



BOARD OF DIRECTORS' MEETING

November 17, 2008
Ada County Courthouse
200 W. Front, Boise, Idaho

NOTICE: This packet contains only the documents listed with an asterisk (*) in the agenda. The entire packet, including all attachments is available at: <http://www.compassidaho.org/documents/people/board/agenda11172008.pdf>. The online document requires Acrobat to read it; COMPASS' homepage <http://www.compassidaho.org> contains a free download link if you need a copy. The online document includes bookmarks at the left of the screen that are named to correspond to agenda items that have attachments. Clicking on a bookmark will take you directly to the named document.

****AGENDA****

I. AGENDA ADDITIONS/CHANGES (1:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS (1:35)

III. CONSENT AGENDA (1:40)

Page 3 * A. Approve October 20, 2008 Board Meeting Minutes

Page 8 * B. Receive Approved September 16, 2008, Executive Committee Meeting Minutes

IV. ACTION ITEMS

Page 11 1:45 * A. Approve 2009 Idaho Legislative Session Priorities

Ken Burgess

Staff will present recommended position statements for the 2009 Idaho legislative session.

Page 13 2:15 * B. Accept 2008 Annual Performance Monitoring Report
Staff will seek Board acceptance of the Communities in Motion Performance Monitoring Report.

Carl Miller

V. INFORMATION DISCUSSION ITEMS

Page 19 2:35 * A. Review Access Management Plan for US 20/26
Staff will present the Corridor Preservation Committee recommendations and the draft Access Management Plan for US 20/26.

Don Matson

Page 20 2:50 * B. Update on Planning Efforts Along the Kuna-Mora/Bowmont Corridor and the Western Canyon Corridors
Staff from ACHD, Nampa Highway District, and Canyon Highway District will provide an update on current planning efforts along Kuna-Mora/Bowmont Road and the Western Canyon corridors.

Sally Goodell/
Stephen Freiburger

Page 21 3:20 * C. Status Report- Priorities for Upcoming Urban Balancing Committee Meeting
Staff will apprise the Board of action taken by the Executive Committee at its October 21, 2008 meeting regarding priorities for the upcoming Urban Balancing Committee meeting.

Toni Tisdale

Page 24 3:30 * D. Status Report - Studies Coordination
Staff will present information about the studies coordination process and website.

Toni Tisdale

VI. EXECUTIVE DIRECTORS REPORT (3:40)

- A. **Staff Activity Report**
The monthly 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 the current air quality efforts 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 the Legislative Activities can be accessed on the COMPASS website at the address referenced above.

VII. ADJOURNMENT (3:45)

*Enclosures

Times are approximate. Agenda is subject to change.

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BOARD OF DIRECTORS' MEETING
OCTOBER 20, 2008
CALDWELL POLICE DEPARTMENT
110 S. 5TH AVENUE, CALDWELL, IDAHO



COMPASS
 COMMUNITY PLANNING ASSOCIATION
 of Southwest Idaho

****MINUTES****

- ATTENDEES:**
- Rebecca Arnold, Commissioner, Ada County Highway District,
Ex officio
 - Phil Bandy, Mayor, City of Eagle
 - Matt Beebe, Commissioner, Canyon County
 - Dave Bieter, Mayor, City of Boise
 - Keith Bird, Councilman, City of Meridian
 - Dave Bivens, Commissioner, Ada County Highway District
 - Elaine Clegg, Councilwoman, City of Boise
 - Tom Dale, Mayor, City of Nampa
 - Russell Duke, Central District Health, Ex officio
 - John Evans, Mayor, City of Garden City
 - Kelli Fairless, Valley Regional Transit
 - David Ferdinand, Commissioner, Canyon County,
Secretary/Treasurer
 - John Franden, Commissioner, Ada County Highway District,
Chair
 - Dave Jones, Idaho Transportation Department
 - James Maguire, Boise State University
 - Carol McKee, Commissioner, Ada County Highway District
 - Bryce Millar, Commissioner, Nampa Highway District #1
 - Garret Nancolas, Mayor, City of Caldwell, **Chair-Elect**
 - Patricia Nilsson for Vernon Bisterfeldt, City of Boise
 - Brent Orton for Jim Blacker, Councilman, City of Caldwell
 - 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
 - Vicki Thurber, Mayor, City of Middleton
 - Mike Vuittonet, Trustee, Joint School District #2
 - Pete Wagner, Idaho Department of Environmental Quality
 - Paul Woods, Commissioner, Ada County
- MEMBERS ABSENT:**
- Tammy de Weerd, Mayor, City of Meridian
 - Scott Dowdy, Mayor, City of Kuna
 - Clete Edmunson, Governor's Office, Ex officio
 - Anne Horn, Mayor, City of Notus
 - Phil Kushlan, Capital City Development Corporation
 - Nathan Mitchell, Mayor, City of Star
 - Patrick Rice, Greater Boise Auditorium District, Ex officio
 - Fred Tilman, Commissioner, Ada County
 - Margaret Watson, Mayor, City of Parma
 - Rick Yzaguirre, Commissioner, Ada County

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OTHERS: Ross Borden, City of Boise
Nancy Brecks, Community Planning Association
Senator Hal Bunderson (ret.)
Ken Burgess, Veritas Advisors
Nathan Dale, Community Planning Association
Matt Ellsworth, City of Meridian
Sally Goodell, Ada County Highway District
Don Matson, Community Planning Association
Craig Quintana, Ada County Highway District
Eric Shannon, Toothman-Orton Engineering
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Jeanne Urlezaga, Community Planning Association

CALL TO ORDER

Chair Franden called the meeting to order at 1:40 p.m.

AGENDA ADDITIONS/CHANGES

Matt Stoll noted that Agenda Item IV-C had errors in the packet item and passed out corrected copies. He also reminded the Board of the November 13, 2008, transportation conference, Making Connections: a conference on transportation funding, land use and politics co-sponsored by COMPASS and BSU.

OPEN DISCUSSION/ANNOUNCEMENT

Vicki Thurber noted that her husband is recovering from his accident and is home now.

CONSENT AGENDA

- A. Approve September 15, 2008, Board Meeting Minutes**
- B. Receive Approved August 19, 2008, Executive Committee Meeting Minutes**

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

ACTION ITEMS

- A. Adopt Resolution 01-2009 Endorsing ACHD's Local Option Registration Fee Renewal**

Commissioner Carol McKee introduced Senator Bunderson (ret), Chairman of the Ada County Citizens for Better Transportation. Senator Bunderson sought the Board's adoption of Resolution 01-2009 endorsing the renewal of Ada County Highway District's registration fee renewal as presented on this year's general election ballot.

After discussion, **Garret Nancolas moved and Carol McKee seconded adoption of Resolution 01-2009 endorsing ACHD's local option registration fee renewal with a change to the language to the eighth "Whereas" to read: "Whereas, the resulting \$8 million in revenue will be used to fight congestion through improvements such as enhanced signal timing...." Motion passed unanimously.**

B. FY2009-2013 Transportation Improvement Program (mirroring)

Toni Tisdale presented the final changes to the FY2009-2013 Transportation Improvement Program necessary to mirror the statewide program. She noted that Key Number 11501, Nampa Ronald Reagan Elementary SR2S- FY2008, will be removed as it was funded.

After discussion, *John Evans moved and Carol McKee seconded approval of the FY2009-2013 Transportation Improvement Program as presented with Key Number 11501 being removed. Motion passed unanimously.*

Dave Jones provided a brief GARVEE update. He stated the Idaho Transportation Department is in a holding pattern until the economy stabilizes before selling more bonds, which have already been authorized by the legislature. Elaine Clegg requested a GARVEE update of the entire program be included on an upcoming Board agenda. Matt stated he would coordinate that with Dave Jones.

C. Approve Transportation Impact Study Recommended Practices

Charles Trainor presented the Transportation Impact Study recommended practices, which if approved will be transmitted to local agencies to review for their adoption. He stated the three key needs to improve the quality of transportation impact studies are:

- Better definition of the area of influence and the agencies that should be part of the TIS process from the beginning.
- Establishment of a scope of work as a "contract" with the consultant before any TIS commences.
- Implementation of a cumulative development that would better address the potential effects of growth on the transportation system.

Garret Nancolas asked if the underlying assumption was that land use impacts traffic or that traffic impacts land use. Charles replied the assumption is that the proposed land use affect the transportation system.

Patricia Nilsson asked what the next steps would be for the Ada County land use agencies working with Ada County Highway District. Sally Goodell replied that Ada County Highway District staff is starting to look at an update to the requirements for the Transportation Impact Study.

After further discussion, Matt Stoll stated staff will work with the Regional Technical Advisory Committee (RTAC) to develop a process to bring back to the Board on how we can better transmit this information to get buy-in from the member agencies.

After discussion, *Carol McKee moved and Tom Dale seconded approval of the Transportation Impact Study Recommended Practices as presented. Motion passed unanimously.*

D. Executive Session – Personnel Matter [Idaho Code 67-2345(b)]

Tom Dale moved and Dave Bivens seconded convening into Executive Session pursuant to Idaho Code 67-2345 (b) at 2:40 p.m.

Matt Stoll called roll. The following Board members were present and voted in the affirmative to move into Executive Session: Phil Bandy, Matt Beebe, David Bieter, Keith Bird, Dave Bivens, Elaine Clegg, Tom Dale, John Evans, Kelli Fairless, David Ferdinand, John Franden, Dave Jones, James Maguire, Carol McKee, Bryce Millar, Garret Nancolas, Patricia Nilsson for Vern Bisterfeldt, Brent Orton for Jim Blacker, Steve Rule, Jerome Scroggins, Martin Thorne, Vicki Thurber, Mike Vuittonet, Pete Wagner, and Paul Woods. There were no nay votes.

Off record at 2:43 pm.

Tom Dale moved and Garret Nancolas seconded to adjourn back into regular session at 3:06 p.m. No action was taken in executive session, the Board discussed personnel issues pursuant to Idaho code 67-2345 (b).

Tom Dale moved and Carol McKee seconded confirmation of the Executive Committee's recommendation of a 4% salary increase for COMPASS Executive Director Matt Stoll. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Review Transportation Financial Data Report

Charles Trainor provided a review of the Financial Data Report compiled from information provided by regional transportation agencies. The report is consistent with the objectives of Communities in Motion.

