retimed to allow more green time on parallel arterial routes)
- Incident is monitored, providing updated info on traveler information systems

ITS applications can help add capacity to existing transportation networks more cost effectively than traditional approaches. This can result in the delay, and maybe elimination, of some expensive transportation improvement projects.

Example:

Documented benefits from the recent signal timing effort and study in Downtown Boise:

- 12% reduction in pm travel time
- 16% reduction in pm delay time
- 13% reduction in vehicular stops (improving air quality)
- Over 250,000 gallons of fuel saved per year
- Benefit-to-cost ratio of 31:1

Regions implementing well planned ITS projects experience high cost/benefit ratios. However, future Treasure Valley ITS projects should be compared to other transportation projects based on cost/benefit and other priority criteria developed by COMPASS.

COMPASS BOARD MEETING AGENDA ITEM V-C

DATE: OCTOBER 16, 2006



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Public Involvement Policy

Summary: COMPASS updates the agency's Public Involvement Policy every three years. The last update was November 17, 2003.

Staff Recommendation/Request: Adopt Resolution 04-2007 approving the Public Involvement Policy as presented.

Implication (policy and/or financial): The federal government requires a 45-day public comment period for updating a public involvement policy. Public comment was open from August 23, 2006 through October 6, 2006.

Highlights:

The Public Involvement Policy supports the creation of public involvement plans and approaches for COMPASS projects and provides methods for community engagement, communications, and public comment solicitation. The policy supports public involvement that meets and/or exceeds local, state, and federal requirements for public involvement. The policy also defines timeframes for specific public comment requirements such as the Transportation Improvement Program and its amendments.

COMPASS received six comments during the 45-day public comment period; a transcript of the comments is attached.

The revised policy is attached.

More Information:

- 1) Attachment 1 – Revised Public Involvement Policy
Attachment 2 – Transcript of public comment
Attachment 3 – Resolution 04-2007
- 2) For detailed information: Terri Schorzman, tschorzman@compassidaho.org, or 855-2558, ext. 231.

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Public Involvement Policy



Adopted by Resolution 4-94, March 21, 1994

Updated November 16, 1998

Updated June 19, 2000

Updated November 17, 2003

Updated _____ 2006

POLICY: The planning processes of the Community Planning Association of Southwest Idaho (COMPASS) shall include an active public involvement process that provides comprehensive information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans.

COMPASS staff will tailor a specific public involvement process for each plan subject to review by public officials from affected areas, their representatives, and/or representatives from affected constituent groups. These procedures will comply with or exceed all federal, state, and local laws, rules, and regulations regarding public involvement and the solicitation of public input.

COMPASS will consider and implement the principles of equality for all citizens as formulated in Title VI of the Civil Rights Act of 1964 and the Executive Order for Environmental Justice to the extent reasonably possible.

METHODS: Methods that support the COMPASS Public Involvement Policy in the development of specific public involvement plans may include:

Two-way Communication Active Public Involvement and Information Techniques

- Public meetings (theater style, ~~facilitated~~-workshops, open houses)
- Focus groups
- Briefings
- Public opinion surveys
- Ad hoc committees and task forces
- Public hearings conducted by member agencies prior to Board adoption, as appropriate and as requested
- Speakers' Bureau
- Information hot line
- Technical assistance
- Expert panels
- Field trips

One-way Communication and Information Techniques

- Printed materials (fact sheets, newsletters, brochures, issue papers)
- Information Repositories (libraries, member agencies, schools)
- Advertisements
- Newspaper inserts
- News releases
- Bill stuffer
- News conferences
- General media (television, radio, website)

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Comprehensive Information

- Meeting dates/sites/agendas for COMPASS board meetings posted on web site
- Accessible meeting locations
- Major documents available on web site
- Presentations to organizations identified as stakeholders
- Planning fairs and other joint public meetings held with similar agencies

Timely Public Notice

▪ Legal notices

Paid advertisements

- Media contacts, news releases, and public service announcements
- Legal notices Paid advertisements/display ads
- Website, e-mail distribution
- Direct mail/postcards

COMPASS requires that each public involvement process have a defined public comment period:

1) Transportation Improvement Program

- Annual public comment period – 30 days
- Amendment public comment period – 15 days
- Amendments for GARVEE public comment period – 7 days

2) Regional Long-Range Transportation Plan

- Public comment period – 30 days
- Amendment public comment period – 15 days

3) [General] Public Hearing

- Notice for hearing – 15 days

4) Public Involvement Policy update

- Public comment period – 45 days (per federal regulations, 23 CFR S450, 316)

Full Public Access to Key Decisions

- Publication of meeting dates/sites
- Availability of draft documents and informational materials
- Open house meetings or other formats to discuss projects/plans

Early Citizen Involvement Input

- Facilitated public workshops
- Identification of initial projects lists planning issues created using citizen input
- Comment periods that allow adequate time for involvement/input

Continuing Involvement and Feedback

- Stakeholders ~~list~~ of interested groups, businesses, neighborhoods, elected officials, agency staffs, ~~and~~ citizens, and under-represented communities
- Comment periods that allow adequate time for involvement/input
- Summary transcripts of public comments to elected officials prior to their decisions
- Citizen comments, staff recommendations, and board decisions distributed via news release, website postings, mass e-mail, newsletters, and other means as necessary to COMPASS web site, city halls, public libraries, and the COMPASS office
- Appropriate use of electronic media.

Public Involvement Policy – update
 Comment period – August 22 – October 6, 2006

Comment #	Name	Yes	No	No Opinion	Comments	Action
1	Dean Gunderson	X			Looks great!	
2	D. Maxfield, Canyon County Sheriff's Office			X	One of the major concerns for the Canyon County Sheriff's Office is COMPASS' focus on stops at 1-84 with regard to HWY 20/26 and 44. COMPASS should begin to focus on more outlying areas for studies. There are significant traffic flow problems outside of Metro" areas.	Forwarded to principal planner for review and response.
3	Richard E. Carlson, MD, Meridian, ID	X			I don't perceive the impact of changes [to the PIP], but would assume COMPASS realized public input is essential for any probable acceptance or final conclusions.	Responded, thanking Dr. Carlson for input
4	Christine Floor, Valley Regional Transit	X			I think the revisions that have been added are an improvement. Clear definitions of "how you are going to involve the public." My only suggestion is [to identify] how you will quantify if you are successful? I don't know if this is a place for goal statement. How much of the public or citizens are you targeting? Just a thought.	Responded, acknowledging that we will look at measurements options
5	Sue Webster, CableOne	X			<ul style="list-style-type: none"> a. It certainly appears so. b. This looks like a very comprehensive plan to keep the public informed. I think COMPASS has done an excellent job of late to create consistent looking ads that catch reader attention. c. There is one mention of underserved communities – perhaps some sort of plan in place for a specific meeting location...might be helpful. d. Email and web communication serve as an effective and inexpensive tool – that must be used to its potential. COMPASS website front page would be most helpful if it had a hot spot to click for timely information/public input. The site needs to be more user friendly, i.e., to type in address for public comment is time consuming and complicated enough that typing errors will discourage some users. Also, using this comment form is complicated for some users and might discourage feedback. 	Responded with thanks; also addressed specific points.

