

VI. EXECUTIVE DIRECTORS REPORT (3:35)

- A. **Staff Activity Report**
The October 2006 staff activity report can be accessed on the COMPASS website at the address referenced above.
- B. **Status Report – Corridor Studies**
The monthly status report on the corridor studies can be accessed on the COMPASS website at the address referenced above.
- C. **Status Report – Current Air Quality Efforts**
The monthly status report on air quality issues can be accessed on the COMPASS website at the address referenced above.
- D. **Status Report – Current Transportation Project Information**
The monthly status report on current transportation projects and issues can be accessed on the COMPASS website at the address referenced above.
- E. **Status Report – Standing Committees’ Attendance**
The monthly status report on standing committees’ attendance can be accessed on the COMPASS website at the address referenced above.
- F. **Status Report – Treasure Valley High Capacity Transit Study**
The monthly status report on the Treasure Valley High Capacity Transit Study can be accessed on the COMPASS website at the address referenced above.
- G. **Status Report – Legislative Activities**
The monthly status report on COMPASS’ legislative advisors’ activity can be accessed on the COMPASS website at the address referenced above.

VII. ADJOURNMENT (3:40)

**Enclosures*

Times are approximate. Agenda is subject to change.

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**BOARD OF DIRECTORS' MEETING
OCTOBER 16, 2006
CALDWELL POLICE DEPARTMENT
CALDWELL, IDAHO**



****MINUTES****

ATTENDEES:

A.J. Balukoff, Trustee, Independent School District of Boise City
 Matt Beebe, Commissioner, Canyon County
 Keith Bird, Councilman, City of Meridian
 Vernon Bisterfeldt, Councilman, City of Boise
 Dave Bivens, Commissioner, Ada County Highway District
 Elaine Clegg, Councilwoman, City of Boise
 Tom Dale, Mayor, City of Nampa, **Chair-Elect**
 Tammy de Weerd, Mayor, City of Meridian, **Chair**
 Russell Duke, Central District Health, Ex officio
 Marje Ellmaker, Mayor, City of Notus
 Matt Ellsworth, Governor's Office, Ex officio
 Kelli Fairless, Valley Regional Transit
 David Ferdinand, Commissioner, Canyon County
 John Franden, Commissioner, Ada County Highway District, **Vice-Chair**
 Dean Gunderson for Judy Peavey-Derr, Commissioner, Ada County
 Kathleen Lacey for Dave Bieter, Mayor, City of Boise
 Gordon Law, City of Caldwell
 James Maguire, Boise State University
 Carol McKee, Commissioner, Ada County Highway District
 Frank McKeever, Mayor, City of Middleton
 Bryce Millar, Commissioner, Nampa Highway District #1
 Garret Nancolas, Mayor, City of Caldwell, **Secretary-Treasurer**
 Jon Sandoval, Idaho Department of Environmental Quality
 Jerome Scroggins, Commissioner, for Darin Taylor, Commissioner, Canyon Highway District #4
 Eric Shannon, Idaho Transportation Department
 Matt Stoll, Executive Director, Community Planning Association, Ex officio
 Martin Thorne, Councilman, City of Nampa
 Mike Vuittonet, Trustee, Joint School District #2
 Rick Yzaguirre, Commissioner, Ada County

MEMBERS ABSENT:

Alan Brock, Commissioner, Golden Gate/Notus-Parma Highway District
 John Evans, Mayor, City of Garden City
 Fred Tilman, Commissioner, Ada County
 Phil Kushlan, Capital City Development Corporation
 Nancy Merrill, Mayor, City of Eagle
 Nathan Mitchell, Mayor, City of Star
 Dean Obray, Mayor, City of Kuna
 Patrick Rice, Greater Boise Auditorium District, Ex officio
 Robert Vasquez, Commissioner, Canyon County
 Margaret Watson, Mayor, City of Parma

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OTHERS: Sabrina Bowman, Ada County Highway District
Nancy Brecks, Community Planning Association
Frank Bruneel, Idaho Transportation Board
Dave Butzier, Connecting Idaho Partners
Matt Ellsworth, City of Meridian
Ben Frevert, Iteris
Nestor Fernandez, Idaho Transportation Department
Michael Fuss, City of Nampa
Fred Kitchener, McFarland Management
Jim Larson, Ada County Highway District
Terry Little, Ada County Highway District
Don Matson, Community Planning Association
Carl Miller, Community Planning Association
Patti Raino, Idaho Transportation Department
Terri Schorzman, Community Planning Association
Ray Stark, Boise Metro Chamber of Commerce
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Mary Ann Waldinger, Community Planning Association
Jeanne Urlezaga, Community Planning Association

CALL TO ORDER:

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

AGENDA ADDITIONS/CHANGES

Matt Stoll noted that Action Item V-A should read, "Adopt Resolution 01-2007 and 02-2007 Approving the Final 2007-2011 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area."

After discussion, ***Frank McKeever moved and Tom Dale seconded changes to the agenda as noted by staff. Motion passed unanimously.***

OPEN DISCUSSION/ANNOUNCEMENT

Chair de Weerd welcomed Board member Matt Ellsworth from the Governor's Office and requested Board approval of James Maguire as a non-elected Board member representing Boise State University and Pete Friedman as a non-elected Board alternate for the City of Meridian.

Garret Nancolas moved and David Ferdinand seconded approval of James Maguire as a non-elected Board member representing Boise State University and Pete Friedman as a non-elected Board alternate for the City of Meridian. Motion passed unanimously.

Matt Stoll introduced new COMPASS staff members Don Matson and Carl Miller.

Elaine Clegg moved and Tom Dale seconded approval of Dean Gunderson as a non-elected Board alternate for Ada County. Motion passed unanimously.

CONSENT AGENDA

- A. Approve September 18, 2006, Board Meeting Minutes**
- B. Receive Approved August 15, 2006, Executive Committee Meeting Minutes**

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

SPECIAL ITEM

A. Status Report – Connecting Idaho/GARVEE Program.

Dave Butzier presented an update on the Connecting Idaho/GARVEE program.

B. Introduce Frank Bruneel, Idaho Transportation Board Chair

Frank Bruneel reviewed the current issues regarding transportation needs in Idaho.

ACTION ITEMS

A. Adopt Resolution 01-2007 and 02-2007 Approving the Final 2007-2011 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area

Toni Tisdale presented the final transportation improvement programs for adoption.

After discussion, *Garret Nancolas moved and Vern Bisterfeldt seconded adoption of Resolutions 01-2007 and 02-2007 approving the Final 2007-2011 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area as presented. Motion passed unanimously.*

B. Adopt Resolution 03-2007 Approving the Updated Intelligent Transportation System Plan

Mary Ann Waldinger presented the updated Intelligent Transportation System Plan for approval.

After discussion, Dean Gunderson moved and Carol McKee seconded adoption of Resolution 03-2007 approving the updated Intelligent Transportation System Plan as presented. Motion passed unanimously.

C. Adopt Resolution 04-2007 Approving the Updated Public Involvement Policy

Terri Schorzman presented the updated Public Involvement Policy for approval.

After discussion, *Elaine Clegg moved and Vern Bisterfeldt seconded adoption of Resolution 04-2007 approving the updated Public Involvement Policy with an amendment that the public comment period for GARVEE projects be kept at 15 days to be consistent with all other projects. Motion passed unanimously.*

INFORMATION/DISCUSSION

A. Update on Studies Coordination

Toni Tisdale presented an update on transportation studies in the Treasure Valley website, which can be accessed on the COMPASS website at <http://www.compassidaho.org/planning/studies.htm>.

ADJOURNMENT

Tom Dale moved and Dave Bivens seconded adjournment at 3:00 p.m. Motion passed unanimously.

Dated this 20th day of November 2006.

APPROVED:

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

ATTEST:

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

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**EXECUTIVE COMMITTEE MEETING
SEPTEMBER 19, 2006
COMPASS CONFERENCE ROOM**

****MINUTES****

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

MEMBERS ABSENT: Matt Beebe, Commissioner, Canyon County
Judy Peavey-Derr, Commissioner, Ada County

OTHERS PRESENT: Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
John Cunningham, Community Planning Association
Ben Frevert, Iteris
Terry Little, Ada County Highway District
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Jeanne Urlezaga, Community Planning Association
MaryAnn Waldinger, Community Planning Association
Jay Witt, Community Planning Association

CALL TO ORDER:

Chair de Weerd called the meeting to order at 2:06 p.m.

AGENDA ADDITIONS/CHANGES

Tom Dale moved and Frank McKeever seconded approval of the September 19, 2006 Executive Committee meeting agenda as proposed. Motion passed unanimously.

OPEN DISCUSSION/ANNOUNCEMENTS

John Franden moved and Frank McKeever seconded approval of Brent Orton as an alternate for Garret Nancolas. Motion passed unanimously.