Staff will continue to expand and refine the information, which is intended to help citizens understand funding issues related to transportation and prioritization of projects, as well as, educating elected officials and citizens about the financial needs of transportation in the region.

B. Status Report – Chinden/Linder Intersection

Don Matson presented a status report on the Chinden/Linder Intersection as follow up from the September 15, 2008, Board meeting and Ada County Highway District's request that staff consider the conditions along US 20/26 and some of the corridors in general where there are some limits on the ability to implement corridor planning and right-of-way acquisition ahead of development. Don said there were three questions from the Ada County Highway District:

- Should the draft access management policies that are under development be implemented now for the two corridors, specifically US 20/26?
- Should right-of-way be preserved now for larger footprints for overpasses and interchanges?
- If the state highway corridor system cannot be relied on to handle all the traffic, should plans be amended now to start planning for the traffic to go on the arterial streets, i.e., McMillan, which is parallel to US 20/26?

He said that at this time there is not a specific recommendation, but possibilities have been discussed.

Matt Stoll reported that Clete Edmunson, the Governor's transportation advisor, notified Idaho Transportation Department Director Pam Lowe that Governor Otter 's office has "red lighted" the Transportation Access Plan (TAP) legislation that was introduced last year meaning it cannot go forward because the Governor does not support it at this time. Clete requested letters from COMPASS, the Idaho Transportation Department, the Association of Highway Districts, and the Idaho Association of Cities about why it was imperative for the TAP legislation to be "green lighted" and introduced in the upcoming session. Matt distributed a copy of the letter that he sent on behalf of COMPASS to Director Lowe to be forwarded to the Governor's office. Matt will follow up with Clete to see if the legislation has now been "green lighted." If it is "green lighted" and intended to be introduced, the Idaho Transportation Board may consider an emergency rule making on access management to allow for the Idaho Transportation Department to engage in mutual partnerships with local land use agencies to move forward on access management that would hopefully withstand litigation.

Matt noted that the US 20/26 Corridor access management plan will be presented to the Board for information at the November 2008 Board meeting and for action at the December 2008 Board meeting.

ADJOURNMENT

David Ferdinand moved and Carol McKee seconded adjournment at 3:30 p.m. Motion passed unanimously.

Dated this 17th day of November 2008.

APPROVED:

BY: _____
John Franden, Chair
Community Planning Association

ATTEST:

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

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**EXECUTIVE COMMITTEE MEETING
 SEPTEMBER 16, 2008
 COMPASS CONFERENCE ROOM**

****MINUTES****

ATTENDEES:

Dave Bieter, Mayor, City of Boise, **Vice Chair**
 Tom Dale, Mayor, City of Nampa
 Tammy de Weerd, Mayor, City of Meridian
 John Franden, Commissioner, Ada County Highway District,
Chair
 Jim Blacker, Councilman, for Garret Nancolas, Mayor, City of
 Caldwell, **Chair Elect**
 Matt Stoll, Executive Director, Community Planning
 Association, Ex officio
 Paul Woods, Commissioner, for Fred Tilman, Commissioner,
 Ada County

MEMBERS ABSENT:

David Ferdinand, Commissioner, Canyon County,
Secretary/Treasurer
 Nate Mitchell, Mayor, City of Star
 Vicki Thurber, Mayor, City of Middleton

OTHERS PRESENT:

Nancy Brecks, Community Planning Association
 Ken Burgess, Veritas Advisors
 Kelli Fairless, Valley Regional Transit
 Jeanne Urlezaga, Community Planning Association

CALL TO ORDER:

Chair Franden called the meeting to order at 2:10 p.m.

Due to lack of quorum, Chair Franden asked for any objection to starting the meeting with the Information/Discussion Items. Hearing no objections, Chair Franden so ordered.

INFORMATION/DISCUSSION

A. Consider Regional Rail Corridor and State Street Bus Rapid Transit Funding Strategies

Charles Trainor presented an overview of regional rail corridor and State Street bus rapid transit funding strategies.

Matt Stoll stated he would schedule a meeting with Kelli Fairless, Tom Dale, Dave Bieter, Tammy de Weerd and John Franden to begin strategizing on development of a uniform policy/protocol for discussing the rail corridor with Union Pacific.

(Quorum reached at 2:15 p.m.)

AGENDA ADDITIONS/CHANGES

None

OPEN DISCUSSION/ANNOUNCEMENTS

None

CONSENT AGENDA

A. *Approve August 19, 2008, Executive Committee Meeting*

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

ACTION ITEMS

A. *Establish October 20, 2008, COMPASS Board Agenda*

Matt Stoll presented staff proposed Agenda Items 1-16 for the October 20, 2008, COMPASS Board meeting and requested to add under Information/Discussion Item 16B, Chinden/Linder Intersection.

Tom Dale moved and Jim Blacker seconded approval of the October 20, 2008, COMPASS Board meeting Agenda Items 1-16B.

B. *Executive Session – Personnel Matter [Idaho Code 67-2345 (b)]*

Paul Woods moved and Dave Bieter seconded to adjourn into Executive Session pursuant to Idaho Code 67-2345 (b) at 2:44 pm.

Matt Stoll called role. The following Executive Committee members were present and voted in the affirmative to move into Executive Session: Dave Bieter, Tom Dale, John Franden, Jim Blacker, and Paul Woods. There were no nay votes.

Off record at 2:45 pm. Tammy de Weerd joined the Executive Session at 2:55 pm.

Tom Dale moved and Tammy de Weerd seconded to move back into regular session at 3:45 pm. The Committee discussed personnel matters pursuant to Idaho Code 67-2345. Motion passed unanimously.

Tom Dale moved and Tammy de Weerd seconded recommending that the COMPASS Board approve a 4% salary increase for the Executive Director. Motion passed unanimously.

C. *Status report – Executive Director*

Matt Stoll provided an update on assignments from previous meetings, staffing, legislative advocacy and other topics.

After discussion, *Chair Franden directed Matt Stoll to develop a structure for how nominations are made for the Secretary/Treasurer position.*

Tammy de Weerd noted that the new Meridian City Hall will be available after October 15, 2008, as a COMPASS Board meeting location.

ADJOURNMENT

Tammy de Weerd moved and Tom Dale seconded adjournment at 4:00 pm. Motion passed unanimously.

Dated this 21st day of October 2008.

APPROVED:

*BY: _____
John Franden, Chair
Community Planning Association*

ATTEST:

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

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COMPASS BOARD MEETING AGENDA ITEM IV-A

DATE: NOVEMBER 17, 2008



Topic: 2009 Idaho Legislative Session Priorities

Summary:

The COMPASS Board of Directors met in a workshop prior to the September 2008 Board meeting and discussed possible priorities for the 2009 Idaho Legislative session. The Board members also discussed and identified possible "sideboards" for the Executive Committee, Executive Director, and Legislative Consultant to operate within during negotiations on possible legislation. The Executive Director and Legislative Consultant presented recommended legislative priorities and possible sideboards to the Executive Committee at its October 2008 meeting. The Committee recommended presentation of the priorities and sideboards to the Board of Directors for its consideration at the November 2008 Board meeting.

Ken Burgess, COMPASS' Legislative Consultant, will present the proposed legislative priorities as attached. The proposed sideboards to guide negotiations on behalf of COMPASS will be handed out at the meeting for discussion.

Staff Recommendation/Request:

Approve 2009 Idaho Legislative session priorities and associated sideboards.

Implication (policy and/or financial):

- Establishes legislative priorities and sideboards to guide Executive Committee, Executive Director, and Legislative Consultant during negotiations in the 2009 Idaho Legislative Session.

More Information:

- 1) Attachment 1 – COMPASS Board of Directors Legislative Position Statements
- 2) For detailed information contact Matt Stoll at 855-2558 extension 241 or mstoll@compassidaho.org.

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2009 State Legislative Positions

1. Transportation Revenue

The COMPASS Board of Directors strongly supports increasing and diversifying dedicated revenue for state and local transportation systems, including transit and alternative transportation modes. Idaho's current transportation funding level is inadequate to address the state's needs. The Idaho Transportation Board estimates a \$240 million per year shortfall for priority needs in the state. COMPASS has identified a need of \$127 million per year over the next thirty years to meet the transportation needs of the Treasure Valley. A functional transportation system is critical to accommodate the population growth and economic development of the Treasure Valley and the state of Idaho.

2. Local Option Tax Authority Legislation

The COMPASS Board of Directors strongly supports general local option sales tax authority legislation. Such a tool will provide local units of government the ability to request necessary supplemental infrastructure revenue from citizens through a local option sales tax. The Board supports the concept of allowing such funds to be used for roadway and/or transit projects. The Idaho Constitution currently empowers the legislature to grant local option taxing authority to local units of government.

3. Fourth Year Funding Approval of GARVEE Bonding Program

The COMPASS Board of Directors strongly supports continuation of the Idaho Transportation Board's proposed GARVEE-related project and funding package. The GARVEE program is a critical tool in Idaho's efforts to meet the challenges and demands of a growing economy and population. The GARVEE program allows the Idaho Transportation Department to expedite critical projects in a cost efficient manner. Construction of the transportation corridors in Ada and Canyon Counties, as originally identified in the Connecting Idaho program should remain a priority for GARVEE funding.

4. Sales Tax Anticipation Revenue (STAR) Financing

The COMPASS Board of Directors supports amending the Sales Tax Anticipation Revenue financing mechanism to provide a more broadly applicable transportation project financing tool. The Board applauds the 2007 Idaho Legislature for creating the STAR tool as an additional, creative option for funding state highway improvements.

5. Transportation Access Plan Legislation

The COMPASS Board of Directors strongly supports legislation providing a mechanism for the Idaho Transportation Department Board, in cooperation with local planning entities, to define the access control standards for a given highway corridor. This concept will allow transportation planning agencies to protect the safety and mobility of the traveling public by entering into agreements to control and manage access on state highways. This authority would help solve traffic flow challenges on state highways, particularly in high-growth areas like Ada and Canyon Counties.

6. Air Quality Improvement

The COMPASS Board of Directors supports legislation and agency rules designed to address air quality challenges in the Treasure Valley. The Treasure Valley airshed faces potential non-attainment of EPA air quality standards for ozone. Non-attainment status could have a drastic negative impact on the Treasure Valley economy and the ability to develop badly needed transportation projects in Ada and Canyon Counties.