Public Involvement Policy – update
 Comment period – August 22 – October 6, 2006

6	City of Meridian	X			<ul style="list-style-type: none"> a. <u>Third Paragraph</u> (last sentence): Unless it is intentionally included, omit the phrase “to the extent reasonably possible.” b. <u>Fourth Paragraph</u> (METHODS): Capitalize first letters of Public Involvement Plan. c. <u>Two-way Communication Information Techniques</u>: Revise header to read “Two-way Communication & Information Circulation Techniques.” d. I’m unfamiliar with “theater style” meetings, and “Speakers’ Bureau” methods of information dist. e. <u>One-way Communication Information Techniques</u>: Close the bracket in the first bullet; (fact sheets, newsletters, brochures, issues papers) f. <u>Timely Public Notice</u>: Add a bullet point for “Direct Mail/Postcards.” g. <u>Early Citizen Input</u>: Change the first word of the second bullet point from “Discovery” to “Identification.” h. The third bullet can be moved to the next section (“Continuing Feedback”). Also, the sentence could be revised to read “Comment periods <i>that</i> allow...” (instead of “Comment periods <i>to</i> allow). i. <u>Continuing Citizen Involvement and Feedback</u>: With the inclusion of the bullet point “Summary transcripts of public comments to elected officials prior to their decisions,” omit “Citizen” from the header. j. Revise the third bullet point as follows: Citizen comments, staff recommendations, and board decisions distributed via news release, website postings, mass e-mail, newsletters, and other means as identified necessary. 	Responded, thanked, and incorporated comments.
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FOR THE PURPOSE OF APPROVING UPDATES TO THE PUBLIC INVOLVEMENT POLICY

WHEREAS, the Community Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Northern Ada County and the Nampa Urbanized Area;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 require Metropolitan Planning Organizations to develop a public participation plan that provides reasonable opportunities for interested parties to participate;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 requires that participation plans must be developed in consultation with all interested parties and that the public must have input on the participation plan;

WHEREAS, for each planning effort, the Community Planning Association shall include an active public involvement process that provides comprehensive information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans;

WHEREAS, the Community Planning Association will tailor a specific public involvement process for each plan subject to review by public officials from affected areas, their representatives, and/or representatives from affected constituent groups;

WHEREAS, the Community Planning Association will consider and implement the principles of equality for all citizens as formulated in Title VI of the Civil Rights Act of 1964 and the Executive Order for Environmental Justice to the extent possible; and

WHEREAS, the public was invited to review updates to the Public Involvement Policy for 45-days and received notice to do so by legal notice, display ads, news releases, website, and email distribution.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board adopts the Public Involvement Policy.

Dated this 16th day of October 2006.

APPROVED:

By: _____
Tammy de Weerd, Chair
Community Planning Association Board

ATTEST:

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

COMPASS BOARD MEETING AGENDA ITEM VI-A

DATE: OCTOBER 16, 2006



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Transportation Studies Coordination

Summary:

The Transportation Studies Coordination Committee was formed in August 2002 to establish a single point where information about transportation-related studies could be obtained. This effort allowed member agencies, as well as residents, to learn about transportation studies, research the possible ramifications of a specific project on other projects, and obtain the history of studies in the vicinity of a specific facility.

COMPASS staff created a database, map, and website, which were approved by the Board in March 2005. Transportation Studies Coordination efforts are reported on the COMPASS website at <http://www.compassidaho.org/planning/studies.htm>.

Staff Recommendation/Request:

COMPASS staff request continued support for the Transportation Studies Coordination efforts. The program is dependent on member agency staff reporting new studies and the progress of existing studies.

Implication (policy and/or financial):

Resolution 05-2003, adopted in May 2003 by the COMPASS Board, authorized COMPASS staff to develop and maintain the Transportation Studies Coordination database and reporting mechanism.

Highlights:

The Transportation Studies Coordination website includes the following information about past and on-going transportation studies in Ada and Canyon Counties:

- List of all known current, on-going, and future studies with a link to additional information including:
 - Study name;
 - Study sponsor;
 - Study status; and
 - Brief description of the goals of the study.
- Cumulative map of all known current, on-going, and future studies; and
- List of approved studies with links to the final documents.

More Information:

- 1) For detailed information contact: Toni Tisdale at 855-2558, extension 228 or email at ttisdale@compassidaho.org.

pc: 856.03

TT:dw T:\FY07\800 System Maintenance\856 Transportation Studies\061001BdStudiesCoord.doc

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

PROGRAM NO.	TITLE	LEAD STAFF
601	UNIFIED PLANNING WORK PROGRAM AND BUDGET, DEVELOPMENT AND TRACKING <ul style="list-style-type: none"> • Processed and tracked revenue and expenditures associated with Revision 2 of FY2006 Unified Planning Work Program and Budget. • Continued to gather information related to potential budget changes to the Final version of the FY2007 Unified Planning Work Program and Budget. 	JEANNE URLEZAGA
605	FEDERAL ASSURANCES <ul style="list-style-type: none"> • Continued to document the self-certification report and the annual report for Title VI compliance. 	TONI TISDALE
610	SH 44 CORRIDOR PRESERVATION STUDY <ul style="list-style-type: none"> • Consultants have been preparing a draft Phase 2 scope. Limited staff activity on this task. 	CHARLES TRAINOR
611	US 20/26 CORRIDOR PRESERVATION STUDY <ul style="list-style-type: none"> • Reviewed basic corridor cross-sections. • Reviewed screening criteria. • Met with consultant team regarding evaluation data for alternatives. • Met with City of Caldwell regarding a suggested alternative for access control. 	CHARLES TRAINOR
612	MIDDLETON ROAD CONNECTIONS STUDY <ul style="list-style-type: none"> • Completed project. 	CHARLES TRAINOR
620	GROWTH AND TRANSPORTATION SYSTEM MONITORING <ul style="list-style-type: none"> • Prepared initial report for review. This draft was presented to the Regional Technical Advisory Committee and to the Board for review. • Collected current preliminary platting information. • Worked on the mid-year Development Monitoring Report. 	CHARLES TRAINOR
626	POPULATION ESTIMATE DEVELOPMENT <ul style="list-style-type: none"> • No significant activity. 	CHARLES TRAINOR
631	RAIL CORRIDOR FEASIBILITY STUDY <ul style="list-style-type: none"> • Initiated scoring and review of responses (2) to Request for Proposals. • Continued research on strategy and funding options for development of right of way acquisition strategy. 	JOHN CUNNINGHAM
647	LAND USE MODEL DEMONSTRATION PROJECT <ul style="list-style-type: none"> • No significant Activity. 	MARYANN WALDINGER