CONSENT AGENDA

A. Approve August 15, 2006 Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish October 16, 2006 COMPASS Board Meeting Agenda

Matt Stoll reviewed staff proposed October 16, 2006 Board meeting Agenda Items 1-17. Matt stated that Item 5 Status Report – **Communities in Motion** will be removed from the template now that the plan has been approved. Matt requested Item 21 Status Report – Connecting Idaho/GARVEE Program be moved from the November 2006 meeting to the October 2006 meeting.

After discussion, **Nancy Merrill moved and John Franden seconded approval of October 16, 2006 COMPASS Board meeting Agenda Items 1-17 and 21 as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Discuss Possible FY2008 Appropriations Projects

Ken Burgess discussed the process for developing the FY2008 Appropriations projects wish list. Matt Stoll stated he will work with the trade associations and Ken and Nils Johnson will work with other delegations in the country to pursue legislation that would change the local match requirement from 20% to 7% for states that have a certain percentage of Federal lands, of which, Idaho is the only state that would qualify.

After discussion, **Chair de Weerd asked for any objection to having Ken Burgess and Nils Johnson develop the FY2008 Appropriations Projects list for Board approval. Hearing none, Chair de Weerd so ordered.**

B. Discuss 2007 State Legislative Session Issues

Matt Stoll reviewed the four areas he and Ken will focus their efforts on during the 2007 State Legislative Session:

- GARVEE;
- Local Option Sales Tax recommendations;
- Educating the Legislature on the Forum on Transportation Investment recommendations; and
- Treasure Valley Air Quality Council recommendations that would have an impact on local members; specially, on anything related to transportation.

C. Review Request for Updated NW Ada County Growth Projections

John Franden discussed ACHD request for updated NW Ada County Growth projections.

After discussion, **Chair de Weerd directed staff to draft a letter from the COMPASS Board officers to the Ada County Commission requesting growth projections for NW Ada County.**

ADJOURNMENT

John Franden moved and Nancy Merrill seconded adjournment at 3:45 p.m. Motion passed unanimously.

Dated this 17th day of October 2006.

APPROVED:

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

ATTEST:

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

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COMPASS BOARD MEETING AGENDA ITEM IV-A

DATE: NOVEMBER 20, 2006



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Federal FY2008 Annual Appropriation Priorities

Summary:

As directed by the Executive Committee, COMPASS staff and legislative consultant met on October 5, 2006 to prioritize possible Federal FY 2008 Annual Appropriations requests. Utilizing the same method in which the Executive Committee took part in last year, the group first made a "wish list" of projects and analyzed realistic possibilities based on the following criteria:

- a. Need
- b. Public support
- c. Local political support
- d. Ability to identify and secure local match requirement
- e. Previously federally funded project
- f. Realistic possibility of success

COMPASS' legislative consultants, Ken Burgess and Nils Johnson, recommended focusing their efforts on two roadway projects and two transit projects. The Executive Committee endorsed the prioritized lists of projects at its October 2006 meeting. Executive Committee members also stressed the need to convey the importance of the US 20/26 and SH44 corridors to the Idaho Congressional Delegation. The projects will be included in future appropriations requests upon the completion of the current corridor studies.

Upon COMPASS Board approval of this priority list, COMPASS' staff and legislative consultants will begin the process of gathering information and completing the appropriations request paperwork as required by the Idaho Congressional Delegation. The completed applications are due to the delegation by the first week of February 2007.

Staff Recommendation/Request:

The Executive Committee recommends the following projects be included in next year's appropriations request packet:

- A. Roadway projects:
 1. Three Cities River Crossing (\$5 million)
 2. I-84/Exit 29 Caldwell local improvements (\$2 million)
- B. Transit projects
 1. Section 5339 Alternatives Analysis (Alternative to I-84 Corridor – Rail Corridor) (\$1-2 million)
 2. Rail corridor right-of-way acquisition strategy and associated studies (up to \$1 million)

Implication (policy and/or financial):

COMPASS' legislative advocacy efforts were budgeted in the FY2007 Unified Planning Work Program and Budget as approved by the Board in August 2006.

More Information:

- 1) For detailed information contact: Matt Stoll, Executive Director, at 855-2558, ext. 241 or mstoll@compassidaho.org.

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COMPASS BOARD MEETING AGENDA ITEM IV-B

DATE: NOVEMBER 20, 2006



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: State 2007 Legislative Session Priorities

Summary:

The Executive Committee at its October 2006 meeting identified four issues to focus COMPASS' legislative efforts for the 2007 legislative session. Staff crafted proposed position statements based upon Executive Committee's recommendations for the following issues:

1.) *Public Transportation Local Option Tax Authority Legislation*

The COMPASS Board of Directors strongly supports legislation providing regional public transportation authorities within the State of Idaho with the ability to request necessary revenue from the citizens through a local option sales tax. The proposed legislation is the recommendation of the Coalition for Regional Public Transportation, a coalition of business and elected leaders of the Treasure Valley.

2.) *Second Year Funding Approval of GARVEE Bonding Program*

The COMPASS Board of Directors strongly supports the Idaho Transportation Department'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. While the GARVEE program is not the solution to all of Idaho's transportation needs, it does allow the Idaho Transportation Department to expedite critical projects in a cost efficient manner with limited available revenue. Construction of the transportation corridors in Ada and Canyon Counties as originally identified in the Connecting Idaho program need to remain a priority for GARVEE funding.

3.) *Transportation Revenue*

The COMPASS Board of Directors strongly supports the introduction of legislation increasing revenue for the transportation system in the State of Idaho. The Forum on Transportation Investment identified a \$200 million per year shortfall for critical local and state transportation projects over the next 30 years. A functional transportation system is critical to accommodate the population growth and economic viability of the Treasure Valley and State of Idaho.

4.) *Treasure Valley Air Quality Council Recommendations*

The COMPASS Board of Directors supports locally based proactive measures to protect the Treasure Valley's air quality. COMPASS will monitor recommendations from the Treasure Valley Air Quality Council to the Idaho Legislature. COMPASS will support and advocate for proactive strategies having the best potential to significantly reduce overall emissions and, thus, improve and protect air quality in the region.

Staff Recommendation/Request:

Approve the proposed legislative priorities and position statements.

Implication (policy and/or financial):

The legislative priorities and position statements will guide COMPASS staff and consultant in their efforts during the 2007 Idaho Legislature. COMPASS' legislative advocacy efforts were budgeted in the FY2007 Unified Planning Work Program and Budget as approved by the Board in August 2006.

More Information:

1. For detailed information contact: Matt Stoll, Executive Director at 855-2558 ext. 241 or mstoll@compassidaho.org

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COMPASS BOARD MEETING AGENDA ITEM IV-C

DATE: NOVEMBER 20, 2006



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Transportation Improvement Program Amendments

Summary:

The FY 2007-2011 Northern Ada County and the Nampa Urbanized Area Transportation Improvement Programs were approved by the COMPASS Board on October 16, 2006. The Idaho Transportation Board met on October 18, 2006. Idaho Transportation Board approval of its GARVEE program created the need for a new air quality conformity demonstration and amendments to the FY 2007-2011 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area.

Idaho Transportation Department staff will submit the State Transportation Improvement Program for federal approval on November 27, 2006, upon COMPASS and Idaho Transportation Board approval of the proposed amendments in this memorandum. Federal approval is expected no later than January 12, 2007.

Valley Regional Transit staff secured local funds for a new bus route on State Highway 44 from either the City of Caldwell or the City of Middleton to downtown Boise in late summer 2006. The local funds will be used as match for federal funding. These projects are included in the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program amendment.

An amendment for the FY 2006-2010 Northern Ada County Transportation Improvement Program is proposed in order to expedite the new Surface Transportation Program – Enhancement projects, since federal approval of the FY 2007-2011 Transportation Improvement Program is not expected until January 2007.

Staff Recommendation/Request:

Staff recommends approval of Resolution 05-2007, amending the FY 2006-2010 Northern Ada County Transportation Improvement Program; Resolution 06-2007, amending the FY 2007-2011 Northern Ada County Transportation Improvement Program and associated air quality conformity demonstration; and Resolution 07-2007, amending the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program. These resolutions are included as Attachments 1, 2 and 3.

Implication (policy and/or financial):

If the amendments to the FY 2007-2011 programs are delayed, the Idaho Transportation Department will forward the FY 2007-2011 Transportation Improvement Programs for federal approval for all areas of the state, except Northern Ada County. Northern Ada County would operate under the FY 2006-2010 Transportation Improvement Program until differences between the state and local programs are resolved. If the amendment to the FY 2006-2010 program is not approved, the amended projects must wait for federal approval of the FY 2007-2011 Northern Ada County Transportation Improvement Program.

Highlights:

Amendments to FY 2006-2010 Transportation Improvement Program

- The new Surface Transportation Program – Enhancement projects were added to the FY 2006-2010 Program so that funding agreements and development of the projects can begin as soon as possible.

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- This amendment does not require a public comment period because the projects were included in the FY 2007-2011 Transportation Improvement Program process.