COMPASS BOARD MEETING AGENDA ITEM IV-B

DATE: NOVEMBER 17, 2008



Topic: 2008 Communities in Motion Performance Monitoring Report

Summary:

Communities in Motion (CIM) included a commitment to implement a monitoring report that "...summarizes progress toward achieving alternative transportation and desired land use objectives." The 2008 **Communities in Motion** Performance Monitoring Report (CIMPMPR) is the third of a series that will evaluate factors of achieving CIM goals.

The 67-page report is broken into several chapters, each addressing a particular theme of CIM:

- Balance Between Jobs and Housing
- Choices in Housing
- Choices in Transportation
- Connectivity
- Preservation of open space and farmland

The last section of the report includes city and county summaries.

Several issues for improvement for the 2009 CIMPMPR have been identified by a Regional Technical Advisory Committee workgroup, including developing the report for various audiences and using different metrics for analysis.

Staff Recommendation/Request:

Staff seeks COMPASS Board acceptance of the 2008 CIMPMPR.

Implication (policy and/or financial):

The CIMPMPR meets policy requirements of CIM by tracking factors of transportation and land use objectives. Indicators of successes and failures in achieving the objectives of CIM "Community Choices" scenario are highlighted by the report.

Highlights:

The attached Executive Summary highlights progress of the five CIM themes. While these indicators do not produce a comprehensive view of all activities moving the region toward CIM, they do provide a snapshot of areas of progress and points of concern.

The full CIMPMPR report is posted on the COMPASS website at:

<http://www.communitiesinmotion.org/Documents/datareports/2008PMRBoard.pdf>

More Information:

- 1) Attachments (1)
- 2) For additional information contact: Carl Miller, Principal Planner, at 855-2558 ext. 275 or at cmiller@compassidaho.org

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EXECUTIVE SUMMARY

Communities in Motion (CIM) is the regional long-range transportation plan for southwest Idaho and provides regional transportation solutions for the next twenty-plus years for Ada, Boise, Canyon, Elmore, Gem, and Payette Counties. The COMPASS Board adopted the plan in August 2006. One of the provisions of CIM was the development and implementation of a Monitoring Report to address growth and related issues in Ada and Canyon Counties.

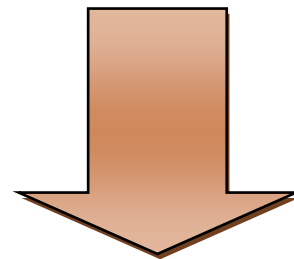
This *Communities in Motion Performance Monitoring Report* (CIMPMPR) is the third of a series that will evaluate these factors, and others if needed, to depict progress on meeting goals of the plan. The importance of the data grows as information is tracked across time. How does the information compare with last year and the year before that? As data accumulate, the results will portray how the region is moving forward with CIM. The report is arranged into several chapters, each addressing a key element of CIM's "Community Choices" scenario:

- Balance Between Jobs and Housing. (p. 17)
- Choices in Housing. (p. 25)
- Choices in Transportation. (p. 33)
- Connectivity. (p. 39)
- Preservation of open space and farmland. (p. 45)

Special pages also describe each city at the area of impact level and county outside the areas of impact. (pp. 53-69) The Executive Summary has been developed to present highlights of the report. Indicator arrows, one for each chapter of CIM, show whether we have made progress to the goals and objectives identified. Highlights of the CIMPMPR include:

Growth

From 2002 to 2008, the population of the region grew by an estimated 96,522 people. The forecast in CIM assumed the region would grow by 73,640 people during this period. However, in the past year, growth increased slower than in previous years. CIM anticipates a 12,765 increase in population each year. The 2008 population estimate showed an increase of 9,495 over the previous year.

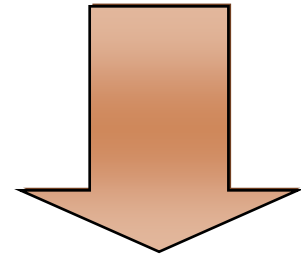


Every demographic area experienced a slowdown of development last year. Most maintained sufficient growth based on previous years to exceed the forecast. Growth around the rail corridor was below projections. The rail corridor had a population increase of 448; CIM anticipated a 1,600 population growth each year. The rail corridor is an area where development is essential to foster effective use of a future fixed-guideway transit system. (p. 13)

The arrow on the right demonstrates that growth is down from CIM expectations.

Balance Between Jobs and Housing

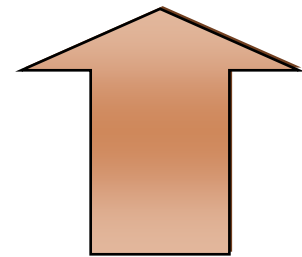
The overall pattern of growth continues to show a westward drift of the regional population center, which is now more than three miles west of the regional employment center. An increasing spread between the population center and the employment center could indicate a rise in commuting travel along the already challenged east-west corridors. Both the congested and non-congested travel times have increased throughout the valley (Tables 3-6 on page 19). In 2006, the average drive (based on a single-occupancy vehicle) from Caldwell to Boise at 7:30 am took 38 minutes; in 2005 that drive took 34 minutes. The median commute for the Treasure Valley was 21.5 minutes, an increase from 18.2 in 2005.¹



The arrow on the right demonstrates that the jobs-housing balance is down from the previous year.

Choices in Housing

In 2007, the percent of multi-family units as a share of all permits issued increased from 12% to 29% compared to the previous year. The number of multi-family permits increased in real terms from 983 to 1,405 during that time. Both counties saw an increase in both percentage and actual permits of multi-family dwellings. A considerable portion of the percentage increase is due



¹ 2006 data is used for the 2008 Performance Monitoring Report as it is the last data available. This data reflects increased travel times from the data in the 2007 Performance Monitoring Report.

to the sharp decline in single-family permits from 6,982 to 3,485. Individual city and county permitting totals can be found in the “City and County Summaries” starting on page 53.

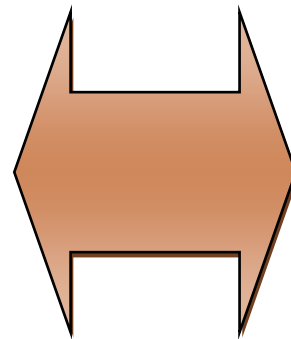
Affordability is a part of housing choice. The maps on page 28 indicate where single-family housing values would be affordable at different percentages of median income for the region. Figure 11 illustrates that very limited single-family housing choices exist in Ada County for households at or below 80% of median income. Median income is the point at which 50% of households earn more than and 50% less than that income level. In 2007, the median income for the Boise/Nampa MSA was \$58,500.² Most of the affordable housing at these income levels exists in Canyon County and in pockets in Ada County. This provides some of the cause for the shift westward in population (See maps on p. 21) and the increase in traffic on roadways between Canyon and Ada Counties.

A map on page 27 shows appreciation rates of single family homes by Multiple Listing Service Area. Unlike previous years of rapid run-up in housing prices, last year found a correction in the market with approximately half of MLS areas indicating appreciation and the other half showing stagnant or decreasing housing prices.

The arrow on the right demonstrates that there is a greater housing choice than from the previous year based on proportion of multi-family permits.

Choices in Transportation

Choices in transportation options were evaluated in several ways in the Performance Monitoring Report. One method, the supply of motorized and non-motorized facilities (Table 10), shows a slight increase in multi-modal options from the previous year. Other data would suggest that transit and pedestrian/bicycling for work commutes have flatten. Census data and Commuteride data show no significant increase from the previous year.



Another critical component in enabling choices in transportation is the proximity of employment and housing to existing transit services. In 2007, there were over 200,000 jobs within a ¼ mile distance to existing transit. This was a 2.8% increase from 2006.

² Source: US Department of Housing and Urban Development
http://www.huduser.org/Datasets/IL/IL07/id_fy2007.pdf

However, there was a decrease in both single-family and multi-family housing within a ¼ mile distance. Employment is locating near transit routes, however, sprawl has located most new housing where it is not served by existing transit.

The arrow on the right demonstrates that employment near transit has increased and housing near transit has decreased.

Connectivity

Connectivity is a very broad term that incorporates many issues of the Performance Monitoring Report including, balance between jobs and housing, choices in housing, and choices in transportation. In providing better connectivity, the region can have balance between jobs and housing and additional opportunities for multi-modal transportation.

NA

A new evaluation of walking networks demonstrated that certain areas in the region provided good walking connectivity to parks, schools, and grocery stores. These areas were typically established neighborhoods and city centers. Figure 14 on page 43 shows which areas in the region are within a walkable distance of grocery stores, parks, and schools. Areas in grey are those that are within a 15 minute walking distance to all three locations. The map indicates household proximity and connectivity as a percentage of households within a walkable distance to parks, grocery stores, public schools, and all of those noted (Table 12 on page 42). Regionally, slightly more than one-fourth of households are within a walkable distance to grocery stores (26%) and public schools (26%). More than one-third are walkable to a public park (36%). However, only 9% are within a walkable distance to all three of those locations.

Some geographic areas are much more walkable than others. It appears that original townsites which have not experienced rapid growth have maintained proximity and connectivity better than sprawling municipalities.

There was insufficient historical data to indicate any progress toward this CIM goal.

Open Space and Farmland

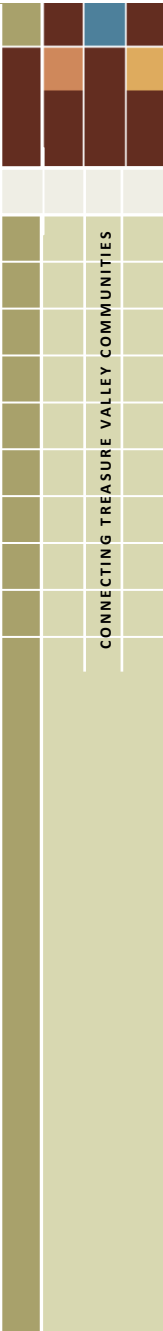
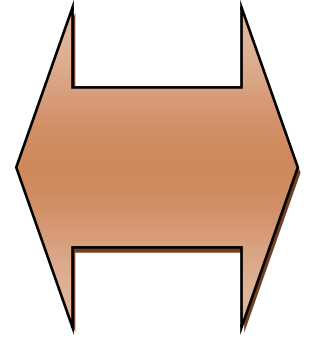
Open space is a subjective term. The types of land considered open space included: cemeteries, golf courses, public parks, and publicly owned land outside the areas of impact. Using these categories, the inventory for 2006 showed that 46% of Ada County was open

space land compared to just 6.7% for Canyon County. The major difference was in the amount of publicly owned land outside the areas of impact, with Ada County having nearly 304,000 acres and Canyon County having 24,000 acres. (Table 16 on p. 49)

Growth in the rural areas of the region, based on permit issuance, indicated that 11.5% of all permits were issued outside of a city area of impact. In 2006, 8.5% of total permits were outside of an area of impact. Most cities did not allow any permitting outside of an area of impact (12 out of 14 cities). Based on preliminary plats (a good indication of upcoming permits) more than 16% of preliminary lots and more than 45% of preliminary acres were outside of an area of impact. These figures were similar to 2006.