PROGRAM NO.	TITLE	LEAD STAFF
653	COMMUNICATIONS AND EDUCATION <ul style="list-style-type: none"> • Updated website, included posting member events. • Updated brochures for distribution at upcoming events. • Participated in transportation/health fair for state employees. • Co-sponsored Odyssey Idaho. • Developed presentation for BSU graduate-level workshop. • Developed public presentation for mid-November. • Submitted award nominations for <i>Communities in Motion</i>. 	TERRI SCHORZMAN
655	AMPO TREASURE VALLEY ACCESS MANAGEMENT STRATEGY <ul style="list-style-type: none"> • Prepared a proposed schedule revision and submitted to the Association of Metropolitan Planning Organizations for approval. This was granted. • Transferred responsibility for the project from Patricia Nilsson to John Cunningham. 	JOHN CUNNINGHAM
661	COMMUNITIES IN MOTION <ul style="list-style-type: none"> • Preparing plan for final publication • Preparing text for public information piece • Continued work on the 2015 Federal Functional Classification map for Ada and Canyon Counties. All transportation jurisdictions have made comments and the first draft is ready for review. • Initiated a public event slated for November to showcase local government activities related to plan implementation. • Participated in planning activities in the Cities of Nampa (North Nampa Master Plan) and Boise (30th Street and State Street) for potential <i>Communities in Motion</i> implementation. 	CHARLES TRAINOR
685	TRANSPORTATION IMPROVEMENT PROGRAM <ul style="list-style-type: none"> • Participated in the Urban Balancing Committee on September 5, 2006. • Participated in the Transportation Task Force for the City of Eagle and the City of Meridian and attended an open house meeting for the City of Boise regarding the FY 2008-2012 Transportation Improvement Program priority projects. • Met with staff from the Cities of Nampa, Garden City, Caldwell, Kuna; ACHD; Valley Regional Transit; Canyon Highway District; and Nampa Highway District regarding the FY 2008-2012 Transportation Improvement Program priority projects. • Met with staff from ACHD, Nampa Highway District, and Canyon Highway District regarding the proposed new prioritization process. • Attended the Idaho Transportation Board meeting on September 21, 2006 to hear funding discussions and decisions. • Updated COMPASS' Board and Regional Technical Advisory Committee on ITD's Congestion Mitigation/Air Quality and Enhancement funding processes. • Facilitated discussions to obligate the Locust Grove Overpass project with ACHD and ITD. • Participated in a meeting with ITD and the City of Caldwell regarding the Exit 29 project, the Blaine and Cleveland intersection project, and access issues on US 20/26. • Met with ITD staff to mirror the State Transportation Improvement Program and the local Transportation Improvement Program. • Facilitated a meeting with the City of Nampa, ITD, and Veritas Advisors to discuss the progress of the Amity Road High Priority project in Nampa. • Began work on improved TIP transit report for ITD. 	TONI TISDALE

PROGRAM NO.	TITLE	LEAD STAFF
701	GENERAL MEMBERSHIP SERVICES	CHARLES TRAINOR
	<ul style="list-style-type: none"> • Provided model data to consultant for the City of Middleton's Master Transportation Plan on September 19, 2006. • Produced approximately 63 maps and 5 hours of geographic information system assistance to member agencies on 5 separate requests. • Participated in meetings on Ada County Comprehensive Plan update. • Worked with Ada County Highway District and Idaho Transportation Department on issues regarding traffic impact studies and demographic information. Part of this work relates to North Ada County Foothills development proposals. • Participated in planning activities in the Cities of Nampa (North Nampa Master Plan) and Boise (30th Street and State Street). 	
703	GENERAL PUBLIC SERVICES	CHARLES TRAINOR
	<ul style="list-style-type: none"> • Provided information to the public on demographics and traffic issues. • Provided travel demand model data to a consultant for the Harris Ranch Traffic Study. • Produced approximately 7 maps and 4 hours of geographic information system assistance to the general public on 4 requests. • Began reviewing the permit and growth data from Gem and Payette for the base year model. 	
705	TRANSPORTATION LIAISON SERVICES	MATT STOLL
	<ul style="list-style-type: none"> • Discussed COMPASS and its current and future services with various Board members and staff. • Participated in the Caldwell Chamber of Commerce Transportation Committee on September 11, 2006. • Submitted staff comments on the Treasure Valley Air Quality Council's Plan. 	
720	THREE CITIES RIVER CROSSING CORRIDOR STUDY	MARYANN WALDINGER
	<ul style="list-style-type: none"> • No significant activity this month. 	
729	LAKE HAZEL EXTENSION STUDY	MARYANN WALDINGER
	<ul style="list-style-type: none"> • No significant activity this month. 	
733	CLEAN CITIES COALITION PARTICIPATION	MARYANN WALDINGER
	<ul style="list-style-type: none"> • No significant activity this month. 	
740	MERIDIAN PATHWAYS PLAN	ROSS DODGE
	<ul style="list-style-type: none"> • Attended 2nd meeting with staff and consultant 	
741	SOUTH MERIDIAN AREA PLAN	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> • Met with project's consultant on September 7, 2006 regarding the modeling needs of the study. • Provided the consultant 24-hour and peak model forecasts under both land use scenarios, Community Choices and Trend. 	