Amendments to FY 2007-2011 Transportation Improvement Programs:

- The Idaho Transportation Board and staff has re-worked the GARVEE program to include revenues equal to the anticipated obligation authority, rather than projected appropriations amounts, thus reducing the total program to \$998,000,000. Costs per project were increased to reflect current inflation rates.
- The amendments for the new transit route added additional funding to existing key numbers. The federal funds are not new, but could not be used until a local match was identified.
- COMPASS staff performed the air quality conformity demonstration with the proposed amendments and determined that the FY 2007-2011 Northern Ada County Transportation Improvement Program does conform to air quality budgets.
- A public comment period was advertised and opened between November 1 and November 15, 2006. A summary of public comments will be provided by staff at the November 20, 2006, COMPASS Board meeting.

More Information:

- 1) Attachment 1 – Resolution 05-2007, Amending the FY 2006-2010 Northern Ada County Transportation Improvement Program
- 2) Attachment 2 – Resolution 06-2007, Amending the FY 2007-2011 Northern Ada County Transportation Improvement Program and Air Quality Conformity Demonstration
- 3) Attachment 3 – Resolution 07-2007, Amending the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program
- 4) The Draft Amendment Conformity Demonstration of the FY 2007-2011 Northern Ada County Transportation Improvement Program is located at:
http://www.compassidaho.org/documents/prodserv/airquality/fy2007_2011amendment1.pdf
- 5) For detailed information contact: Toni Tisdale for amendment information, 855-2558, extension 228, email ttisdale@compassidaho.org or Mary Ann Waldinger for air quality information, 855-2558, extension 234, email mwaldinger@compassidaho.org.

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FOR THE PURPOSE OF AMENDING THE FY 2006-2010
NORTHERN ADA COUNTY TRANSPORTATION IMPROVEMENT PROGRAM



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

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

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

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

WHEREAS, a public comment period was not necessary, as these projects were included for public comment during the FY 2007-2011 Transportation Improvement Program process;

WHEREAS, the Community Planning Association desires to amend the FY 2006-2010 Northern Ada County Transportation Improvement Program when significant changes occur as part of timely reviews;

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

WHEREAS, the attached table dated November 20, 2006, details the adjustments to the FY 2006-2010 Northern Ada County Transportation Improvement Program due to regular program review.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board adopts this amendment to the FY 2006-2010 Northern Ada County Transportation Improvement Program.

Dated this 20th day of November 2007.

APPROVED:

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

ATTEST:

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

FY 2006-2010 Northern Ada County
 Transportation Improvement Program
 November 20, 2006
 (amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10488	Pioneer Corridor Bicycle/Pedestrian Improvements	PE	0						0
			10						10
	Funds: STP-E	PC	0						0
			102						102
	Provides significant improvements to the Pioneer Walkway, a pedestrian and bicycle connection between the Boise River Greenbelt and downtown Boise.	RW							0
		UT							0
		CE				0			0
						54			54
CN					0			0	
				394			394		
Sum		0	0	0	0	0	0	0	
		112			448			560	
10489	8 th Street School Sidewalks	PE	0						0
			2						2
	Funds: STP-E	PC	0						0
			75						75
	To construct new seven (7) foot wide sidewalks on the east and west side of West 8 th Street. Connect an existing pedestrian pathway to the new sidewalk. Install cross-walk with in- pavement flashers at the Meridian Middle school.	RW		0					0
				8					8
		UT							0
		CE				0			0
					25			25	
CN				0			0		
				186			186		
Sum		0	0	0	0	0	0	0	
		77	8		211			296	

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RESOLUTION No. 06-2007

**FOR THE PURPOSE OF AMENDING THE FY2007-2011
NORTHERN ADA COUNTY TRANSPORTATION IMPROVEMENT PROGRAM
AND ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

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

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

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

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

WHEREAS, a public comment period was held for the new and removed projects as required for this type of amendment to the Transportation Improvement Program;

WHEREAS, the Community Planning Association desires to amend the FY 2007-2011 Northern Ada County Transportation Improvement Program when significant changes occur as part of timely reviews;

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

WHEREAS, the attached table dated November 20, 2006, details the adjustments to the FY 2007-2011 Northern Ada County Transportation Improvement Program due to adjustments to the GARVEE program.

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

Dated this 20th day of November 2007.

APPROVED:

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

ATTEST:

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

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FY 2007-2011 Northern Ada County
Transportation Improvement Program
Amendment 1, November 20, 2006
(phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
09963	SH 16, Junction I-84 to Emmett Study Funds: Connecting Idaho – GARVEE This project is for a study only – no right-of-way or construction included. (Unfunded portion for study: \$1,000,000) (Unfunded portion for construction: \$633,200,000)	PE	25	25					25
			50	50					100
		PC	2,790	475					3,265
			3,798	4,276					8,074
		RW	910						910
			0						0
		UT							0
									0
								0	
								0	
		Sum	3,700	500	0	0	0	4,200	
			3,848	4,326				8,174	
09980	I-84, Eagle Interchange Ramps Funds: Connecting Idaho – GARVEE Widen westbound off ramp on I-84 at the Eagle Road Interchange.	PE	100						100
			50						50
		PC	0						0
			366						366
		RW							0
		UT							0
		CE	237						237
			373						373
								2,380	
								2,483	
		Sum	2,717	0	0	0	0	2,717	
			3,272					3,272	
10459	I-84, Garrity Interchange to Meridian Interchange (67% Ada and 33% Canyon Counties) Funds: Connecting Idaho – GARVEE Reconstruct and add third lane each direction for additional capacity from Meridian Interchange to Garrity Interchange. Design includes provisions for a fourth lane.	PE	0	0					0
			34	34					68
		PC	1,769	0					1,769
			1,778	6,315					8,093
		RW							0
		UT							0
		CE	2,412		0				2,412
			3,802		4,888				8,690
								24,254	
								25,350	
								32,591	
		Sum	28,435	0	0	0	0	28,435	
			30,964	6,349	37,479			74,792	

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
09815	I-84, Ten Mile Road Interchange Funds: Connecting Idaho – GARVEE New interchange at Ten Mile Road in Meridian.	PE							0
		PC							0
		RW	3,763 4,580	0 16,462					3,763 21,042
		UT		100 0					100 0
		CE		7,350 0	0 8,191				7,350 8,191
		CN		49,000 0	0 54,610				49,000 54,610
		Sum	3,763 4,580	56,450 16,462	0 62,801	0	0	0	60,213 83,843
10002	I-84, Junction SH 44 to Five Mile Road Study (50% Ada and 50% Canyon Counties) Funds: Connecting Idaho – GARVEE Start PE and environmental studies for 23 miles of I-84 from Caldwell to Meridian. Includes widening I-84 from Meridian Interchange to Garrity Interchange. (Unfunded portion for study: \$3,200,000 total)	PE	0 25	0 25					0 50
		PC	3,251 3,836	0 3,761					3,251 7,597
		RW		0 1,089					0 1,089
		UT							0
		CE							0
		CN							0
		Sum	3,251 3,861	0 4,875	0	0	0	0	3,251 8,736
09814	I-84, Gowen to Isaacs Canyon (Boise) Funds: Connecting Idaho – GARVEE Resurface three (3) miles of I-84, two (2) lanes each way with a "crack and seat" overlay. (Unfunded portion: \$39,497,000)	PE	10 0	50 0					60 0
		PC	100 0	300 0					400 0
		RW							0
		UT		200 0					200 0
		CE	0 482	1,200 265					1,200 747
		CN	0 3,213	8,000 1,767					8,000 4,980
		Sum	110 3,695	9,750 2,032	0	0	0	0	9,860 5,727

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
09816	I-84, Cole Road to Broadway Avenue Westbound (Boise) Funds: Connecting Idaho – GARVEE Construct sound walls for 4.5 miles along the westbound side of I-84 between Cole Road and Broadway Avenue.	PE		200 50					200 50
		PC	60 0	450 707					510 707
		RW		0 605					0 605
		UT		300 0					300 0
		CE		0 846	720 0				720 846
		CN		0 5,642	4,800 0				4,800 5,642
		Sum	60 0	950 7,850	5,520 0	0	0	0	6,530 7,850
		09821	I-84, Broadway Avenue Interchange (Boise) Funds: Connecting Idaho – GARVEE Reconstruct interchange – removed. (Unfunded portion: \$62,480,000)	PE		570 0	60 0		
PC		3,500 0						3,500 0	
RW		5,500 0						5,500 0	
UT				500 0	500 0			1,000 0	
CE					3,330 0			3,330 0	
CN					22,200 0			22,200 0	
Sum		9,570 0		560 0	26,030 0	0	0	36,160 0	
09823	I-84, Vista Avenue to Broadway Avenue (Boise) Funds: Connecting Idaho – GARVEE Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Widen the same section to three (3) lanes in each direction. (Unfunded portion: \$21,332,000)	PE		0 50		70 0			
PC		4,200 4,318						4,200 4,318	
RW			250 303					250 303	
UT					400 0			400 0	
CE					0 311	4,310 3,100		4,310 3,411	
CN					0 2,075	28,731 20,667		28,731 22,742	
Sum		4,200 4,368	250 303	70 0	400 2,386	33,041 23,767	0	37,961 30,824	