Based on permitting activity in 2007 and outstanding preliminary plats, there is approximately 7 years of lot supply. In 2006 there was approximately 4.9 years of lot supply in preliminary plats; however this increase in supply is more due to decreased permitting than increased preliminary platting activity.

The arrow on the right demonstrates that there is no significant increase or decrease of open space and farmland toward the goal of CIM.



COMPASS BOARD MEETING AGENDA ITEM V-A

DATE: NOVEMBER 17, 2008



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Access Management Plan and Report for U.S. 20/26

Summary:

Members of the Corridor Preservation Committee (CPC) have worked with consultants, ITD and COMPASS staff, and each other to develop and reach consensus on the draft Access Management Plan and Report (AMP) for U.S. 20/26.

The long-term, or build-out, vision for the corridor defines three segments of the corridor, each with unique characteristics, design and proposed access policy. The draft AMP for each segment includes standards for limiting access to the roadway to ensure the safety and efficiency of the infrastructure. The AMP includes valuable research and documentation of the safety and economic benefits from good access management.

Staff Recommendation/Request:

No action is requested at this time: the AMP will be brought back to the COMPASS Board for adoption at a later date. It will also be presented to the Councils and Commissions of affected member agencies for review and adoption.

Implication (policy and/or financial):

When adopted by the COMPASS Board and member agencies, it will solidify regional support for management of the corridor, and assist ITD in maintaining the highway infrastructure through good access management.

Highlights:

The Corridor Preservation Committee, with elected officials and staff representing affected agencies along, has worked with consultants and ITD and COMPASS staff in the course of the Corridor Preservation Study. The study includes an Environmental Assessment (EA) and the draft Access Management Plan and Report.

The AMP addresses the roadway design, right-of-way width, and alignment, but is focused on a collaborative Access Management policy for the corridor. The roadway issues (design, alignment) are part of the larger Environmental Assessment (EA) and on a parallel course with the Access Management policy. Access Management is not part of the EA process under the National Environmental Policy Act (NEPA).

During discussions with the CPC, it was decided to focus the AMP as well as the EA on the long-term or build-out vision for the corridor. ***U.S. 20/26 is illustrated as an expressway in Communities in Motion.*** The CPC also agreed to seek bonding to fund the necessary improvements and right-of-way acquisition for the highway.

The CPC also realized there may be some interim improvements to parts of the corridor before funding is available for complete construction. Although interim solutions were discussed by the CPC, consensus was not reached for a joint interim access policy. COMPASS staff will provide support to affected agencies in adopting the AMP.

More Information:

- 1) The AMP can be found at http://www.compassidaho.org/prodserv/specialprojects-us20_26.htm
- 2) For detailed information contact: Don Matson, 855-2558 ext. 230, or dmatson@compassidaho.org.

DM:nb T:\FY09\600 Projects\611 US 2026 Corridor Preservation Study\Access Management Plan\Boardmemo_AMPintro_Nov08.docx

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COMPASS BOARD MEETING AGENDA ITEM V-B

DATE: NOVEMBER 17, 2008



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: *Update on Planning Efforts along the Kuna-Mora/Bowmont Corridor and the Western Canyon Corridors*

Summary:

At the June 2008 COMPASS Board meeting, a question was posed as to how the Kuna Mora/Bowmont and Western Canyon Arterial Study are connected and how these projects relate to ***Communities in Motion***. Both processes are seeking to develop alignments sufficient to preserve ROW and manage access. Currently, construction funding only exists to connect from SH 45 to the east as a rural arterial road. Approximately \$4 million is slated for 2012. This amount is far below the estimated \$350 million it could cost to implement an expressway.

Sally Goodell, ACHD, and Stephen Freiburger, Nampa Highway District, will provide an update on current planning efforts along Kuna-Mora/Bowmont Road and the Western Canyon corridors. They will also discuss the connection issues with McDermott Road.

Staff Recommendation/Request:

This item is for discussion only.

Implication (policy and/or financial):

- Early identification of the alignments for these corridors and establishment of access management policies will reduce future costs.
- The pace of development in southern Ada and Canyon Counties exceeded assumptions under ***Communities in Motion***. Developments could preclude the type of higher speed, higher capacity corridors envisioned in the plan. This could put additional travel demand on corridors with existing residential development.
- A number of developments already have been submitted. One development immediately west of I-84 proposes 66,000 trips per day on Kuna Mora.

Highlights:

Identification and preservation of these corridors are consistent with ***Communities in Motion***:

- Construction of Bowmont and Kuna-Mora to complete gaps in the corridor is identified as a project on p. 94.
- The plan identifies the need to study Kuna-Mora Bowmont alignments as a future expressway. The connection to McDermott is noted as a key component. p. 103.
- McDermott Road is also identified for evaluation and preservation. This corridor would provide for a high speed connection to I-84 and north along SH 16. p.124
- The West Canyon Arterial Study is identified under a different name, the Canyon Truck Route Corridor Study. It would provide future capacity south of Nampa and Caldwell, connecting from SH 45 to Karcher Road (SH 55) and north to I-84. p. 155

More Information:

- 1) For detailed information contact: Charles Trainor, Director of Planning, at 855-2558 ext. 232 or ctrainor@compassidaho.org.

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COMPASS BOARD MEETING AGENDA ITEM V-C

DATE: NOVEMBER 17, 2008



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Urban Balancing Proposal

Summary:

At the end of the federal fiscal year, an FY2009 project in Bannock County was funded through the End of Year Plan. Since the project was funded early, there is now a programming gap of approximately \$3.3 million in the Surface Transportation Program – Urban (STP-U) program in FY2009. Staff worked with member agencies in Canyon County, as well as urban agencies across the state, to identify which projects could advance to take advantage of the programming gap.

The Urban Balancing Committee is charged with the STP-U program. The next balancing meeting is scheduled for November 19, 2008. With timing an issue, staff proposed program changes to the Executive Committee for preliminary approval to move forward.

Staff Recommendation/Request:

No action is requested at this time. The Executive Committee approved the attached proposal on October 21, 2008.

Implication (policy and/or financial):

Staff will pursue project changes through the Urban Balancing Committee. Approval must be made through that committee before changes are final.

Highlights:

Following is a summary of the proposal (details are provided on Attachment 1):

- Key Number 9515 – North Middleton Road, SH 44 (Main Street) North Across Mill Slough – advance from FY2010 to FY2009
- Key Number 11233 – 21st Avenue and Franklin Road Intersection, Phase III, Caldwell – advance from FY2010 to FY2009
- Key Number 09990 – Airport Road, from Kings Road to Happy Valley Road – remove this project and move funds to other priorities in Nampa.
- New – Airport Road Corridor Study, Nampa - The City of Nampa became aware of a study initiated by ACHD to extend Overland Road in the summer 2008, which could change the function of the Airport Road corridor. Add this project using funds from Key Number 09990 in FY2010. Advance to FY2009 if possible.
- New – Karcher Road and Middleton Road Intersection – This intersection has become a major safety issue for the City of Nampa and is a joint intersection with ITD. The ITD District office has agreed to pursue this project jointly with the city. Add this project using funds from Key Number 09990 in FY2011 and PD. Advance construction from PD to FY2012 if possible.

Other changes more minor in nature will also be pursued through the Urban Balancing Committee. Results will be shared with the COMPASS Board at the December 15, 2008 meeting via an amendment to the FY2009-2013 Transportation Improvement Program.

More Information:

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

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
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Nampa Urbanized Area
Proposed Project Changes

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2009	2010	2011	2012	2013	PD	SUM
09515	North Middleton Road, SH 44 (Main Street) North Across Mill Sough	PE							0
		PC							0
	Funding Source: STP-U Rebuild to Urban four (4)-lane section. Advance from 2010 to 2009.	RW							0
		UT							0
		CE	0	110					110
			110	0					
		CN	0	720					720
			720	0					
Sum	0	830	0	0	0	0	830		
		830	0						
11233	21 st Avenue and Franklin Road Intersection, Phase III, Caldwell	PE							
		PC							
	Funding Source: STP-U This project will realign the Franklin road leg of the 21 st Avenue and Franklin Intersection. Project coordinated with key numbers 08075, 09991, and H342. Advance from 2010 to 2009.	RW							
		UT							
		CE	0	200					200
			200	0					
		CN	0	1,320					1,320
			1,320	0					
Sum	0	1,520	0	0	0	0	1,520		
		1,520	0						
09990	Airport Road, from Kings Road to Happy Valley Road	PE		24					24
				0					0
	Funding Source: STP-U Rebuild to Urban three (3)-lane section. Remove from program and place funds in other Nampa projects.	PC		220					220
				0					0
		RW			103				103
					0				0
		UT			100				100
					0				0
CE						200	200		
						0	0		
CN						1,310	1,310		
						0	0		
Sum	0	244	203	0	0	1,510	1,957		
		0	0	0		0	0		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2009	2010	2011	2012	2013	PD	SUM
NEW	Airport Road Corridor Study, Nampa	PE							0
		PC							0
	Funding Source: STP-U Study to extend Overland Road to a connecting facility in Nampa. Joint project with ACHD. New project funded from construction funds from 09990. Request to advance to 2009 if possible.	RW							0
		UT							0
		CE							0
		CN		ϕ					ϕ
				<u>244</u>					<u>244</u>
		Sum	0	ϕ	0	0	0	0	ϕ
		<u>244</u>					<u>244</u>		
NEW	Karcher Road and Middleton Road Intersection	PE							0
		PC			ϕ				0
	Funding Source: STP-U Intersection improvements. New project shared with ITD, and funded from construction funds from 09990. Request to advance construction to 2012 if possible.	RW							0
		UT							0
		CE						ϕ	ϕ
								<u>200</u>	<u>200</u>
		CN						ϕ	ϕ
		Sum	0	0	ϕ	0	0	ϕ	ϕ
			<u>203</u>				<u>1,510</u>	<u>1,510</u>	

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COMPASS BOARD MEETING AGENDA ITEM V-D

DATE: NOVEMBER 17, 2008



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Status Report - 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 pages, 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:

No action is requested at this time.