PROGRAM NO.	TITLE	LEAD STAFF
742	TEN MILE SPECIFIC AREA PLAN <ul style="list-style-type: none"> • Worked with the consultant to determine modeling needs for this study. • Provided the consultant a draft of the model network and TAZ changes per their request. • Participated in planning charette. 	JOHN CUNNINGHAM
749	I-84 HIGH OCCUPANCY VEHICLE (HOV) LANE FEASIBILITY STUDY <ul style="list-style-type: none"> • No activity. 	MARYANN WALDINGER
751	WEST BENCH CIRCULATION STUDY <ul style="list-style-type: none"> • No activity. 	MARYANN WALDINGER
753	FLOATING FEATHER ALIGNMENT STUDY <ul style="list-style-type: none"> • Provided the consultant model estimates for four alternatives. 	MARYANN WALDINGER
755	ACHD – CAPITAL IMPROVEMENT PLAN UPDATE <ul style="list-style-type: none"> • Provided the consultant model data estimated for a specific area in Boise. 	MARYANN WALDINGER
757	FUNCTIONAL CLASSIFICATION TYPOLOGIES <ul style="list-style-type: none"> • Developed a Professional Service Agreement for consideration by Ada County Highway District regarding funding and agency responsibilities for the project. • Provided all base model input files and a data dictionary to sub-consultant on September 12, 2006 • Sponsored a presentation by Consultant team on project objectives to COMPASS Board. 	CHARLES TRAINOR
760	LEGISLATIVE SERVICES <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 in Coalition for Public Transportation resource group meetings and assisted with the development of revenue flow graphics. • Investigated potential grant/appropriation funding opportunities for the development of a corridor acquisition strategy. 	MATT STOLL
801	STAFF DEVELOPMENT <ul style="list-style-type: none"> • Attended 2006 Governors Summit on Aging. • Attended Land Use Summit. • Attended National Association of Regional Councils (NARC) Executive Directors Conference. • Attended Coalitions on Regional Public Transportation MPO Meetings. • Attended the Idaho Association of Counties annual conference. • Attended Dreamweaver – MX software training. • Reviewed papers for the upcoming Transportation Research Board Annual meeting in January 2007. 	JEANNE URLEZAGA

PROGRAM NO.	TITLE	LEAD STAFF
820	COMMITTEE SUPPORT	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees. 	
836	MODEL MAINTENANCE	MARYANN WALDINGER
	<ul style="list-style-type: none"> • Continued to make improvements to the travel demand forecasting model as identified. • Began working on a cost estimate and peer review panel for the TMIP Model Review Program. 	
842	CONGESTION MANAGEMENT SYSTEM MAINTENANCE	MARYANN WALDINGER
	<ul style="list-style-type: none"> • Attended the third opt-in meeting for stakeholders interested in participating in the Interagency Regional Operations Center (IROC) on September 5, 2006. • Presented a Draft of the Treasure Valley Intelligent Transportation System Strategic Plan to the Regional Technical Advisory Committee on September 13, 2006. • Presented a Draft of the Treasure Valley Intelligent Transportation System Strategic Plan to the Board on September 18, 2006. 	
856	TRANSPORTATION STUDIES COORDINATION	TONI TISDALE
	<ul style="list-style-type: none"> • Began a major update to the database and website. 	
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 and Boise City Planning & Zoning. • Distributed the monthly data dissemination compact disks to subscribers. • Continued GIS analysis used in developing the annual monitoring report • Continued work on coordinating a 2007 orthophotography update • Continued to fine tune COMPASS GIS data structure and organization 	
861	ADA COUNTY ORTHOPHOTOGRAPHY	ROSS DODGE
	<ul style="list-style-type: none"> • Sold approximately 22 ortho-photography sections. 	
960	INFORMATION TECHNOLOGY	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Continued coordination with the IT consultant. • Continued system maintenance and updates. • Moved web hosting site to local provider. 	

<i>PROGRAM NO.</i>	<i>TITLE</i>	<i>LEAD STAFF</i>
991	<p><i>SUPPORT SERVICES LABOR</i></p> <ul style="list-style-type: none"> • Completed recruitment process for the Demographer and Associate Planner positions. • Began recruitment process for an Assistant Planner position. • Attended regular staff meetings and prepared monthly status and quarterly variance reports as required. • Oversaw general administration and personnel. • Completed staff evaluations for FY2006. • Continued with in depth research on potential accounting software package. • Began preparations for year end closing and audit. 	<p><i>JEANNE URLEZAGA</i></p>

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Charles Trainor, Director of Planning

DATE: October 2, 2006

RE: Status Report – Corridor Studies

ACTION REQUESTED:

None. Information only.

BACKGROUND:

Staff is currently managing three corridor studies as part of the FY2006 Unified Planning Work Program and Budget - Middleton Road Connections for the City of Nampa and separate studies of State Highway 44 and U.S. 20/26 for the Idaho Transportation Department (ITD).

STATUS:

Middleton Road Connections: This project is completed.

U.S. 20/26 Corridor Study: COMPASS staff met with City of Caldwell staff to discuss alternatives. Consultant met with COMPASS staff regarding change in COMPASS staff oversight. Other activities included a development and review of basic corridor cross-sections, screening criteria, and a meeting to discuss travel demand model data for evaluating alternatives.

S.H. 44 Corridor Study: The proposed Phase 2 scope of work with ITD and consultant was prepared. A major billing was submitted in September, the first since April 2006.

CT: T:\FY07\600 Projects\610 SH 44\Monthly Status Reports to Board\October 2006.doc



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: MaryAnn Waldinger, Principal Planner

DATE: October 2, 2006

RE: Status Report – Current Air Quality Efforts

ACTION REQUESTED:

None. Information only.

BACKGROUND:

The information below provides an update on Treasure Valley air quality and specific efforts involving staff.

STATUS:

SEPTEMBER AIR QUALITY MONITORING

- The Idaho Department of Environmental Quality reported Treasure Valley air quality levels in the unhealthy category for four days during the month of September 2006.
 - Two of the unhealthy air quality days were related to fine particulate (PM2.5) levels recorded in Ada County.
 - Two of the unhealthy air quality days were related to fine particulate (PM2.5) levels recorded in Canyon County.

- The Idaho Department of Environmental Quality reported Treasure Valley air quality levels in the moderate category for five days during the month of September 2006.
 - Two of the moderate air quality days were attributable to ozone levels recorded in Ada County.
 - Two of the moderate air quality days were attributable to ozone levels recorded in Canyon County.
 - Four of the moderate air quality days were attributable to fine particulate (PM2.5) levels recorded in Ada County.
 - One of the moderate air quality days were attributable to fine particulate (PM2.5) levels recorded in Canyon County.