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
09817	I-84, Orchard Street Interchange (Boise) Funds: Connecting Idaho – GARVEE Reconstruct interchange.	PE		320 50					320 50
		PC		2,800 3,600					2,800 3,600
		RW		0 4,235	600 0				600 4,235
		UT			500 0	500 0			1,000 0
		CE			0 4,751	3,225 0			3,225 4,751
		CN			0 31,672	21,500 0			21,500 31,672
		Sum	0	3,120 7,885	1,100 36,423	25,225 0	0	0	29,445 44,308
		09818	I-84, Vista Avenue Interchange (Boise) Funds: Connecting Idaho – GARVEE Reconstruct interchange.	PE		620 50			
PC				3,500 4,298					3,500 4,298
RW				17,200 0	5,000 0	0 36,603			22,200 36,603
UT					500 0	500 0			1,000 0
CE							3,150 6,723		3,150 6,723
CN							21,000 44,821		21,000 44,821
Sum	0			21,320 4,348	5,500 0	500 36,603	24,150 51,544	0	51,470 92,495
09822	I-84, Gowen Road Interchange (Boise) Funds: Connecting Idaho – GARVEE Reconstruct interchange – removed. (Unfunded portion: \$27,820,000)			PE		250 0	50 0	20 0	
		PC		2,250 0					2,250 0
		RW		250 0					250 0
		UT			500 0	500 0			1,000 0
		CE					2,820 0		2,820 0
		CN					18,800 0		18,800 0
		Sum	0	2,750 0	550 0	520 0	21,620 0	0	25,440 0

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
09820	I-84, Orchard Street to Vista Avenue (Boise) Funds: Connecting Idaho – GARVEE Resurface 1.5 miles of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. (Unfunded portion: \$32,430,000)	PE		110 50					110 50
		PC		0 3,238					0 3,238
		RW	2,280 2,442	250 303					2,530 2,745
		UT							0
		CE	280 0	0 393	0 3,595		5,730 0		6,010 3,988
		CN	2,810 0	0 2,619	0 23,966		38,600 0		41,410 26,585
		Sum	5,370 2,442	360 6,603	0 27,561	0	44,330 0	0	50,060 36,606
		09819	I-84, Cole Road to Orchard Street (Boise) Funds: Connecting Idaho – GARVEE Resurface one (1) mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. (Unfunded portion: \$23,747,000)	PE		250 50	120 0		
PC	70 0			3,250 1,530					3,320 1,530
RW				0 303	250 0				250 303
UT						200 0			200 0
CE				0 262	0 2,555		3,856 0		3,856 2,817
CN				0 1,746	0 17,032		25,707 0		25,707 18,778
Sum	70 0			3,500 3,891	370 19,587	200 0	29,563 0	0	33,703 23,478
10557	I-84, Broadway Avenue to Gowen Road Eastbound (Boise) Funds: Connecting Idaho – GARVEE Resurface two (2) miles of existing lanes on eastbound I-84 with "crack and seat" overlay. (Unfunded portion: \$35,221,000)			PE					
		PC							0
		RW							0
		UT							0
		CE		0 327					0 327
		CN		0 2,179					0 2,179
		Sum	0	0 2,506	0	0	0	0	0 2,506

<i>Key No</i>	<i>Project</i>	<i>Scheduled Costs (including Match)</i>							
		<i>Phase</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>PD</i>	<i>SUM</i>
10558	I-84, Broadway Avenue to Gowen Road Westbound (Boise) Funds: Connecting Idaho – GARVEE Resurface two (2) miles of existing lanes on eastbound I-84 with "crack and seat" overlay. (Unfunded portion: \$35,221,000)	PE							0
		PC							0
		RW							0
		UT							0
		CE		0					0
				327					327
		CN		0					0
				2,179					2,179
	Sum	0	0	0	0	0	0	0	
			2,506					2,506	

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RESOLUTION No. 07-2007

**FOR THE PURPOSE OF AMENDING THE FY2007-2011
NAMPA URBANIZED AREA TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

WHEREAS, a public comment period was held for the new or removed projects and projects with significant changes as required for this type of amendment to the Transportation Improvement Program;

WHEREAS, the Community Planning Association desires to amend the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program when significant changes occur as part of timely reviews;

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

WHEREAS, the attached table dated November 20, 2006, details the adjustments to the FY 2007-2011 Nampa Urbanized Area Transportation Improvement Program due to adjustments to the GARVEE program and through regular program review.

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

Dated this 20th day of November 2007.

APPROVED:

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

ATTEST:

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

FY 2007-2011 Nampa Urbanized Area
Transportation Improvement Program
Amendment 1, November 20, 2006
(phase amounts in \$1,000)

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10459	I-84, Garrity Interchange to Meridian Interchange (67% Ada and 33% Canyon Counties) Funds: Connecting Idaho – GARVEE Reconstruct and add third lane each direction for additional capacity from Meridian to Garrity Interchange. Design includes provisions for a fourth lane.	PE	0	0					0
			16	16					32
		PC	871	0					871
			876	3,111					3,986
		RW							0
		UT							0
		CE	1,188		0				1,188
			1,873		2,407				4,280
10002	I-84, Junction SH 44 to Five Mile Road Study (50% Ada and 50% Canyon Counties) Funds: Connecting Idaho – GARVEE Start PE and environmental studies for 23 miles of I-84 from Caldwell to Meridian. Includes widening I-84 from Meridian Interchange to Garrity Interchange. (Unfunded portion: \$3,200,000 total)	PE	0	0					0
			25	25					50
		PC	3,251	0					3,251
			3,836	3,760					7,596
		RW		0					0
				1,089					1,089
		UT							0
		CE							0
10915	I-84, Garrity Interchange Funds: Connecting Idaho – GARVEE Widen mainline bridges to carry three (3) lanes each direction. (Unfunded portion: \$48,003,000)	PE		0					0
				50					50
		PC		0					0
				923					923
		RW							0
		UT							0
		CE				0			0
						1,105			1,105
Sum								0	
		0	0	0	0	0	0	0	
			973		8,470			9,443	

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10916	I-84, Garrity Interchange to Franklin Interchange (Nampa) Funds: Connecting Idaho – GARVEE Widen to three (3) lanes in each direction.	PE		0					0
				50					50
		PC		0					0
				7,087					7,087
		RW		0					0
				605					605
		UT							0
									0
					0			0	
					8,100			8,100	
					0			0	
					54,000			54,000	
		Sum	0	0	0	0	0	0	
				7,742		62,100		69,842	
10086	Transit – Fixed Line Operations Funds: FTA 5307 Provide transit operations and administration in Nampa Urbanized Area.	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	589						589
			630						630
	Sum	589	0	0	0	0	0	589	
		630						630	
10089	Transit – Preventive Maintenance Funds: FTA 5307 Provide preventive maintenance support for fixed route and demand responsive transit services.	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	338						338
			420						420
	Sum	338	0	0	0	0	0	338	
		420						420	

Key No	Project	Scheduled Costs (including Match)							
		Phase	2007	2008	2009	2010	2011	PD	SUM
10106	Transit – Capital Lease Funds: FTA 5307 Provide vehicle lease for fixed line and demand response in the Nampa Urbanized Area.	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	181 233						181 233
		Sum	181 233	0	0	0	0	0	181 233
10810	Transit – Capital and Safety and Security Funds: FTA 5307 Provide <u>capital</u> , associated capital maintenance, and safety and security assistance, <u>hardware/software</u> , <u>monitoring equipment</u> , <u>bus stops</u> , and <u>communication equipment</u> .	PE							0
		PC							0
		RW							0
		UT							0
		CE							0
		CN	73 210						73 210
		Sum	73 210	0	0	0	0	0	73 210

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COMPASS BOARD MEETING AGENDA ITEM V-B

DATE: NOVEMBER 20, 2006



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Traffic Impact Studies Coordination

Summary:

Often a major development will be required to prepare a traffic impact study (TIS) to evaluate transportation system capacity and possible needed improvements. There are many issues involved in these studies:

- What is the threshold for development size at which a TIS might be required? Too low would involve needless expense and limited utility. Too high and major impacts may not be identified—leading to future public costs.
- How is the study boundary determined? By whom? Does the boundary vary with the size of the development proposal?
- Is just adding proposed future traffic from the specific development to existing volumes an adequate evaluation? What about the other approved and unbuilt developments in the area? In an area with rapidly changing land use patterns, are current turn movements acceptable to determine future movements?
- What happens when a simple intersection fix such as the addition of a turn lane or traffic signal is not sufficient to meet future travel demand? Some very large projects may generate impacts up to several miles away. When these impacts involve multiple agencies, how are they involved in the review?