Implication (policy and/or financial):

The studies coordination process was developed to keep discussions about studies and projects on the table in order to better coordinate future projects at the regional level. No policy or financial implications are raised in this presentation.

Highlights:

The Transportation Studies Coordination website pages include 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;
- List of approved studies with links to the final documents; and
- Links to all Comprehensive Plans and Land Use Regulations.

Transportation studies coordination is a standing discussion item at Regional Technical Advisory Committee meetings allowing member agency staff to keep discussions current regarding studies.

Keeping the data for the website up-to-date is a crucial element of the studies coordination effort. COMPASS staff relies on being able to obtain current information from the sponsor agencies on a regular basis. Staff streamlined the update process in 2008. There are two major update periods each year in October and February, and minor updates are made as needed. It is a goal of staff to eventually improve the visual aids to include interactive mapping.

More Information:

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

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OCTOBER - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM AND BUDGET, DEVELOPMENT, TRACKING AND FEDERAL ASSURANCES</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Completed FY2008 year-end variance report and began preparation of the FY2009 Unified Planning Work Program and Budget – Revision 1. • Processed and tracked revenue and expenditures associated with the FY2008 Unified Planning Work Program and Budget.
610	<p>SH 44 CORRIDOR PRESERVATION STUDY</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • Continued consultant work on various tasks in the Environmental Impact Statement (EIS) and Access Management Plan (AMP). • Scheduled next meeting for Participating Agencies (local, state, federal, tribal) on November 18, 2008.
611	<p>US 20/26 CORRIDOR PRESERVATION STUDY</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • Revised draft Access Management Plan per comments from the Corridor Preservation Committee (CPC), and prepared document for presentation to COMPASS Board. • Continued consultant work on various tasks, including revisions to the screening methodology report for FHWA. • Met with ITD and ACHD regarding Access Management challenges on US 20/26 and other state facilities, discussed implementation and coordination strategies.
620	<p>GROWTH AND TRANSPORTATION SYSTEM MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Presented 2008 Performance Monitoring Report to RTAC. • Met with RTAC Workgroup to scope 2009 Performance Monitoring Report. • Collected preliminary and final plat data from member agencies. • Began processing of 2008 Employment Data.
631	<p>TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Continued work on the Environmental Assessment process. • Met with site owner to discuss design and use issues of the multimodal center. Set up a work session in early November to develop basic design concepts. Scheduled a tour of a multimodal center in Bellevue Washington for mid-November. • Initiated work on evaluation of modal and corridor alternatives along the UP rail corridor.
647	<p>REGIONAL GROWTH ISSUES AND OPTIONS</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Continued development of GIS layers and calibration of UPlan land use model. • Presented UPlan to TMAC and ICC. • Continued compilation of the Community Preference Report. • Performed GIS analysis on connectivity for the implementation guidebook. • Added commuting distance data to the UPlan model using GIS.
653	<p>COMMUNICATIONS AND EDUCATION</p> <p style="text-align: right;">TERRI SCHORZMAN</p> <ul style="list-style-type: none"> • Updated website, developed news releases, worked and tracked media. • Prepared for upcoming Transportation Summit on November 13, 2008, in conjunction with Boise State University.

PROGRAM NO.	
661	<p>COMMUNITIES IN MOTION</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> Continued to refine a calendar for the 2010 update. Set up a meeting of environmental agencies in plan process. Began updating costs of current projects in plan. Initiated work on a number of papers intended to provide citizens with a brief overview of issues related to the plan.
671	<p>MOBILITY MANAGEMENT STRATEGIES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> Prepared scopes of work for the six projects: Accessibility Options, Technology Options, Services Web Site, GIS Services Analysis, Development Guidelines and Performance Measurement. Investigated data sources for information about human services clients, service providers and transportation providers. Started data collection on existing services. Worked with Valley Regional Transit to coordinate geo-coding of bus stops in Ada and Canyon counties. Met with Boise County and Elmore County commissioners to discuss ITD's Idaho Mobility and Access Pathway (IMAP) project and their participation in the local mobility network which includes Ada, Canyon, Boise, Gem, Elmore and Owyhee counties. Began investigating technology options for improving mobility. Began investigating land use best practices for improving mobility. Met with Valley Regional Transit regarding process and needs for collecting bus stop locations. Began processing of existing bus stop data in preparation for data collection. Started investigation into the uses of Automatic Vehicle Locators and their use in mobility management.
685	<p>TRANSPORTATION IMPROVEMENT PROGRAM</p> <p style="text-align: right;">TONI TISDALE</p> <ul style="list-style-type: none"> Prepared for and hosted the TMA Balancing Committee on October 2, 2008. Prepared for and hosted the MPO Directors meeting on October 3, 2008. Continued working with staff from the City of Caldwell, ITD, and consultants regarding funding issues with the Exit 29 project in Caldwell. Met with the Canyon County Commissioners on October 23, 2008 regarding project applications for the FY2010-2014 TIP from the following agencies. Began testing projects using new criteria and project prioritization process, as proposed by the Regional Technical Advisory Committee subcommittee. Met with VRT regarding applications for new funding. Met with ITD staff regarding process for changes to the GARVEE program. Continued research on an internet-based distribution of TIP information for member agencies. Prepared letters to all member agencies with FY2009 funding regarding FY2009 obligations. Began development of the TIP Development Process Guidebook.
692	<p>REGIONAL TRANSPORTATION FUNDING INFORMATION</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> Completed work on update to 2007 financial data. Took draft to the COMPASS Board and Regional Technical Advisory Committee.

PROGRAM NO.	
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Provided 5 maps and 8 hours of GIS services on 6 requests to COMPASS members. • Sent Transportation Impact Studies Recommended Practices document to local agencies. • Met with State Street Corridor team regarding the Request for Proposals. • Participated in Western Canyon Arterial Corridor Study project. • Supported Northwest Foothills project and participated in a meeting on October 2. • Collected information for semi-annual Studies Coordination webpage update. • Continued evaluation of development applications for need of COMPASS comment.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Provided information to the public on demographics, development, funding, and traffic issues. • Provided 1 map and 2 hours of GIS services on 2 requests to the general public.
705	<p>TRANSPORTATION LIAISON SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in the Caldwell Chamber of Commerce Transportation Committee on October 6, 2008 and the Government Affairs Committee on October 23, 2008. • Worked with Idaho Transportation Department-Public Transportation on its Idaho Mobility and Access Pathway outreach. • Participated in part of the Idaho Transportation Board's District 3 Tour on October 14, 2008.
760	<p>LEGISLATIVE SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <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. • Met with Clete Edmundson of the Governor's staff to discuss COMPASS priorities and the Governor's transportation funding agenda on October 8, 2008. • Provided a brief to the Boise Metro Chamber of Commerce's legislative committee regarding possible transportation legislation and issues for the 2009 Idaho Legislative session. • Began investigation into the availability of other MPO Position Statements regarding the SAFETEA-LU reauthorization.
761	<p>BLUE PRINT FOR GOOD GROWTH</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Held a meeting of the Steering/Technical Committee. • Met with a special work group to develop materials and a process to address adequate public facilities. • Continued work on developing data for a cumulative development analysis.
767	<p>WESTERN CANYON COMMUNITIES CIRCULATION PLAN</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • Supported SAGE Community Resources in initial development scenarios, discussions with western Canyon County mayors and other staff.

PROGRAM NO.	
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Attended the Idaho/Washington American Planning Association conference in Spokane, Washington October 13-15, 2008. • Attended the Intermountain MPO Conference in Salt Lake City, Utah October 16-17, 2008. • Attended the Association of Metropolitan Planning Association (AMPO) conference for training in Seattle, Washington on October 28-31, 2008.
820	<p>COMMITTEE SUPPORT</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees. • Hosted a meeting with the Chair and Vice Chair of the Regional Technical Advisory Committee on October 10, 2008 to discuss ways to better use the committee.
836	<p>MODEL MAINTENANCE</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Continued to provide special model runs and support to ACHD for the Northwest Foothills Study, Phase 2. • Provided area of influence model run for Orchard Ranch Planned Community at the request of Ada County. • Continued to provide special model runs for the SH 55 Corridor Study, Tier 2. • Continued to make improvements to the travel demand forecasting model as identified. • Completed the work with ACHD and consultant on specific model guidelines, protocols and recommendations. • Began geo-coding all traffic count data.
842	<p>CONGESTION MANAGEMENT SYSTEM MAINTENANCE</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Investigated grant opportunities to integrate advanced congestion management and tracking equipment into the regional transportation network. • Began work on the 2008 Congestion Management System Report.
860	<p>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</p> <p style="text-align: right;">ROSS DODGE</p> <ul style="list-style-type: none"> • Participated in the monthly Ada County Special Interest Group and Canyon County Spatial Data Cooperative meetings. • Maintained various regional geographic data layers. • Continued the documentation of GIS programs, procedures and data. • Conducted a quarterly RGAC meeting. • Performed a population analysis for Canyon Highway District. • Performed a population to employment analysis for Middleton.
861	<p>ADA COUNTY ORTHOPHOTOGRAPHY</p> <p style="text-align: right;">ROSS DODGE</p> <ul style="list-style-type: none"> • Continued making progress on the 2010 regional ortho project. • Continued planning the 2009 National Agriculture Imagery Project (NAIP)
960	<p>INFORMATION TECHNOLOGY</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Continued coordination with the IT consultant. • Continued system and software maintenance and updates.

PROGRAM NO.	
991	<p data-bbox="370 142 740 176">SUPPORT SERVICES LABOR</p> <p data-bbox="1240 180 1507 214" style="text-align: right;">JEANNE URLEZAGA</p> <ul data-bbox="402 218 1523 495" style="list-style-type: none"> • Continued year-end closure in preparation of the FY2008 annual audit. • Completed recruitment process for the Communication Coordinator position, hiring Amy Adams-Luft. • Completed recruitment process for an Administrative Assistant position, hiring Jessica Johnson. • 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: November 4, 2008

RE: Status Report – Corridor Studies

ACTION REQUESTED:

None. Information only.