All the unhealthy and moderate values recorded during September 2006 were related to air pollution caused by wildfire smoke transport into the valley.

REGIONAL

- Staff reviewed the draft *Treasure Valley Air Quality Plan* and submitted comments to the committee's chair on September 25, 2006.



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Toni Tisdale, Principal Planner

DATE: October 3, 2006

RE: Status Report – Current Transportation Project Information

ACTION REQUESTED:

None. Information only.

BACKGROUND:

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

STATUS:

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

<i>Boise Air Terminal</i>	<i>Aug 2006</i>	<i>Aug 2005*</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	314,513	305,313	3.01%
Monthly Air Freight (Inbound and Outbound) (tons)	4,379	3,829	14.36%
<i>Public Transportation Monthly Ridership</i>	<i>Aug 2006</i>	<i>Aug 2005*</i>	<i>% Change</i>
ACHD VanPool (Trips)	17,665	15,291	15.53%
Valley Regional Transit**	80,121	75,740	5.78%
First Transit/Treasure Valley Transit/ Treasure Valley Metro**	11,349	10,179	11.49%
Total	109,135	101,210	7.83%

*There is a possibility that the 2005 statistics do not match those reported in 2005 due to data finalization.

**Types of service and/or service routes changed during this time period.

STATUS OF MAJOR PROJECTS

**The information below is as of October 4, 2006.*

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-184, Curtis Road Interchange, Boise	ITD	No change. This project will rehabilitate the bridge deck on the Curtis Interchange structure. The structure is restricted to two lanes, and no left turns are allowed from Curtis onto the Interstate. This project is expected to be complete in early November 2006.
I-84B, Blaine Street and Cleveland Boulevard in Caldwell	ITD	The Plans, Specifications, and Engineer's estimate package should be delivered in October 2006. Construction is planned for 2007.
I-84B, Blaine/Cleveland Curb Replacement NEW	Caldwell	This is a local project sponsored by the City of Caldwell. Bids were opened August 29, 2006 at 33% of the engineer's estimate. The City and ITD are reviewing the bid in order to determine whether to recommend acceptance or rejection.
I-84, Blacks Creek Rest Area	ITD	Periodic single lane restrictions to both the east-bound and west-bound lanes of I-84 during daylight work hours only, with a speed limit of 65 miles per hour. The rest areas are expected to re-open by the end of 2006. The west bound structures are 75% complete.
I-84, Dynamic Message Sign NEW	ITD	This Congestion Mitigation/Air Quality project consists of installing an overhead dynamic message sign at approximately mile post 45, west bound I-84, to inform west bound travelers of air quality alerts and to encourage carpooling for the next day's commute. Bid opening is scheduled for October 17, 2006.
I-84, Franklin Interchange (Exit 29), Caldwell	ITD	This project is advertised with an October 12, 2006 bid opening. A ground breaking ceremony will likely be scheduled for fall 2006.
I-84 & I-84B, Karcher Interchange, Karcher Junction to Nampa Boulevard and Caldwell Boulevard, in Nampa	ITD	No change. I-84 speed limits are reduced to 55 miles per hour. The eastern portion of SH-55/Karcher Connector opened at the end of August. Nampa/Caldwell Boulevard is reduced to one paved lane in each direction. Access for residences and businesses is maintained.
I-84, Linden Grade Separation, East and West Bound (Caldwell)	ITD	This project will rehabilitate both the eastbound and westbound bridge decks and upgrade the existing guardrail. A single bid was opened on July 27, 2006 and came in at 172% of the engineer's estimate. Previous bids were rejected. The project has been repackaged to allow a floating start date. It will be advertised in October 2006.
I-84, Locust Grove Grade Separation, Meridian	Meridian, ACHD, ITD	This project is advertised with a bid opening of October 3, 2006.
I-84 and SH 55 (Eagle Road) Westbound Off-Ramp Widening	ITD	Final design is complete. The Plans, Specifications, and Engineer's estimate package will be submitted in October. This project will be transferred to the GARVEE program.
I-84, Ten Mile Interchange	ITD	The Draft Concept Report and Preliminary environmental documents have been submitted to ITD for review. This project will be transferred to the GARVEE program.
I-84, Orchard Street to Gowen Road Interchange Study	ITD	Preliminary design and environmental evaluation of this project continues. ITD District 3 and the design consultant are meeting with property owners directly impacted by this project in order to revise plans to minimize property and business impacts. Based on coordination with Connecting Idaho Partners it is

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
		possible that ITD District 3 will administer and manage development of this project through environmental approval. The project would then be transferred to the GARVEE program.
I-84, Sand Hollow to Caldwell (three companion projects)	ITD	No Change. These three pavement rehabilitation projects will be re-advertised and re-bid in fall 2006. Construction is expected to begin in spring 2007.
Maple Grove, Franklin to Fairview NEW	ACHD	This project is sponsored by ACHD. The project will widen Maple Grove between Franklin and Fairview, including two structures. Concrete will be used for reconstruction. The bid opening is scheduled for October 3, 2006.
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. This project was programmed for construction in FY 2007; however, in the most recent balancing, it was delayed to FY 2008. Final design review for this project is still anticipated in fall 2006 with delivery of the Plans, Specifications, and Engineer's estimate package to follow shortly.
SH-55, Junction I-84 Westbound Off-Ramp to Franklin Road near Meridian	ITD	No change. Project is substantially complete. Final work is suspended until October 2006, when seeding (landscaping) can be performed as per specifications.
SH-55, Marsing to Sunnyslope Curve	ITD	No change. Paving on the project is underway. Traffic is controlled by a flagging operation and pilot car, and traffic is reduced to one lane. The speed limit is reduced to 45 miles per hour. Currently work activities include: roadway ballast, embankment, and storm trench construction. Bridge work will continue through the winter with completion in spring 2007.
US-20/26, Cloverdale Road to Hewlett Packard Main Entrance	ITD	The Plans, Specifications, and Engineer's estimate package has been submitted. Advertisement of this project is expected in October 2007 with construction starting in late winter or early spring 2008.
US-20/26, Hewlett Packard Main Entrance to Joplin Road (includes the Stafford to Stone section for a raised splitter island)	ITD	The retaining wall on the north side of US 20/26 (Chinden) is complete. Traffic has been switched to the new lanes during construction of the soldier pile wall on the south side of the roadway. Both lanes of traffic are shifted away from the work zone, with one lane open in each direction during daytime hours. Access for residences and businesses is maintained. This project is on track for completion in November 2006.
US-20/26 and SH-44 Pavement Marking Removal	ITD	Project completed on September 19, 2006.