At a meeting of transportation and land use staff held by the Ada County Highway District in August 2006, concerns were voiced that the quality of TIS's varied widely, in part since there was little attempt to create a common set of assumptions and procedures. Participants asked that these issues be brought to the COMPASS Board in the hope that the quality of studies could be improved and better protect transportation facilities and public funds. The Regional Technical Advisory Committee in August 2006 agreed that this was a significant issue.

Staff Recommendation/Request:

Staff will organize a workshop process for the December 18, 2006 Board meeting to discuss this issue in more depth as directed by the Executive Committee.

Implications (policy and/or financial):

Implementation of **Communities in Motion** will depend on adequate financing and on preservation of key regional facilities. Also critical will be ensuring that developments enhance access to future transit routes and pedestrian and biking opportunities. Should COMPASS staff become more involved in such studies, additional revenue or a shift of existing resources from other projects will be necessary.

Highlights

- COMPASS has played a role in TIS through the provision of demographic data and travel demand model forecasts requested by consultants.
- In August 2006, Regional Technical Advisory Committee members reviewed a "cumulative growth" approach that could be used in TIS.
- COMPASS is working on corridor studies with the Idaho Transportation Department that involve monitoring developments along SH 44 and US 20/26.

More Information:

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

pc: File 764 - Land Use / Transportation Coordination

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OCTOBER 2006 - STAFF ACTIVITY REPORT

ITEM VI-A

PROGRAM NO.	TITLE	LEAD STAFF
601	UNIFIED PLANNING WORK PROGRAM AND BUDGET, DEVELOPMENT AND TRACKING and FEDERAL ASSURANCES	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Began year-end close for revenue and expenditures associated with Revision 2 of FY2006 Unified Planning Work Program and Budget. • Held pre-audit Finance Committee meeting with Wadsworth and Smith and negotiated engagement letter. • Worked on FY2007 Revision 1 modifications for presentation to Finance Committee in November. 	
610	SH 44 CORRIDOR PRESERVATION STUDY	DON MATSON
	<ul style="list-style-type: none"> • Consultants submitted a draft Phase 2 Work Order scope. • Made comments and returned the draft scope for revisions. • Produced Corridor maps for the City of Star 	
611	US 20/26 CORRIDOR PRESERVATION STUDY	DON MATSON
	<ul style="list-style-type: none"> • Revised evaluation criteria and alternatives with consultant team. • Presented and discussed evaluation/screening criteria, access management options, and draft map to the Corridor Preservation Committee and received helpful feedback. • Set up meetings with local governments along the corridor to discuss the alternatives. 	
620	GROWTH AND TRANSPORTATION SYSTEM MONITORING	CARL MILLER
	<ul style="list-style-type: none"> • Prepared initial Development Monitoring Report. This report was presented to the Demographic Advisory Committee for review. • Collected current preliminary platting information. 	
631	RAIL CORRIDOR FEASIBILITY STUDY	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> • Made final selection of consultant (URS). • Initiated contract negotiations and preliminary planning activities. • Continued research on strategy and funding options for development of right of way acquisition strategy. 	
647	REGIONAL GROWTH ISSUES AND OPTIONS	CARL MILLER
	<ul style="list-style-type: none"> • Presented staff preferences regarding the various available land use software to the Demographic Advisory Committee. • Reviewed scope of Homebuyer Survey with Demographic Advisory Committee. 	

PROGRAM NO.	TITLE	LEAD STAFF
653	COMMUNICATIONS AND EDUCATION	TERRI SCHORZMAN
	<ul style="list-style-type: none"> • Updated website, included posting member events. • Updated brochures for distribution at upcoming events. • Participated in transportation/health fair for state employees. • Co-sponsored Odyssey Idaho. • Applied for Walkable Communities workshop series. • Presented long-range planning issues for BSU graduate-level workshop. • Submitted award nominations for <i>Communities in Motion</i>. 	
655	AMPO TREASURE VALLEY ACCESS MANAGEMENT STRATEGY	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> • Discussed Model Access Management Ordinance and Access Management Guidebook with Regional Technical Advisory Committee and Canyon County Highway District staff. 	
661	COMMUNITIES IN MOTION	CHARLES TRAINOR
	<ul style="list-style-type: none"> • Continued work on the executive summary and the electronic document for final publication. • Continued work on the 2015 Federal Functional Classification map for Ada and Canyon Counties. All transportation jurisdictions have made comments and the first draft is ready for review. 	
685	TRANSPORTATION IMPROVEMENT PROGRAM	TONI TISDALE
	<ul style="list-style-type: none"> • Met with ITD and Federal Highway Administration staff on October 4, 2006 regarding approval of the Transportation Improvement Program and the State Transportation Improvement Program. • Presented information for discussion at the City Council of Garden City regarding the FY 2008-2012 Transportation Improvement Program priority projects on October 9, 2006. • Hosted the TMA Balancing Committee on October 12, 2006. • Met with staff from ACHD, the Association of Canyon County Highway Districts, and the City of Middleton regarding the proposed new prioritization process. • Attended the ITD workshop and meeting on October 17 and 18, 2006 to hear discussions and decisions regarding the GARVEE program. • Met with ITD staff and the GARVEE team on October 20 to discuss IT Board adoption of GARVEE bonding scenario 7 and its implications to the TIP and air quality conformity. • Notified ICC of the changes to the GARVEE projects and conformity • Revised all travel model input networks, reran travel model and air quality model. • Amended the FY 2007 – 2011 TIP Air Quality Conformity Determination report. • Researched the FY 2006-2010 and FY 2007-2011 programs to determine which projects could need funds before federal approval of the FY 2007-2011 Transportation Improvement Program. Also worked with member agency staff regarding this issue. 	

PROGRAM NO.	TITLE	LEAD STAFF
	<ul style="list-style-type: none"> • Developed the amendments for the FY 2006-2010 and FY 2007-2011 Transportation Improvement Programs. • Prepared the Transportation Improvement Program amendments for public comment. • Met with staff from the City of Meridian regarding general information about the Transportation Improvement Program. • Held a special Regional Technical Advisory Committee meeting on October 25, 2006 to discuss the project prioritization process. • Attended the Local Transportation funding workshop sponsored by the Idaho Transportation Department on October 30, 2006. • Prepared the draft Memorandum of Understanding for pass-through funds for the Purple Sage/Beacon Light Connection Study. 	
687	TREASURE VALLEY TRUCK FREIGHT TRAVEL STUDY	MARYANN WALDINGER
	<ul style="list-style-type: none"> • No significant activity this month. 	
689	MAJOR DESTINATIONS	ROSS DODGE
	<ul style="list-style-type: none"> • No significant activity this month. 	
692	REGIONAL TRANSPORTATION FUNDING INFORMATION	CHARLES TRAINOR
	<ul style="list-style-type: none"> • No significant activity. 	
694	HIGH VOLUME INTERSECTION STUDY	DON MATSON
	<ul style="list-style-type: none"> • No significant activity this month. 	
701	GENERAL MEMBERSHIP SERVICES	CHARLES TRAINOR
	<ul style="list-style-type: none"> • Provided additional model forecasts to consultant for the City of Middleton's Master Transportation Plan • Produced approximately 17 maps and 4 hours of geographic information system assistance to member agencies on 7 separate requests. • Completed review of the draft Ada County Comprehensive Plan update. • Worked with Ada County Highway District and Idaho Transportation Department on issues regarding traffic impact studies and demographic information. Part of this work relates to North Ada County Foothills development proposals. • Provided assistance to Valley Regional Transit in gaining Ada County Highway District's concurrence on Governor's designation for receipt of 5316 and 5317 grant funds. 	
703	GENERAL PUBLIC SERVICES	CHARLES TRAINOR
	<ul style="list-style-type: none"> • Provided information to the public on demographics and traffic issues. • Provided travel demand model projections to a consultant for the North Foothills area including M3, SunCor and other potential developments. • Produced approximately 10 maps and 10 hours of geographic information system assistance to the general public on 8 requests. • Began developing the 2002 data for Gem and Payette Counties for the Dewey Road Corridor Study. • Provided assistance to Air Quality Board testing different Inspection Maintenance Programs to estimate air quality benefits. 	