BACKGROUND:

Staff is currently co-managing two corridor studies—State Highway 44 and U.S. Highway 20/26—with the Idaho Transportation Department (ITD), District Three.

STATUS:**U.S. 20/26 Corridor Study:**

- COMPASS and ITD staff worked with consultant to complete revisions to the draft Access Management Plan. The draft plan was prepared for review by the COMPASS Board at its November 2008 meeting.
- Consultant continued work on several tasks not affected by delays on the screening methodology report.
 - A supplemental contract was completed in October 2008 to define the remaining consultant tasks and secure project administration through to its completion.
- In response to the Board's direction at its September 2008 meeting, staff met with representatives from ITD and ACHD to discuss interim access management strategies in the corridor. A follow-up meeting was scheduled with the land use agencies' staff and other parties.

S.H. 44 Corridor Study:

- Consultant continued work on various tasks in the study, including preparations for the next meeting of Participating Agencies.
 - Consultants worked on first draft of an Access Management Plan for SH44.
- FHWA and ITD coordinated preparations for the Participating Agencies Meeting, and the date for the meeting was set for November 18, 2008.

DM: nb T:\FY09\600 Projects\610 SH44 Corridor Preservation study\Corridors_BoardStatusRpts\November-2008-CorridorUpdate.docx

800 S. Industry Way, Ste 100

Meridian, ID 83642

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www.compassidaho.org



MEMORANDUM

TO: Community Planning Association Board of Directors
FROM: MaryAnn Waldinger, Principal Planner
DATE: November 6, 2008
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:

OCTOBER AIR QUALITY MONITORING

- The Idaho Department of Environmental Quality reported 11 days in the Treasure Valley with air quality levels in the moderate category during the month of October 2008.
 - One of the moderate air quality days was attributable to fine particulate matter (PM_{2.5}) recorded in both Ada County.
 - Ten of the moderate air quality days were attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County.

MW: T:\FY09\900 Operations\990 Direct Operations-Maintenance\Board\AQ Update10-2008.doc



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Toni Tisdale, Principal Planner

DATE: October 6, 2008

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:

Data for air and transit travel was unavailable for the past few months for various reasons. This report will provide an update of the missing information, as it is available.

<i>Boise Air Terminal</i>	<i>July 2008</i>	<i>July 2007*</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	311,875	324,955	-4.03%
Monthly Air Freight (Inbound and Outbound) (tons)	3,411	3,754	-9.14%
<i>Boise Air Terminal</i>	<i>Aug 2008</i>	<i>Aug 2008</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	300,552	323,213	-7.01%
Monthly Air Freight (Inbound and Outbound) (tons)	3,451	4,415	-21.84%
<i>Boise Air Terminal</i>	<i>Sept 2008</i>	<i>Sept 2008</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	243,686	273,810	-11.00%
Monthly Air Freight (Inbound and Outbound) (tons)	3,220	4,018	-19.86%

*There is a possibility that previously reported statistics do not match those in this report due to data finalization. Information not available for ridership data due to new accounting and tracking software issues.

<i>Public Transportation Monthly Ridership</i>	<i>July 2008</i>	<i>July 2007*</i>	<i>% Change</i>
ACHD VanPool (Trips)	22,053	15,624	41.15%
Valley Regional Transit Boise Urbanized Area Services	97,287	70,937	37.15%
Valley Regional Transit Nampa Urbanized Area Services	19,279	11,737	64.26%
<i>Total</i>	138,619	98,298	41.02%
<i>Public Transportation Monthly Ridership</i>	<i>August 2008</i>	<i>August 2007*</i>	<i>% Change</i>
ACHD VanPool (Trips)	21,953	17,513	25.35%
Valley Regional Transit Boise Urbanized Area Services	92,928	81,868	13.51%
Valley Regional Transit Nampa Urbanized Area Services	18,629	12,919	44.20%
<i>Total</i>	133,510	112,300	18.89%
<i>Public Transportation Monthly Ridership</i>	<i>September 2008</i>	<i>September 2007*</i>	<i>% Change</i>
ACHD VanPool (Trips)	22,715	15,121	50.22%
Valley Regional Transit Boise Urbanized Area Services	107,159	80,008	33.94%
Valley Regional Transit Nampa Urbanized Area Services	22,166	12,785	73.38%
<i>Total</i>	152,040	107,914	40.89%

<i>Other Public Transportation Reporting Average Hourly Ridership</i>	<i>July 2008</i>	<i>July 2007*</i>	<i>% Change</i>
Valley Regional Transit Boise Urbanized Area Services	19.0	14.7	29.25%
Valley Regional Transit Nampa Urbanized Area Services	19.3	14.1	36.88%
<i>Other Public Transportation Reporting Average Hourly Ridership</i>	<i>August 2008</i>	<i>August 2007*</i>	<i>% Change</i>
Valley Regional Transit Boise Urbanized Area Services	19.1	15.4	24.03%
Valley Regional Transit Nampa Urbanized Area Services	19.7	14.2	38.73%
<i>Other Public Transportation Reporting Average Hourly Ridership</i>	<i>September 2008</i>	<i>September 2007*</i>	<i>% Change</i>
Valley Regional Transit Boise Urbanized Area Services	21.8	17.0	28.24%
Valley Regional Transit Nampa Urbanized Area Services	22.8	15.6	46.15%