Other

- Intersection improvements on Greenhurst / Powerline and Greenhurst / Southside – at both intersections: Minor items and seeding remain. Estimated completion was October 1, 2006.
- SH-55, Wilson Drain Hazard Elimination, Canyon County. This project will install a re-directive “crash cushion” on SH 55. Work is currently suspended due to design issues attaching to the existing guardrail structure.

pc: 685.01, 685.02

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MEMORANDUM

TO: Community Planning Association Board of Directors
FROM: John Cunningham, Principal Planner - Transit
DATE: October 2, 2006
RE: *Status Report - Treasure Valley High Capacity Transit Study* (TVHCTS)*

ACTION REQUESTED:

None. This item is for information only.

BACKGROUND:

In April 2003, Valley Regional Transit (VRT) released the "Rail Corridor Evaluation Study." The study was a preliminary technical survey to provide the basis for an informed decision for the potential public acquisition of certain rail corridors within Ada and Canyon Counties. The study also developed an estimate of capital costs associated with the initiation of passenger rail service.

In October 2005, the "Downtown Boise Mobility Study" was released. One of the goals in the study included the development of a multi-modal center in downtown Boise.

The TVHCTS is the next step in examining high capacity transit alternatives along the I-84 corridor and in downtown Boise. The study also initiates the development of a downtown Boise multi-modal center.

This study is consistent with the COMPASS and VRT strategic plans as well as with the *Communities in Motion* long-range transportation plan.

The alternatives analyses may be conducted according to the Federal Transit Administration's requirements for the *New Starts* and/or *Small Starts* program. The *New Starts* and *Small Starts* programs are the federal government's primary financial programs for funding locally-planned, implemented and operated "fixed guideway" capital investments. An alternatives analysis, conducted at a corridor level, is required before consideration of funding under either program can occur.

Attached to this report is an information sheet with some additional project detail.

STATUS:

A Request for Proposals (RFP) was released to URS and ARUP on August 25, 2006. Responses were received on September 29, 2006. The review and scoring is currently underway. The schedule for the study is as follows:

<i>Activity</i>	<i>Date</i>
RFP Responses Received	September 29, 2006
Consultant Selection Announced	October 2006
Project Initiation	November 2006

* This effort was referred to in previous reports as the "Rail/I-84 Corridor Alternatives Analysis." The title was changed to better reflect the scope of the effort.

Attachment: *Treasure Valley High Capacity Transit Study - Frequently Asked Questions*

pc: File 631

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Treasure Valley High Capacity Transit Study Frequently Asked Questions

What is the Treasure Valley High Capacity Transit Study?

The Treasure Valley High Capacity Transit Study (TVHCTS) consists of three related projects:

1. Downtown Boise Circulator Alternative Analysis
2. I-84/Rail Corridor Alternative Analysis
3. Downtown Boise Multi-Modal Center Development

What is an “Alternatives Analysis”?

Generally, it is a process that defines a problem in detail, develops alternatives to solve the problem, evaluates the effectiveness of each alternative solution and based on that evaluation a preferred alternative is selected. It is a process to ensure that the most appropriate alternative is selected and that the process is as open and accessible to the public and decision makers as possible.

Above, the “...most appropriate alternative...” means the alternative that:

- performs best in addressing the problem;
- with the least amount of negative impacts; and
- at the lowest cost.

Alternative analyses are often used (and often required) for larger transportation projects to ensure that long-term commitment and financial outlay of public dollars is justified.

The alternatives analyses in this study is a specific type that is required by the Federal Transit Administration (FTA) before requesting financial assistance for the construction of a fixed-guideway¹ transit system. The standard program for funding this type of project is FTA’s *New Start’s* program. This type of alternative analysis is generally quite complex given the various ranking criterion in the New Starts program.

The problem in this case is the growing congestion and forecasted gridlock on I-84 and the need to preserve and improve mobility in the downtown area while mitigating for increased traffic in both the downtown and the surrounding neighborhoods.

“Is this a light rail study?”

This is not a light rail study, although it will examine light rail along with other alternatives to determine what would be an appropriate transportation investment to provide an alternate to I-84.

¹ Any type of transit that operates in its own right-of-way: rail, bus or bus rapid transit typically.

“Is the Treasure Valley really ready for rail or other type of high capacity transit service?”

This study will quantify both the *type* of service and *when* would be the most appropriate time to initiate service as well as what needs to be done in the interim to ensure that the service is successful.

This effort *could* lead directly into service implementation if that is a recommendation of the study. However, even if we assume that service initiation is recommended, project development of this type takes an average of 6-12 years from the point of initiation (where we are now) to seeing service on the ground. The recommendation may be to further defer service initiation until some point in the future. At a minimum, a local funding source for transit would have to be identified in order to initiate service.

Even if the Treasure Valley is not ready for high capacity transit now or some time in the future, it is important that this process be started so we can be better positioned to start service when it is determined that we are ready for this type of service.

Can't we just buy the rail corridor now and hold on to it until transit service becomes feasible?

Purchasing the rail corridor for preservation purposes is a good strategy, particularly considering the rising land prices in the Treasure Valley. However, in order to have a request for funding assistance for the purchase of the rail corridor to be looked on favorably, an alternatives analysis should be completed to establish that the right-of-way is part of a preferred alternative. Even if the corridor can be purchased without any federal assistance it is pragmatic to be sure we will eventually use the right-of-way before making such a substantial commitment of public resources.

Also, because land transactions like this can be complex and take a substantial amount of time to complete, COMPASS is developing a strategy for the acquisition of the rail corridor. Like the alternatives analysis, this would help to put us in a position to purchase the corridor at such a time as we have the financial resources to complete such a transaction.

MEMORANDUM

TO: Matt Stoll, Executive Director

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

DATE: October 3, 2006

RE: Status Report – Legislative Activities for September 2006

ACTION REQUESTED:

None. Information only.

BACKGROUND:

Below is a synopsis of activities and contacts made during the month of September 2006 regarding COMPASS' appropriations priorities.