PROGRAM NO.	TITLE	LEAD STAFF
705	TRANSPORTATION LIAISON SERVICES	MATT STOLL
	<ul style="list-style-type: none"> Participated in the Caldwell Chamber of Commerce Transportation Committee on October 2, 2006. 	
733	CLEAN CITIES COALITION PARTICIPATION	MARYANN WALDINGER
	<ul style="list-style-type: none"> Attended meeting at DEQ on October 17, 2006. 	
741	SOUTH MERIDIAN/TEN MILE AREA PLAN	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> Reviewed and commented on study materials developed by consultants. Provided model forecasts for three different land use scenarios to City of Meridian 	
751	ACHD WEST BENCH, CIP, 3CRX, FLOATING FEATHER	MARYANN WALDINGER
	<ul style="list-style-type: none"> No significant activity this month. 	
757	REGIONAL FUNCTIONAL CLASSIFICATION TYPOLOGIES	CHARLES TRAINOR
	<ul style="list-style-type: none"> Continued consultant work on this project. Reviewed memorandum of agreement regarding funding by ACHD legal prior to approval. 	
760	LEGISLATIVE SERVICES	MATT STOLL
	<ul style="list-style-type: none"> Participated in relevant activities in support of Board legislative position statements. Tracked and reported significant activity in federal and state transportation-related legislative issues. Participated in Coalition for Regional Public Transportation resource group meetings and assisted with the development of revenue flow graphics. Investigated potential grant/appropriation funding opportunities for the development of a corridor acquisition strategy. Provided a proposal to the Executive Committee for priority projects for FY 2008 Annual Appropriations funding for four projects through discussions with staff and Ken Burgess. Met on October 20, 2006 with Ken Flanz and Bob Ford of Senator Mike Crapo's staff regarding proposals for FY 2008 Annual Appropriations funding. 	
762	TRANSIT PERFORMANCE REPORTING	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> No significant activity this month. 	
764	LAND USE/TRANSPORTATION COORDINATION	JOHN CUNNINGHAM
	<ul style="list-style-type: none"> Participated in the State Street Coordination Group and 30th Sub-Area plan. Provided input and research results on development of transit oriented development ordinance. 	

PROGRAM NO.	TITLE	LEAD STAFF
801	STAFF DEVELOPMENT <ul style="list-style-type: none"> • Attended Many Missions, One Voice Conference on free media, fundraising, governance and board relations. • Attended GIS Program Management • Attended 2006 Association of Metropolitan Planning Organizations Annual Conference. 	JEANNE URLEZAGA
820	COMMITTEE SUPPORT <ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees. • Held special pre-audit Finance Committee meeting and developed Scope of Work. 	JEANNE URLEZAGA
836	MODEL MAINTENANCE <ul style="list-style-type: none"> • Continued to make improvements to the travel demand forecasting model as identified. • Contacted consultant, VHB, to prepare scope of work to assist setting up the peer review panel for the TMIP Model Review Program. 	MARYANN WALDINGER
842	CONGESTION MANAGEMENT SYSTEM MAINTENANCE <ul style="list-style-type: none"> • Continued work on the 2006 travel time data provided by ITD in preparation for inclusion into the 2006 Annual Report. 	MARYANN WALDINGER
856	TRANSPORTATION STUDIES COORDINATION <ul style="list-style-type: none"> • Completed major update on the Transportation Studies Coordination website. • Provided an update to the COMPASS Board on the studies coordination program. 	TONI TISDALE
860	GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE <ul style="list-style-type: none"> • Participated in the monthly Ada County Special Interest Group and Canyon County Spatial Data Cooperative meetings. • Maintained various countywide geographic data layers. • Provided monthly map updates to Public Safety • Distributed the monthly data dissemination compact disks to subscribers. • Continued work on coordinating a 2007 orthophotography update • Began edits to the 2015 Functional Classification Map • Produced a series of CIM maps for the Public Participation Committee • Presented a subdivision density analysis to the Demographic Advisory Committee 	ROSS DODGE
861	ADA COUNTY ORTHOPHOTOGRAPHY <ul style="list-style-type: none"> • Sold approximately 49 ortho-photography sections. 	ROSS DODGE

PROGRAM NO.	TITLE	LEAD STAFF
960	INFORMATION TECHNOLOGY	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Continued coordination with the IT consultant. • Continued system maintenance and updates. • Completed move of web hosting site to local provider for Better Air, Treasure Valley Futures, Communities in Motion and COMPASS. 	
991	SUPPORT SERVICES LABOR	JEANNE URLEZAGA
	<ul style="list-style-type: none"> • Completed recruitment process for the Assistant Planner position. • Attended regular staff meetings and prepared monthly status and quarterly variance reports as required. • Oversaw general administration and personnel. • Implemented FY2006 merit increases. • Continued with in depth research on potential accounting software package. • Continued year end closing and audit preparation. 	

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Charles Trainor, Director of Planning

DATE: November 5, 2006

RE: Status Report – Corridor Studies

ACTION REQUESTED:

None. Information only.

BACKGROUND:

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

STATUS:

U.S. 20/26 Corridor Study: Revised evaluation criteria and alternatives with consultant team. Presented and discussed evaluation/screening criteria, access management options, and draft map to the Corridor Preservation Committee and received helpful feedback. Alternatives and screening criteria will be presented to work sessions with affected local governments prior to a public meeting in late February 2007.

S.H. 44 Corridor Study: The proposed Phase 2 scope of work with ITD and consultant was prepared. At this time, the proposed scope is significantly beyond the available budget. Staff has made comments and returned the draft scope for revisions. Staff is also working with consultant to refine data/status of cultural resources in the corridor.

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



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: MaryAnn Waldinger, Principal Planner

DATE: November 6, 2006

RE: Status Report – Current Air Quality Efforts

ACTION REQUESTED:

None. Information only.

BACKGROUND:

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

STATUS:

SEPTEMBER AIR QUALITY MONITORING

- The Idaho Department of Environmental Quality reported there were no days with Treasure Valley air quality levels in the unhealthy category during the month of October 2006.
- The Idaho Department of Environmental Quality reported Treasure Valley air quality levels in the moderate category for eight days during the month of October 2006.
 - Six of the moderate air quality days were attributable to fine particulate (PM2.5) levels recorded in Ada County.
 - Two of the moderate air quality days were attributable to fine particulate (PM2.5) levels recorded in Canyon County.

REGIONAL

- Staff attended the Treasure Valley Air Quality Council meeting on October 10, 2006 and scheduled a presentation of the TVAQ Plan to the COMPASS Board in December 2006.



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Toni Tisdale, Principal Planner

DATE: November 3, 2006

RE: Status Report – Current Transportation Project Information

ACTION REQUESTED:

None. Information only.

BACKGROUND:

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

STATUS:

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

<i>Boise Air Terminal</i>	<i>Sept 2006</i>	<i>Sept 2005*</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	264,307	259,198	1.97%
Monthly Air Freight (Inbound and Outbound) (tons)	3,914	4,063	-3.67%
<i>Public Transportation Monthly Ridership</i>	<i>Sept 2006</i>	<i>Sept 2005*</i>	<i>% Change</i>
ACHD VanPool (Trips)	15,891	13,670	16.25%
Valley Regional Transit**	87,293	87,380	-0.10%
First Transit/Treasure Valley Transit/ Treasure Valley Metro**	10,428	9,901	5.32%
Total	113,612	110,951	2.40%