STATUS OF MAJOR PROJECTS

* Information as of November 4, 2008.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
16 th Avenue Bridge, Nampa	Nampa	This project is a bridge deck rehabilitation project over the Union Pacific Railroad. The project will be re-bid in November 2008 due to some scoping changes. Work is expected to begin in early 2009.
Amity Avenue, Nampa	Nampa	This project is a Congressional earmark to widen Amity Road in Nampa. On October 20, Nampa City Council approved focusing on the segment from Chestnut to the Union Pacific Railroad overpass at Kings/Southside Roads. Phase II will begin in November 2008 and will include preliminary design of the segment and right-of-way acquisition.
Canyon Crossroads Transportation Museum, Melba	Canyon County	This Transportation Enhancement project will construct a 3,800 square foot Transportation Museum at Celebration Park in Canyon County. The Plans, Specifications and Estimates package was submitted, and the construction funds are obligated. No bid date is available at this time, authorization was granted to proceed on October 22, 2008.
Eagle Road Underpass Pathway, Eagle	Eagle	This Transportation Enhancement project will construct 260 feet of multi-use pathway underneath SH-55, North Channel structure, connecting the Greenbelt on the east and west sides of SH-55. The bid was opened on September 30, 2008, with the low bid at 51% of the estimate. The bid was justified on October 10, 2008.
I-84, Cloverdale Underpass	ITD	This is a bridge rehabilitation project. The concept report is currently being reviewed by ITD staff. Construction is scheduled for FY2011.
I-84, Cole Interchange to Orchard Interchange, Orchard Interchange to Vista Interchange, Vista to Broadway Interchange	ITD	This project rebuilds and widens I-84 from Orchard Interchange to the Broadway Interchange. The Final Design Review was held on October 2, 2008. The Plans, Specifications, and Estimates package is scheduled for submittal in December 2008. Advertisement is expected in March 2009, pending additional funding.
I-84, Cole to Broadway Sound walls, Boise	ITD	This project consists of constructing three segments of sound walls, approximately 1.7 miles in length, on the north side of I-84 between the Cole and Broadway Interchanges. Segment 2 is substantially complete. The contractor completed most of the work in Segment 1. The contractor is simultaneously working on Segment 3 with the eastern end of the wall location completed to allow for paving. Once the area on the eastern end is paved, the contractor will switch back to sequential wall construction to the west. The project is on track for substantial completion in early January 2009.
I-84, Five Mile Underpass	ITD	This is a bridge deck rehabilitation project. Concept Report is awaiting final approval. The Plans, Specifications, and Estimates package is expected in the second quarter of FY2009. Project is scheduled for construction in FY2009.
I-84, Franklin Boulevard Interchange Bridge, Nampa	ITD	This project will reconstruct the east half of the overpass to match the new bridge on the west side. Work started on August 20, 2008. Traffic on Franklin Boulevard is reduced to one lane in each direction. The substructure on the new bridge is nearly complete with girders to be set in early November 2008. The schedule calls for the deck to be poured by mid-December 2008. Project completion is expected in early May 2009.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Franklin Boulevard Interchange to Garrity Boulevard Interchange	ITD	This project will widen the inside of the mainline of I-84 with the addition of a third lane in each direction for three miles. This project will also replace the 11 th Avenue Overpass. The environmental study is underway (Karcher Interchange to Five Mile Road Environmental Study). The Plans, Specifications, and Estimates package is estimated for delivery in September 2009. Construction will begin in early 2010. Future funding approval is required.
I-84, Garrity Boulevard to Meridian Road, Incident Management System	ITD	This project will install cameras and electronic equipment on I-84 between the Garrity and Meridian Interchanges. Most of the work will take place with minimal traffic impacts on I-84. The contractor installed all cameras and cabinet foundations and has begun installing fiber optic cable.
I-84, Garrity Interchange	ITD	This project will widen the existing mainline bridges to add a third lane towards the median. The environmental study is underway (Karcher Interchange to Five Mile Road Environmental Study). Right-of-way is not needed for this project. The Plans, Specifications, and Estimates package is estimated to be delivered in October 2009. Construction is programmed to begin in early 2010. Future funding approval is required.
I-84, Garrity Interchange to Meridian Interchange	ITD	The preliminary design and environmental review process are complete. Only easements are required (no right-of-way acquisition for the main line). The only part of this project still in development is a phase to purchase and construct storm water retention ponds. This project was phased out into separate construction projects.
I-84, Garrity Interchange to Meridian Interchange, Reconstruction	ITD	This project consists of reconstruction and widening of I-84 between the Garrity Interchange and Ten Mile Road. The north temporary shoulder widening is complete. Work resumes in the median to shift the I-84 eastbound traffic to the north side of I-84 for construction of the I-84 eastbound lanes and irrigation crossings through the winter months 2008/2009. Traffic control consists of night lane closures for shoulder widening work between 10:00 p.m. and 5:00 a.m. The contractor also has some acceleration/ deceleration lanes for access to the median from the interstate at approved locations.
I-84, Garrity Interchange to Meridian Interchange, Traffic Control	ITD	This project consists of maintaining traffic control between the Garrity Interchange and the Meridian Interchange during the reconstruction and widening of I-84. Current traffic control operations consist of maintenance of construction zone signs and portable changeable message signs, and lane closures for construction activities. This project also supports traffic control needs of the Robinson and Black Cat bridge projects.
I-84, Karcher Interchange to Five Mile Environmental Study	ITD	This study is underway to provide environmental clearance for additional lanes and bridge work in this segment of I-84. The final Concept Report and Environmental Assessment are currently being reviewed by the Federal Highway Administration. The public hearing is anticipated in early December 2008. A Record of Decision is anticipated in August 2009.
I-84, Orchard Street Interchange	ITD	The project will rebuild the Orchard Interchange. This project is ready to go to bid, but is on hold awaiting the sale of GARVEE bonds.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Orchard Street Interchange New York Canal Structure	ITD	This project widens the New York Canal structure that is just east of the Orchard Interchange. The work started on September 20, 2008, and will be complete by April 20, 2009. Lane shifts are anticipated throughout the duration of the project. Project is currently three weeks ahead of schedule.
I-84, Robinson Road and Black Cat Road Bridges	ITD	This project will replace the two bridge structures. Both structures were removed on September 26, 2008. Work is underway on pier and abutment construction. The project experienced an unfortunate incident where one of the structural spans collapsed during the placement of the deck. Delays and impacts to the projects are unknown at this time. The project site is closed to the contractor for investigation. Work will begin on the deck and superstructure once the site is cleared for safety.
I-84, Ten Mile Interchange	ITD	This project will replace the existing Ten Mile overpass with an interchange. This project will also reconstruct Ten Mile Road north to Franklin Road and south to Overland Road to tie into the existing roadways. Right of way purchase is in progress. The Final Design Plans will be submitted in November 2008 with a design review scheduled in December 2008. The project will go to bid in April 2009, with construction beginning in June 2009.
I-84, Ten Mile Road to Meridian Interchange, Reconstruction	ITD	This project consists of reconstruction and widening of I-84 between Ten Mile Road and the Meridian Interchange. Construction of permanent westbound asphalt base and concrete pavement is underway. The contractor is working to shift the lanes in a temporary configuration on the new westbound pavement to create a work zone on the south side of the interstate during the winter and spring months 2008/2009.
I-84, Vista Interchange	ITD	This project will reconstruct the Vista Avenue Interchange to increase safety and capacity. The Draft Plans, Specifications, and Estimates package are submitted. The project is on hold, pending additional funding.
I-84B, Intersection Old Highway 30	ITD	This is an intersection improvement project that includes widening four legs of the intersection to accommodate left turn lanes. Construction is scheduled for FY2011. Preliminary project scoping is being scheduled.
Intersection Franklin and 21 st Avenue and 21 st Avenue from Chicago to Franklin	City of Caldwell	These companion projects are now under construction. Both projects, (including the Notus Canal crossing and all widening on 21st Avenue) were bid under one contract. Construction is on schedule with an expected completion in July 2009.
Intersection Linden Street and 10 th Avenue, Caldwell	City of Caldwell	This intersection improvement project includes a traffic signal; irrigation work; concrete sidewalks, curb, gutter, and approaches; and signage. Work will begin in January 2009 and will start with the irrigation relocation work.
Linden Street and 10 th Avenue, Caldwell	City of Caldwell	This project should progress to construction bid in the next few weeks.
Merrill Park Boise River Bridge, Eagle	Eagle	Update not available. This Transportation Enhancement project will construct 400 feet of multi-use pathway east of Merrill Park and construct a 185 foot pedestrian bridge across the north channel of the Boise River. The Plans, Specifications, and Estimates package was completed in June 2008 for review. The bid was opened on October 21, 2008, with the bid coming in at 85% of the estimate.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
Northside Boulevard, Union Pacific Railroad Overpass, Nampa	City of Nampa	Project complete.
SH-16, I-84 to SH-44 Environmental Study	ITD	This project will preserve a corridor to provide for a future extension of SH-16 connecting to I-84. Environmental investigations are underway. Various discipline reports are being reviewed for inclusion in the Draft Environmental Impact Statement. The Environmental Impact Statement, Finding of No Significant Impacts, and Record of Decision are scheduled to be completed in April 2010.
SH-16, Intersection of Floating Feather Road	ITD	This is a turn bay project. The Plans, Specifications, and Estimates package is expected the first or second quarter of FY2009.
SH-16, US 20/26 to SH-44	ITD	This project will construct a four-lane divided highway with at-grade intersections at US 20/26 (Chinden Boulevard) and SH-44 (State Street) near Star. The project will construct 2.2 miles of the future corridor including a new Boise River crossing. Right-of-way purchases will not occur until after the public hearing is held on the Environmental Study. Construction is scheduled to begin in winter 2010/2011, however, additional funding approval is needed. Project schedule is dependent upon receiving the Record of Decision in late 2009.
SH-21, Diversion Dam to Sandy Point and SH-21, Junction I-84 to Federal Way	ITD	These are two companioned pavement rehabilitation projects. The concept report is currently being developed and was expected to be ready for approval in early November 2008. The projects are scheduled for construction in FY2009.
SH-21, Mores Creek Bridge	ITD	This project will rehabilitate the existing bridge. The existing bridge is eligible for the National Historic Register. The environmental evaluation is being prepared by ITD. Design is underway. The Plans, Specifications, and Estimates package is expected in November 2009. Construction is not scheduled until 2010.
SH-44, Junction SH-55 to Glenwood and State Street to Chinden	ITD	These are companioned pavement rehabilitation projects. The bid opening was temporarily postponed pending an addendum. Construction funds were obligated, with construction expected to begin in the spring 2009.
SH-55, Eagle Road Automated Traffic Management System (ATMS)	ITD	Substantially complete.
SH-55, Westbound Ramps to Fairview	ITD	This is a pavement rehabilitation project located on Eagle Road between I-84 and Fairview Avenue. Final Design Review has occurred. The Plan, Specifications, and Estimates package is expected in October 2009. Construction was delayed from FY2009 to FY2010.
US 20/26, Broadway Avenue from Rossi Street to Ridenbaugh Canal Bridge	ITD	Project complete.
US-95, Wilder South City Limit to Parma South City Limit, Canyon County	ITD	This is a pavement rehabilitation project. The concept report is currently in preliminary stages. Construction is scheduled for FY2012.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
Western Heritage Signage	ACHD	This Scenic Byways project will construct 4.5 miles of five-foot shoulders (bicycle lanes) on both sides of Swan Falls Road south of Kuna from Nicholson Road to Kuna Mora Road. The environmental was approved. Waiting on Final Design Activities. Plans, Specifications, and Engineers estimate is expected in the fall 2008.

pc: 685.13

TT: T:\FY09\600 Projects\685 TIP\Monthly Status Reports\0810.doc

DEMOGRAPHIC ADVISORY COMMITTEE

ITEM VI-E

Attendance List of Members

<i>Member Agency/Name</i>	<i>Jan '08</i>	<i>Feb '08 No Mtg</i>	<i>Mar '08 No Mtg</i>	<i>Apr '08 No Mtg.</i>	<i>May '08</i>	<i>June '08 No Mtg.</i>	<i>July '08</i>	<i>Aug '08 No Mtg.</i>	<i>Sept '08</i>	<i>Oct '08 No Mtg.</i>	<i>Nov '08</i>	<i>Dec '08</i>	<i>TOTAL</i>
ACCHD/ <i>T. Richard</i>					1		1		1				3
ACHD/ <i>C. Little</i>					1		1		1				3
Ada County/ <i>J. Farren</i>	1				1		1		1				4
BSU/ <i>S. Mason</i>	1				1								2
Canyon Co. Dev. Services / <i>B. Le Compte</i>							1		1				2
City of Boise/ <i>J. Tomlinson</i>	1				1		1		1				4
City of Caldwell/ <i>B. Billingsley</i>							1						1
City of Eagle/ <i>N. Baird Spencer</i>	1						1		1				3
City of Garden City/ <i>J. Thornborrow</i>	1						1						2
City of Kuna/ <i>Stacey Yarrington</i>	1												1
City of Meridian/ <i>M. Ellsworth</i>	1						1		1				3
City of Middleton/ <i>W. Howell</i>	1								1				2
City of Nampa/ <i>N. Holm</i>									1				1
City of Star/ <i>Nathan Mitchell</i>													0
IDEO/ <i>J. Garcia</i>	1				1		1						3
Public Participation Committee/ <i>D. Smith</i>	1				1		1						3
Valley Regional Transit/ <i>K. Fairless</i>													0
<i>Ex officio Members</i>													
Chamber of Commerce - Ada County/ <i>P. Hiller</i>	1								1				2
Chamber of Commerce- Canyon Co./ <i>B. Bruce</i>	1												1
COMPASS/ <i>C. Miller</i>	1				1		1		1				4
Development Community - Ada County/ <i>M. Wardle</i>	1				1		1		1				4
Major Utilities / Idaho Power/ <i>B. Smith</i>	1				1		1		1				4
Development Community - Canyon County/ <i>W. Forrey</i>	1				1								2