STATUS:

Congress has recessed until after the November elections with no major progress on the Transportation Appropriations bills. We anticipate further progress on the appropriations bills in the latter part of November. Much will depend on the outcome of the mid-term elections. It is possible that all of the appropriations bills could be stalled until next January (if the majority party changes as a result of the election).

As the Board is aware, two COMPASS projects were earmarked for funding in the Senate Transportation Appropriations bill. Our focus continues to be ensuring the final version at their current levels.

The two projects were as follows: \$1 million for the City of Caldwell local improvements at I-84/Exit 29; and \$480,000 to Valley Regional Transit for transit facilities siting.

September is a full, busy month on Capital Hill. The time has been spent mostly getting other appropriations bills out of their respective committees. We had a successful August, and overall have left the Congressional staff to do their other work (so as not to be too annoying).

1. Met with Senate Appropriations staff to discuss the importance of keeping the projects approved by the Senate in the final FY 2007 Conference Report. The meeting was very positive and there is an excellent chance that the projects will be in the final bill.
2. Met with Senate Appropriations staff to strategize on FY 2008 appropriations and to discuss what funds might be available to be earmarked that are not currently considered. Staff agreed to review such potential and to discuss them at a future meeting.
3. Arranged a follow-up inquiry from the delegation to the Federal Transit Administrator on the delegation's request for 5339 funds from FY 2007. The letter requested \$2 million to be used for Treasure Valley /Priority Corridor alternative planning. Have had five discussions with FTA staff over the past month and am waiting for a response on the delegations request.

4. Continued conversation with Senator Craig's transportation policy staffer in regards to a bill to allow a sliding scale for local match requirements on federal transportation funding. Senator Craig is still contemplating adding an amendment to the Transportation Appropriations bill in conference committee. The same attempt last year failed however due to some lack of sub-committee support.
5. Had meetings with other Coalition for Public Transportation lobbyists to strategize on 2007 legislative approach to Local Option Sales tax authority.
6. We continue to have discussions with the Congressional staff to find additional money for other COMPASS priority projects. In the event some "deal making" occurs on Transportation Appropriations, we want to ensure COMPASS is on the forefront of the delegations mind if a quick opportunity presents itself.

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September 25, 2006

Mr. Pete O'Neill, Chairman
Treasure Valley Air Quality Council
P.O. Box 1038
Boise, ID 83701-1038

Dear Mr. O'Neill:

Thank you for the opportunity to comment on the draft *Treasure Valley Air Quality Plan*. Attached are COMPASS staff comments on the June 30, 2006 version of the Plan for your consideration.

We look forward to discussing these comments and continuing to work with the Council in developing the final Plan as several of the recommended control measures impact regional transportation planning.

If you have any questions or concerns regarding the staff comments, feel free to contact me at 855-2558 extension 241 or via e-mail at mstoll@compassidaho.org.

Sincerely,

Matthew J. Stoll
Executive Director

Attachment

pc: COMPASS Board
Leonard Herr, Idaho Department of Environmental Quality – BRO
MaryAnn Waldinger, COMPASS
File: 705

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COMPASS Staff Comments on the Draft Treasure Valley Air Quality Plan (version 6-30-2006)

COMPASS staff reviewed the draft plan developed by the Treasure Valley Air Quality Council and submits the following comments for the Council's consideration:

Section 2.3, Page 25, *Legal Requirement* c.: It states "***If transportation projects do not conform to these air quality goals, federal highway funds could be withheld for those projects. If reasonable progress is not achieved towards meeting the NAAQS, there is a risk of sanctions, including even more stringent permitting requirements, and the possibility of EPA withholding federal highway funds.***"

EPA does not control federal transportation funds. Air quality conformity is determined jointly by FHWA and FTA in consultation with the EPA. Thus, it would be either the FHWA or FTA withholding funds.

Section 3.2.1, Page 29: It is stated that Ada County was designated a PM₁₀ non-attainment area in 1987. However, non-attainment designations were not a part of the Clean Air Act until the Amendments of 1990 (See page 2-1 of the PM₁₀ Maintenance Plan).

Section 3.2.1, Page 29-30: The discussion of PM₁₀ issues in the valley (past and current) makes no mention of Ada County's status as a maintenance area with an approved Maintenance Plan (SIP). It also lacks a discussion of the suit brought against the EPA by the Idaho Clean Air Force and subsequent settlement involving COMPASS and the Idaho Department of Environmental Quality. Both of these facts are critical to understanding where the area stands with regard to PM₁₀.

Section 4.2, Page 42: Regarding the 2020 emissions inventory it is stated "***Onroad emissions were projected to decrease in future years despite growth as fleet turn-over introduces more new vehicles that are designed to meet tighter emissions standards. This approach may have substantially underestimated future on-road emissions by underestimating future growth in the Treasure Valley.***"

It is critical to note that the type of future growth and patterns of land development will influence vehicle miles of travel (VMT) in 2020. ***Communities in Motion*** demonstrates that, given the same growth projection (i.e.: population increase), changes in development philosophies lead to decreases in regional VMT. Thus population increases could be underestimated and VMT estimates could remain reasonable. Because no formal analysis was conducted by the Council (or on the Council's behalf), it is hard to qualify the magnitude to which the 2020 emissions are underestimated... or whether they are indeed underestimated. Therefore it is recommended that the word "substantially" be deleted.

Section 4.2, Page 42: The last paragraph states "***The Council recognizes the shortcomings of the 2002 future emissions inventory for the year 2020, and recommends that a more scientifically sound analysis of future emissions be conducted.***"

This statement needs further clarification. If it is referring to shortcomings regarding its use for ozone and PM_{2.5} forecasting, it is a valid statement. The Council should then identify specific improvements they would like to see in the emissions inventory to aid

in this capacity. However, if it is in regards to PM₁₀, it is not valid. The 2020 emissions inventory was built using EPA guidance and the best science and data available. It is considered "scientifically sound" by the EPA. Better data may be available, but the science behind the PM₁₀ inventory is the same today as it was when it was developed.

Section 5.1, Figure 5-1, Page 46: The source of data used to make the chart (Figure 5-1) is not documented. Also it appears data from all of the federal reference method monitors in the valley were used to estimate compliance with the proposed PM_{2.5} 24-hour standard. Compliance to the NAAQS is done for each individual ambient monitor.

Tables 5-2, 5-3, 5-4, 5-5, Pages 49-54: While there are three classes of emissions reduction potentials (high, medium, and low), it is unclear how these reduction potentials were calculated. An appendix that documents and explains how each reduction potential is needed.