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

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

STATUS OF MAJOR PROJECTS

**The information below is as of November 3, 2006.*

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Curtis Road Interchange, Boise	ITD	This project will rehabilitate the bridge deck on the Curtis Interchange structure. The structure is restricted to two lanes. No left turns are allowed from Curtis onto the Interstate. Project is expected to be complete by mid-November 2006.
I-84B, Blaine Street and Cleveland Boulevard in Caldwell	ITD	This is a pavement rehabilitation project. The Plans, Specifications, and Engineer's estimate package should be delivered in November 2006. Construction is planned for 2007 after completion of the curb replacement project (below).
I-84B, Blaine/Cleveland Curb Replacement	Caldwell	This is a local project sponsored by the City of Caldwell. The City will repackage and re-bid the project in December 2006 or January 2007. Construction is expected to begin in spring 2007.
I-84, Blacks Creek Rest Area	ITD	Periodic single lane restrictions to both the east-bound and west-bound lanes of I-84 during daylight work hours only, with a speed limit of 65 miles per hour. The rest areas are expected to re-open by the end of 2006. The structures are 95% complete.
I-84, Dynamic Message Sign	ITD	This Congestion Mitigation/Air Quality project consists of installing an overhead dynamic message sign at approximately mile post 45, west bound I-84, to inform west bound travelers of air quality alerts and to encourage carpooling for the next day's commute. Bid opening was held on October 17, 2006. The low bid came in at 105% of engineer's estimate.
I-84, Franklin Interchange (Exit 29), Caldwell	ITD	Bid came in at 122% of engineer's estimate. A ground breaking ceremony will likely be scheduled for December 2006. Construction is expected to begin around the first of the year.
I-84, Garrity Interchange to Meridian Interchange	ITD	The consultant has begun work on the concept report and preliminary design.
I-84, Junction SH-44 to Five Mile Study	ITD	Scoping of the environmental work is underway. Collection of aerial mapping and traffic data has begun.
I-84 & I-84B, Karcher Interchange, Karcher Junction to Nampa Boulevard and Caldwell Boulevard, in Nampa	ITD	I-84 speed limits are reduced to 55 miles per hour. Nampa/Caldwell Boulevard is reduced to one paved lane in each direction. Access for residences and businesses is maintained.
I-84, Linden Grade Separation, East and West Bound (Caldwell)	ITD	This project will rehabilitate both the eastbound and westbound bridge decks and upgrade the existing guardrail. Project is being repackaged to allow a flexible start date, and will be advertised again in November 2006.
I-84, Locust Grove Grade Separation, Meridian	Meridian, ACHD, ITD	Bid came in at 90% of engineer's estimate. Construction will begin around the first of the year.
I-84 and SH-55 (Eagle Road) Westbound Off-Ramp Widening	ITD	The Plans, Specifications, and Engineer's estimate (PS&E) package will be submitted in early November. Construction will be funded through the GARVEE program and administered by the Connecting Idaho partners.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Ten Mile Interchange	ITD	The draft concept report and preliminary environmental documents are being revised by the consultant. ITD District 3 will administer the project until it is transferred to the Connecting Idaho partners.
I-84, Orchard Street to Gowen Road Interchange Study	ITD	Preliminary design and environmental evaluation of this project continues. The consultant is working on the schedule and scope.
I-84, Sand Hollow to Caldwell (three companion projects)	ITD	These three pavement rehabilitation projects will be re-advertised and re-bid when additional funding becomes available. Construction is expected to begin in spring 2007.
Maple Grove, Franklin to Fairview	ACHD	This project is sponsored by ACHD. The project will widen Maple Grove between Franklin and Fairview, including two structures. Concrete will be used for reconstruction. Construction is expected to begin in November 2006 with completion in the late winter 2008.
SH-16, I-84 to Emmett	ITD	Negotiations on the concept report have been completed. Aerial surveys are complete. The control surveys are nearly complete.
SH-21, Grand Forest Drive Turn Bay	ITD	This is a safety turn bay project in Ada County. The concept report is ready for review. Final design is anticipated in December 2006 with the Plans, Specifications, and Engineer's Estimate (PS&E) package complete in February 2007. Advertisement is expected in the spring 2007.
SH-45, Melba Road to Deer Flat Road	ITD	This is a pavement preservation project in Canyon County. Final design is expected in late spring 2007.
SH-55, Eagle Road Automated Traffic Management System (ATMS)	ITD	This project will interconnect all signals on Eagle Road, achieving better traffic progression and reduced congestion. This project was programmed for construction in FY 2007, but most recent balancing actions delayed construction to FY 2008. The Plans, Specifications, and Engineer's Estimate (PS&E) package is expected in February 2007.
SH-55, Junction I-84 Westbound Off-Ramp to Franklin Road near Meridian	ITD	Project complete.
SH-55, Marsing to Sunnyslope Curve	ITD	Traffic is controlled by a flagging operation and pilot car, and traffic is reduced to one lane. The speed limit is reduced to 45 miles per hour. Currently work activities include: roadway ballast, embankment, and storm trench construction. Bridge work will continue through the winter with completion in spring 2007.
SH-55, Union Pacific Railroad Overpass	ITD	This bridge deck rehabilitation project is in Nampa. Final design is expected in late spring 2007.
US-20/26, Cloverdale Road to Hewlett Packard Main Entrance	ITD	This project is expected to be advertised the first part of December with bid opening in late January 2007. Construction is expected to begin in spring 2007.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
US-20/26, Hewlett Packard Main Entrance to Joplin Road (includes the Stafford to Stone section for a raised splitter island)	ITD	No change. The retaining wall on the north side of US 20/26 (Chinden) is complete. Traffic has been switched to the new lanes during construction of the soldier pile wall on the south side of the roadway. Both lanes of traffic are shifted away from the work zone, with one lane open in each direction during daytime hours. Access for residences and businesses is maintained. This project is on track for completion in mid-November 2006.
US-95 (off system), Golden Gate Canal to D Avenue in Wilder	Wilder	This is an Enhancement project to add sidewalks, bulb-outs, and safety markings for pedestrian safety. Bids were opened October 3, 2006. Project came in at 152% of the engineer's estimate. The City Council is deciding whether or not to accept the bid.

Other

- Intersection improvements on Greenhurst / Powerline and Greenhurst / Southside – Project complete except one minor issue that will be completed in November 2006.
- SH-55, Wilson Drain Hazard Elimination, Canyon County. This project will install a re-directive “crash cushion” on SH-55. Work is currently suspended due to design issues attaching to the existing guardrail structure.

pc: 685.01, 685.02

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DEMOGRAPHIC ADVISORY COMMITTEE

ITEM VI-E

Attendance List of Members

<i>Member Agency/Name</i>	<i>Jan '06</i>	<i>Feb '06 No Mtg</i>	<i>Mar '06 No Mtg</i>	<i>Apr '06</i>	<i>May '06 No Mtg</i>	<i>June '06 No Mtg</i>	<i>July '06</i>	<i>Aug '06 No Mtg</i>	<i>Sept '06 No Mtg</i>	<i>Oct '06</i>	<i>Nov '06 No Mtg</i>	<i>Dec '06 No Mtg</i>	<i>TOTAL</i>
General Members													
ACCHD/ <i>J. Buffington/T. Richard</i>													0
ACHD/ <i>M. Wallace</i>	1						1			1			3
Ada County/ <i>L. Toombs</i>	1			1			1			1			4
BSU/ <i>S. Mason</i>	1			1						1			3
Canyon County/ <i>L. Jensen</i>													0
City of Boise/ <i>J. Tomlinson</i>	1			1			1			1			4
City of Caldwell/ <i>B. Billingsley</i>	1									1			2
City of Eagle/ <i>N. Baird Spencer</i>	1						1			1			3
City of Garden City/ <i>C. Richardson</i>				1			1			1			3
City of Kuna/ <i>D. Sanders</i>	1												1
City of Meridian/ <i>M. Ellsworth</i>				1			1						2
City of Middleton/ <i>M. Berent</i>	1						1						2
City of Nampa/ <i>N. Holm</i>	1			1			1			1			4
City of Star/ <i>G. Mammone</i>	1			1			1			1			4
IDEQ/ <i>J. Garcia</i>							1			1			2
Major Utilities / <i>B. Smith-Idaho Power</i>	1			1			1			1			4
Public Participation Committee/ <i>L. Rincover</i>	1						1						2
Valley Regional Transit/ <i>K. Fairless</i>	1			1			1			1			4
Ex officio Members													
Chamber of Commerce - Ada County/ <i>J. Grunke</i>				1			1			1			3
Chamber of Commerce- Canyon County/ <i>G. Vezzaso</i>				1									1
COMPASS/ <i>C. Trainor</i>	1			1			1			1			4
Development Community - Ada County/ <i>M. Wardle</i>	1			1			1						3
Development Services-Canyon County/ <i>B. Le Compte</i>				1						1			2
Development Community - Canyon County/ <i>R. Sweaney</i>										1			1

REGIONAL TECHNICAL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	<u>Jan '06</u>	<u>Feb '06</u>	<u>Mar '06</u>	<u>Apr '06</u>	<u>May '06</u>	<u>June '06</u>	<u>July '06</u>	<u>Aug '06</u>	<u>Sept '06</u>	<u>Oct '06</u>	<u>Nov '06</u>	<u>Dec '06</u>	<u>TOTAL</u>
General Members													
ACCHD/ <i>T. Richard</i>	1	1	1	1	1	1	1		1	1			9
ACHD/ <i>D. Kostelec</i>	1	1	1	1	1	1	1	1	1	1			10
Ada County/ <i>D. Gunderson</i>			1	1		1	1		1	1	1		7
BSU/ <i>W. Rearick</i>											1		1
Canyon County/ <i>J. Maffuccio</i>			1	1	1	1	1	1	1	1	1		9
CCDC/ <i>J. Cecil</i>			1	1	1	1	1		1		1		7
City of Boise/ <i>K. Gallagher</i>			1	1	1	1	1		1	1	1		8
City of Caldwell/ <i>G. Law</i>						1	1	1		1	1		5
City of Eagle/ <i>N. Baird-Spencer</i>	1				1	1		1	1	1	1		7
City of Garden City/ <i>C. Richardson</i>			1	1	1	1			1		1		6
City of Kuna/ <i>L. Bachman</i>	1	1	1	1	1	1					1		7
City of Meridian/ <i>M. Ellsworth</i>	1	1	1	1	1	1	1	1	1	1	1		10
City of Middleton/ <i>M. Berent</i>	1	1	1				1		1	1	1		7
City of Nampa/ <i>M. Fuss</i>				1	1				1				3
City of Star/ <i>G.P. Mammone</i>	1					1	1	1	1	1			6
IDEO/ <i>M. DuBois</i>	1	1	1	1	1	1		1		1	1		8
Indept. School Dist. of Boise/ <i>S. Stobaugh</i>						1		1	1				3
ITD/ <i>S. Sullivan</i>	1	1	1	1	1	1	1	1	1	1			9
Joint School Dist. #2/ <i>W. Bigham</i>			1		1	1							3
Public Participation Committee/ <i>Vacant</i>			1	1		1		1					4
Valley Regional Transit/ <i>K. Bittner</i>			1	1		1		1	1		1		6
Ex officio Members													
Central District Health/ <i>R. Howarth</i>			1		1			1		1			4
COMPASS/ <i>T. Tisdale</i>	1	1	1	1	1	1	1	1	1	1	1		10
Governor's Office/ <i>M. Ellsworth</i>													0
Greater Boise Auditorium District/ <i>P. Rice</i>													0