REGIONAL TECHNICAL ADVISORY COMMITTEE

Attendance List of Members

<i>Member Agency/Name</i>	<i>Jan '08</i>	<i>Feb '08</i>	<i>Mar '08</i>	<i>Apr '08</i>	<i>May '08</i>	<i>June '08</i>	<i>July '08</i>	<i>Aug '08</i>	<i>Sept '08</i>	<i>Oct '08</i>	<i>Nov '08</i>	<i>Dec '08</i>	<i>TOTAL</i>
<i>General Members</i>													
ACCHD/ <i>T. Richard</i>	1	1	1	1	1	1	1	1	1	1			10
ACHD/ <i>S. Bowman & J. Lucas</i>	1	1	1	1	1	1	1	1	1	1			10
Ada County/ <i>J. Farren</i>	1	1	1	1	1	1	1		1	1			9
BSU/ <i>J. Everett</i>	1					1	1			1			4
Canyon County/ <i>J. Wagner</i>		1	1	1			1		1	1			6
CCDC/ <i>J. Cecil</i>	1	1	1	1	1	1	1	1	1	1			10
City of Boise/ <i>R. McDaniel</i>	1	1	1	1	1	1	1	1	1	1			10
City of Caldwell/ <i>B. Orton</i>	1		1	1		1		1					5
City of Eagle/ <i>N. Baird-Spencer</i>	1		1			1	1	1					5
City of Garden City/ <i>J. Thornborrow</i>	1		1	1		1	1	1	1	1			8
City of Kuna/ <i>S. Hasson</i>	1			1		1	1		1				5
City of Meridian/ <i>M. Ellsworth</i>	1	1	1	1	1	1	1		1	1			9
City of Middleton/ <i>W. Howell</i>	1	1			1	1		1					5
City of Nampa/ <i>C. Bowman</i>	1	1	1	1	1		1	1	1	1			9
City of Notus/ <i>A. Horn</i>													0
City of Parma/ <i>M. Watson</i>													0
City of Star/ <i>M. Taylor</i>		1											1
IDEQ/ <i>B. Broker</i>	1	1	1	1	1	1		1					7
Indept. School Dist. of Boise/ <i>S. Stobaugh</i>	1			1	1		1		1	1			6
ITD/ <i>P. Choate</i>	1	1	1	1	1	1	1		1	1			9
Joint School Dist. #2/ <i>L. Carlsen</i>						1	1	1	1	1			5
Public Participation Committee/ <i>D. Smith</i>		1		1	1	1	1	1	1	1			8
Valley Regional Transit/ <i>M. Barker</i>		1	1			1	1	1	1	1			7
<i>Ex officio Members</i>													
Central District Health/ <i>R. Howarth</i>			1			1		1					3
COMPASS/ <i>T. Tisdale</i>	1	1	1	1	1	1	1	1	1	1			10
Governor's Office/ <i>C. Edmunson</i>													0
Greater Boise Auditorium District/ <i>Vacant</i>													0

TRANSPORTATION MODEL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	<u>Jan '08 No Mtg</u>	<u>Feb '08 No Mtg</u>	<u>Mar '08 No Mtg</u>	<u>April '08</u>	<u>May '08 No Mtg</u>	<u>Jun '08</u>	<u>July '08 No Mtg</u>	<u>Aug '08 No Mtg</u>	<u>Sept '08</u>	<u>Oct '08</u>	<u>Nov '08 No Mtg</u>	<u>Dec '08</u>	<u>TOTAL</u>
General Members													
ACCHD/ <i>T. Richard</i>				1		1			1				3
ACHD/ <i>A. Pillai</i>				1		1			1				3
Ada County/ <i>Vacant</i>													0
Canyon County/ <i>J. Maldonado</i>													0
City of Boise/ <i>K. Gallagher</i>				1		1				1			3
City of Meridian/ <i>P. Friedman</i>				1		1							2
City of Nampa/ <i>/C. Bowman</i>				1		1			1				3
IDEO/ <i>J. Garcia</i>				1		1							2
ITD/ <i>K. Sablan</i>				1						1			2
ITD/ <i>G. Sanderson</i>				1		1			1	1			4
Public Participation Committee/ <i>Vacant</i>													0
Small Cities Rep/ <i>V. Brewer</i>				1		1			1	1			4
Valley Regional Transit/ <i>C. Floor</i>													0
Appointed Transportation/Land Use/Air Quality Professionals													
JUB Engineering/ <i>Vacant</i>				1		1			1				3
Pline Engineering/ <i>J. Pline</i>						1			1	1			3
Project Engineering Consultants/ <i>K. Fugal</i>				1		1			1	1			4
URS Washington Division/ <i>J. Witt</i>				1		1			1	1			4
Ex officio Members													

COMPASS/M. Waldinger				1		1			1	1			4
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REGIONAL GEOGRAPHIC ADVISORY COMMITTEE

Attendance List of Members

<i>Member Agency/Name</i>	<i>Jan '08</i>	<i>Feb '08 No Mtg</i>	<i>Mar '08 No Mtg</i>	<i>Apr '08</i>	<i>May '08 No Mtg</i>	<i>Jun '08 No Mtg</i>	<i>July '08</i>	<i>Aug '08 No Mtg</i>	<i>Sept '08 No Mtg</i>	<i>Oct '08</i>	<i>Nov '08 No Mtg</i>	<i>Dec '08 No Mtg</i>	<i>TOTAL</i>
<i>General Members</i>													
Ada County/ <i>N. Bentley</i>	1			1			1						3
Canyon County Assessors/ <i>M. Bruse</i>				1			1						2
CCDS/ <i>L. Jensen</i>	1			1			1			1			4
City of Boise/ <i>B. Eggleston</i>	1			1			1			1			4
City of Caldwell/ <i>B. Billingsley</i>	1			1			1			1			4
City of Eagle/ <i>B. Vaughan</i>	1			1			1			1			4
City of Garden City/ <i>J. Thornborrow</i>	1			1			1						3
City of Meridian/ <i>S. Lim</i>	1			1			1						3
City of Middleton/ <i>W. Howell</i>				1									1
City of Nampa/ <i>N. Holm</i>				1			1						2
Public Participation Committee/ <i>M. Gaddi</i>										1			1
Valley Regional Transit/ <i>C. Floor</i>													0
<i>Ex officio Members</i>													
COMPASS/ <i>E. Adolfsen</i>	1			1			1			1			4
COMPASS/ <i>R. Dodge</i>	1			1			1			1			4



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

MEMORANDUM

TO: Community Planning Association Board of Directors
FROM: Charles Trainor, Director of Planning
DATE: November 17, 2008
RE: Status Report - Treasure Valley High Capacity Transit Study

ACTION REQUESTED:

None. This item is for information only.

BACKGROUND:

Background information can be found here:

<http://www.compassidaho.org/prodserv/specialprojects.htm>.

STATUS:

1. Downtown Multimodal Center

Work on the Environmental Assessment (EA) was started in September 2008 based on a conference call with the Federal Transit Administration. An EA will take approximately four months to complete and will require a public comment opportunity. Design work on the multimodal center began with a meeting with the site owner. No negotiations on the site were conducted. The consulting team also worked on revising documentation to meet EA requirements. The team also initiated evaluations of Site H (bounded by Idaho, Bannock and 11th Streets on the east side of 11th Street) in terms of long term adequacy. A tour of a similar facility in Bellevue, Washington was scheduled for mid-November 2008.

2. Circulator Project

Work on the downtown streetcar concept (Circulator) was transferred to the City of Boise and the Capital City Development Corporation (CCDC). The primary work will be done by the firm of Shiels Oblatz Johnsen, Inc., which was involved with the downtown Portland streetcar project. Initial discussions will focus on financing and cost issues.

Many of parties involved in the Treasure Valley High Capacity Study will continue with the streetcar project.

3. I-84/I-184 Corridor Pre-Alternatives Analysis

The consultant team worked on developing the range of modal and corridor alternatives. Modal alternatives would include heavy commuter rail, light rail, and bus rapid transit systems. Corridor alternatives will evaluate the Union Pacific rail corridor and alignments on parallel roadways. This work is not intended to meet federal requirements for an Alternatives Analysis but will provide the groundwork.

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MEMORANDUM

TO: Matt Stoll, Executive Director

FROM: Ken Burgess, Veritas Advisors

DATE: November 6, 2008

RE: **Status Report – Legislative Activities for October 2008**

ACTION REQUESTED:

None. Information only.

BACKGROUND:

Below is a synopsis of activities and contacts made during the month of October 2008 regarding COMPASS' Federal and State legislative priorities.

STATUS:**FEDERAL ISSUES**

1. The US Congress has passed and President Bush has signed a Continuing Resolution to fund the federal government through March 6, 2009. They did not complete the FY09 Transportation Appropriations bill (nor nine other of the 13 bills necessary to complete their work). The general consensus is the FY09 appropriations will NOT be completed. This means that the government will continue at the FY08 funding levels and no FY09 earmark requests will be honored – including ours. The FY10 process will begin anew in January 2009.
2. Matt, Toni, and Ken have begun the FY10 Appropriations prioritization and application process this month.
3. The House is scheduled to reconvene November 17, 2008, to begin discussions on a new "stimulus" package that will focus on job creation by advancing infrastructure projects around the country. If this passes, transportation projects on the whole will benefit. It is yet to be determined if COMPASS will see any direct benefit on this front, but we are keeping in contact with Rep. Simpson to take advantage of any direct opportunities as the bill is developed. The Senate is less excited about stimulating the economy in this manner, and it will be a challenge to pass an over-arching bill. We will keep you informed.
4. The Transportation authorization bill, SAFETEA-LU, is due to be reauthorized in 2010. We have begun discussions with Senator Crapo and Congressman Simpson's staff to identify some beneficial policy changes and local projects that may be included in the re-authorization bill. You'll recall that Congress renewed the authorization bill two years late in the last round of re-authorization, and it is possible the same might occur this time. We intend to be heavily engaged on COMPASS' behalf as this process moves forward.

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STATE LEGISLATIVE ISSUES

1. We continue to be engaged with Governor's staff and other transportation stakeholders regarding transportation funding issues for the 2009 legislative session. Matt and Ken met privately with Clete Edmunson in October 2008 to clarify COMPASS positions on increased funding and our desire to pursue local option tax authority, and we have engaged other stakeholders on these subjects.

An outline of possible transportation funding legislation has been developed. At this point it appears the likely scenario will be a pursuit of graduated increases in fuel taxes and registration fees, along with some minor shifts in funding. The goal is to get an \$80-100 million increase for each of the next three years. It is not likely that any new, potentially complicating funding mechanisms will be pursued.

There is consensus that this approach would be the most politically doable option given the legislature's attitude on the matter.

2. On the subject of local option tax authority, we continue to work with and expand the coalition of entities to support local option authority. While the Governor's position has been that he generically supports the concept of local option tax authority for local projects, he is unlikely to include local option tax authority in his transportation funding package for 2009. Any an all work on this front will be done separate from, and parallel to the effort described above.

We continue to engage in meetings with the IAC and AIC, local and statewide business leaders and other lobbyists representing those entities, to generate more support for local option tax authority. Progress is being made, and there is a strategic agreement that business leaders statewide need to elevate their profile on this issue.

3. Election results. For all intents and purposes the recent election has resulted in no major change in the Idaho legislature. All incumbents except for one won re-election, and open seats were filled by individuals from the same political party that formerly held those seats. Expect no major shifts in the legislature.