Table 5-3, Page 51: Inspection and Maintenance Programs are designated in the table as having a "high" emissions reduction. Yet the analysis conducted by COMPASS for the Council shows a moderate reduction (e.g.: less than 1,000 TPY) in 2006.

Section 5.3, Page 50: Emissions from automobiles are not commonly expressed as VMT. Auto emissions are expressed in grams per mile or tons per day and estimated with VMT.

Table 5-4, Page 53: The "Land Use Planning" row needs to be completed. (COMPASS staff recommends medium-high reductions, medium-high regulatory complexity, medium technical complexity, and low cost.)

Table 5-5, Page 54 and Section 6.4, Page 74: The plan needs to clarify how it defines a stationary source and how they relate to the industrial (point) and area source categories as defined in the PM₁₀ emissions inventory on which this plan is based. For example, Stage I vapor recovery is considered a stationary source control measure in the Council's plan, yet it is included as part of the area sources in the emissions inventory.

Table 5-5, Page 54: What is the difference between "Advanced Truck Stop Electrification" and the "Truck Stop Electrification" described in Table 5-3 on page 51?

Section 5.6, Page 55: Under the Diesel Fuel Standards, it states: ***"Refiners will start producing the cleaner-burning diesel fuel ULSD, for use in highway vehicles beginning June 1, 2006."***

While this is true in general, refiners in the mountain west regions (e.g.: Salt Lake City) are not required to produce ULSD until 2010. Idaho gets most of its diesel fuel from Salt Lake City refiners.

Section 6.1.2, Page 58: Idaho Transportation Department... not ***Idaho Department of Transportation.***

Section 6.1.3, Page 59: The first paragraph on the page states: ***"Employment growth in the Treasure Valley has been especially robust in suburban areas, which due to land***

use patterns and limited transit infrastructure, tend to have the highest drive-alone rates.”

While it is true the suburbs have the highest drive alone rates, increased employment in the suburbs reduces congestion and reduces VMT. Perhaps the statement should reflect the growth in population in the suburbs and not the growth in employment, as the major employment centers in the valley are still at the east end of the region(e.g.: Micron and Downtown).

Section 6.1.4, Page 59: The section is titled “Gem Star,” but describes the “Energy Star” program. Idaho Gems**Stars** Program is a statewide pollution prevention excellence and recognition program that provides pollution prevention education and public recognition to businesses, agricultural operations, governmental agencies, school districts, and others. “ENERGY STAR” is a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy helping us all save money and protect the environment through energy efficient products and practices. This section needs to be re-written.

Section 6.2.1, Page 61, Figure 6-1: This chart is outdated. It does not show the EPA Tier 2 vehicle emissions standards (<http://www.epa.gov/tier2/>) or California’s LEV II amendments (<http://www.arb.ca.gov/msprog/levprog/levii/factsht.pdf>).

Section 6.2.1, Page 63: The last paragraph of the OBD section states: ***“When average miles driven are taken into account, 1996 and newer vehicles account for 75% of the miles driven by all registered vehicles.”***

The source of this statistic needs to be referenced. Is this for the entire valley or Ada County only? Local mileage accumulation rates for Canyon County do not exist, so it is assumed that the data is Ada-County specific.

Section 6.2.1, Page 64: The ***Frequency of Testing*** section states: ***“Computer simulations have shown that biennial testing will gather 84% of the reductions that an annual testing program will generate.”***

Who conducted the simulations, when were they conducted? This statement needs to be referenced.

Section 6.2.1, Page 65: The ***Exempting Older Vehicles*** section claims an emissions testing program consisting only of an OBD program will be less expensive and difficult to operate. It should be easier to operate... not (more) difficult.

Section 6.2.1, Page 65: The last paragraph of the section should be moved into Section 6.2.2.

Section 6.2.6, Page 69: References need to be cited when stating the emissions reductions associated with alternative fuels. For example, it is stated that E85 can achieve 30-50% reductions in VOCs. Where is this documented?

Section 7, Page 77: The first paragraph of the ***Conclusions and Recommendations*** section uses the words “exceed” and “exceeding” in reference to the NAAQS. Note there is a difference between an “exceedence” of the standard and a “violation” of the standard. A given region can exceed the NAAQS a limited number of times without

being designated as a non-attainment area. However, when a specified number of exceedences occur, the standard is considered violated. A violation of the NAAQS leads to a non-attainment designation by EPA.

Section 7.1 (A), Page 78: It is proposed the IDEQ be given \$100,000 annually for Education and Outreach programs. However, it is not specified whether it is given to the Boise (Treasure Valley) Regional Office of IDEQ or whether the funds are given to the State Air Quality Division. Since the funds are intended to implement the Council's Plan, it should be specified that the funds be dedicated directly to IDEQ's Boise Regional Office.

Section 7.1 (A), Page 78: ACHD Commuteride's annual event "May in Motion" is incorrectly referred to as "Wheels in Motion."

Section 7.1 (B), Page 79: This is the first time in the Council's Plan that an Airshed Management District is proposed/discussed. It recommends the District be funded by an additional vehicle registration fee. The Plan needs to identify why this district (or entity?) needs to be established. What specifically will this organization have control/jurisdiction over? How much of a fee will need to be added onto vehicle registration to fund the District? How will its functions/duties overlap with (or replace) those of the Ada County Air Quality Board and IDEQ's Boise Regional Office. Could an existing regional entity/organization take on the yet-to-be-proposed responsibilities of the Airshed Management District?

COMPASS staff suggests a robust cost/benefit analysis be conducted comparing a regional emissions testing program administered by an Air Quality Management District to the implementation of the LEV II (a.k.a. California) vehicle emissions standards. The plan currently lists adoption of LEV II standards as a measure needing further study (Page 82). It may prove that implementation of the LEV II standards is more cost effective. This study needs to occur prior to the formation of a new regulatory authority.

Section 7.2 (E), Page 81: Under **Implementation**, a bullet is needed regarding the establishment of local option taxing authority for funding public transportation. Without an adequately funded public transportation system, VMT reductions associated with regional land use planning can not be realized.

Section 7.4, Page 83: It is stated that the reductions in the Plan are primarily focused on mobile and area sources. How does the Plan define an area source? Should the term "area source" in this paragraph be replaced with the term "stationary source?" Again, the Council's Plan needs to define what a stationary source is and relate it to the traditional area and point source categories defined and used in the PM₁₀ emissions inventory.

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