TRANSPORTATION MODEL ADVISORY COMMITTEE

Attendance List of Members

<i>Member Agency/Name</i>	<i>Jan '06 No Mtg</i>	<i>Feb '06 No Mtg</i>	<i>Mar '06</i>	<i>April '06 No Mtg</i>	<i>May '06</i>	<i>Jun '06</i>	<i>July '06 No Mtg</i>	<i>Aug '06 No Mtg</i>	<i>Sept '06</i>	<i>Oct '06 No Mtg</i>	<i>Nov '06</i>	<i>Dec '06</i>	<i>TOTAL</i>
General Members													
Ada County/ <i>D. Gunderson</i>			1										1
ACHD/ <i>K. Kemmer</i>			1		1	1			1				4
Canyon County/ <i>L. Jensen</i>			1		1	1							3
Canyon Hwy Districts/ <i>T. Richard</i>					1	1			1				3
City of Boise/ <i>K. Gallagher</i>			1		1	1			1				4
City of Meridian/ <i>P. Friedman</i>			1		1	1			1				4
City of Nampa/ <i>Vacant</i>													0
IDEO/ <i>J. Garcia</i>													0
ITD/ <i>K. Sablan</i>					1								1
ITD/ <i>G. Sanderson</i>			1		1	1			1				4
Nampa Hwy Dist#4/ <i>J. Buffington</i>									1				1
Public Participation Committee/ <i>R. Miller</i>			1						1				2
Small Cities Rep/ <i>V. Brewer</i>			1		1	1			1				4
Valley Regional Transit/ <i>C. Floor</i>			1		1				1				3
Appointed Transportation/Land Use/Air Quality Professionals													
Fehr & Peers/ <i>B. Lane</i>			1		1	1			1				4
JUB/ <i>J. Rosenlund</i>			1		1	1			1				4
Pline Engineering/ <i>J. Pline</i>					1	1							2
Project Engineering Consultants/ <i>K. Fugal</i>			1			1			1				3
Ex officio Members													
COMPASS/M. Waldinger/ <i>J. Witt</i>			1		1	1			1				4



MEMORANDUM

ITEM VI-F

TO: Community Planning Association Board of Directors
FROM: John Cunningham, Principal Planner - Transit
DATE: November 20, 2006
RE: **Status Report - Treasure Valley High Capacity Transit Study**

ACTION REQUESTED:

None. This item is for information only.

BACKGROUND:

Based on the recommendations and guidance in previous studies and plans¹, COMPASS and Valley Regional Transit have initiated the Treasure Valley High Capacity Transit Study *(TVHCTS). The TVHCTS consists of three related projects:

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

Together, the projects are intended to identify locally preferred alternatives for transportation improvements in downtown Boise and in the I-84/I-184 corridor. These efforts are being combined under one study given their inter-related characteristics. In order to site and design a downtown multi-modal center, the alignment and mode of a downtown circulator needs to be developed. Equally, the design of the downtown circulator system is dependent on the site of the MMC.

In addition, an assessment on the potential to achieve direct transfers to the downtown circulator system at the multi-modal center from a fixed-guideway system along the rail corridor is a component of this effort. Attached to this report is an information sheet with some additional project background.

STATUS:

Responses to the RFP (released August 25, 2006) were received on September 29, 2006. The review and scoring resulted in URS being selected to lead the study. Contract negotiations and final scope development are underway. Bob Post from URS (Portland) and Don Galligan from HDR (Boise) are anticipated to be Project Manager and Deputy Project Manager, respectively.

Lead personnel from the consultant team met with representatives from the City of Boise, Capital City Development Corporation, COMPASS and Valley Regional Transit on October 27, 2006 to discuss project initiation.

Given identified funding and deadlines related to the same, the downtown Boise multi-modal center and downtown circulator alternatives analysis components of the study will proceed first. The initiation of the alternatives analysis for the priority corridor will follow the downtown planning efforts although some technical background work may take place concurrently with the downtown efforts.

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

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

pc: File 631

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

Treasure Valley High Capacity Transit Study Frequently Asked Questions

What is the Treasure Valley High Capacity Transit Study?

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

1. Downtown Boise Circulator Alternative Analysis
2. Downtown Boise Multi-Modal Center Development
3. I-84/I-184 Rail Corridor Alternative Analysis

What is an “Alternatives Analysis”?

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

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

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

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

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

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

“Is this a light rail study?”

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

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

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

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

This effort *could* lead directly into service implementation if that is a finding of the study. However, even if we assume that service initiation is recommended in the short term, project development of this type takes an average of 6-12 years from the point of initiation (where we are now) to seeing service on the ground. The recommendation may be to further defer service initiation until some point in the future.

At a minimum, a local funding source for transit would have to be identified in order to initiate service. If federal funding assistance is expected or desired there are substantial additional criteria the region must address. The existence of, or planned transit supportive development and uses in and around stations areas is one significant criterion. This would compel local jurisdictions to adopt transit supportive plans and enact ordinances of the same type.

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

Informally, a good rule to remember on a project such as this is that the process should be considered a marathon, not a sprint.

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

It is not known yet that an alternate route to I-84 would be placed in the rail right-of-way. There are a number of parallel roadways both north and south of the interstate that could be used as transit routes. However, purchasing the rail corridor for preservation purposes may be a good strategy, particularly considering the rising land prices in the Treasure Valley. However, in order to have a request for funding assistance for the purchase of the rail corridor to be looked on favorably, an alternatives analysis should be completed to establish that the right-of-way is part of a preferred alternative. Even if the corridor can be purchased without any federal assistance it is pragmatic to be sure we will eventually use the right-of-way before making such a substantial commitment of public resources.



MEMORANDUM

TO: Matt Stoll, Executive Director

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

DATE: November 6, 2006

RE: Status Report – Legislative Activities for October 2006

ACTION REQUESTED:

None. Information only.

BACKGROUND:

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

STATUS:

Congress has recessed until after the November 2006 elections with no major progress on the Transportation Appropriations bills. We anticipate further progress on the appropriations bills in the latter part of November 2006. Much will depend on the outcome of the mid-term elections. It is possible that all of the appropriations bills could be stalled until January 2007 (if the majority party changes as a result of the election).

As the Board is aware, two COMPASS projects were earmarked for funding in the Senate Transportation Appropriations bill. Our focus continues to be ensuring the final version at their current levels. The two projects were as follows: \$1 million for the City of Caldwell local improvements at I-84/Exit 29; and \$480,000 to Valley Regional Transit for transit facilities siting.

1. Met with Congressional staff and Senator Craig to discuss the importance of funding the Three Cities River Crossing:

This discussion was to point out the need to start the funding process in the coming fiscal year for Three Cities River Crossing. Following these discussions, it appears there is a strong possibility that Three Cities River Crossing could be funded in FY 2007. The outcome will depend on the finalization of the FY 2007 appropriations process. How the process will play out will not be clear until after the November 2006 elections are settled. We continue to push for an appropriation in FY 2007 for this project.

2. Discussed need to fund the Treasure Valley rail and priority corridor project with FTA staff and Congressional staff. The letter response to the Idaho Congressional Delegation from US DOT (sent by US DOT on October 3, 2006) suggests that there is an opportunity to earmark for the initial planning of the corridor project. This strategy is being worked with both the Appropriations Committee and Idaho Congressional Delegation staff. In addition, the agency is STILL developing the criteria for eligible projects. FTA encouraged COMPASS to apply for these funds in the future, and we intend to ask for earmark money through this program in FY 2008.

3. Met with the COMPASS staff, as directed by the Executive Committee, to draft priorities for the FY 2008 earmark requests. We tentatively identified two roadway projects and two transit projects for which we will formally request funds: final year of I-84/Exit 29 local system improvements; Three Cities River Crossing; Sec 5339 I-84 Alternatives Analysis; and, money for rail corridor acquisition strategy development.
4. Attended meetings with Treasure Valley legislators and Coalition for Regional Public Transportation lobbyists to gain support for and strategize on 2007 legislative approach to Local Option Sales Tax Authority.
5. Arranged and attended meeting (with COMPASS staff) for Ken Flanz and Bob Ford of Senator Mike Crapo's staff to discuss all aspects of our pending FY 2007 requests, and preview and discuss ongoing challenges and likely FY 2008 earmark requests.
6. We continue to have discussions with the Congressional staff to find additional money for other COMPASS priority projects. In the event some "dealmaking" occurs on Transportation Appropriations, we want to ensure COMPASS is on the forefront of the delegations' mind if a quick opportunity presents itself.

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