

# INTERAGENCY CONSULTATION COMMITTEE

SEPTEMBER 30, 2008 – 9:00 A.M. TO 11:00 A.M.

## COMMUNITY PLANNING ASSOCIATION

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### \*\*AGENDA\*\*

#### I. AGENDA ADDITIONS/CHANGES

9:00

#### II. OPEN DISCUSSION/ANNOUNCEMENTS/INTRODUCTIONS

9:05

#### III. CONSENT AGENDA

9:10 \*A. Approve the July 22, 2008 Meeting Minutes Chair

#### IV. ACTION ITEMS

9:15 \*A. Approve Outline of Protocols MaryAnn Waldinger  
Staff requests approval of the outline of protocols for keeping ICC members informed about demographic and travel demand modeling key tasks and decisions.

#### V. INFORMATION/DISCUSSION ITEMS

9:20 \*A. Review UPlan Land Use Model and TAZ MaryAnn Waldinger  
Workshop Summary  
Staff met with member agency staff regarding UPLAN and TAZs. Staff will summarize the results of these workshops and next steps. Carl Miller

9:45 B. Transportation Improvement Program Development Toni Tisdale  
Staff will present information on the development of the Regional Transportation Improvement Program (TIP).

10:10 \*C. COMPASS' Technical Committee Summary MaryAnn Waldinger  
Discuss the summary of COMPASS' committees that was developed in response to a request made at the ICC's July 2008 meeting.

10:25 D. Transportation Project Categorization MaryAnn Waldinger  
Staff will discuss elements and challenges regarding the inclusion of illustrative and preservation only roadway projects in the conformity networks. This is in preparation for the long-range plan update.

#### VI. STATUS REPORTS (JULY AND AUGUST – INFORMATION ONLY)

\*A. Current Transportation Project Information  
The transportation project status reports (as presented to the Regional Technical Advisory Committee) are included for your information.

#### VII. OTHER

10:55 A. Next Meeting Chair

#### VIII. ADJOURNMENT

11:00 Chair

\*Attachments will be distributed 14 days prior to the meeting.



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*INTERAGENCY CONSULTATION COMMITTEE  
JULY 22, 2008  
COMMUNITY PLANNING ASSOCIATION*



*\*\*MINUTES\*\**

*ATTENDEES:* Beth Baird, City of Boise, *Vice Chair*  
Kelli Fairless, Valley Regional Transit (*for Rick Thompson, Chair*)  
Cecelia Hockett, ACHD Commuteride  
Ron Kerr, Idaho Transportation Department  
Andrew O'Connor, ACHD  
Greg Vitely, Idaho Transportation Department – District 3  
MaryAnn Waldinger, COMPASS

*MEMBERS ABSENT:* Brad Broker, IDEQ  
Scott Frey, FHWA (*Ex-Officio*)

*OTHERS PRESENT:* Greg Inselman, ACHD  
Mike McGown, Environmental Protection Agency  
Carl Miller, COMPASS  
Toni Tisdale, COMPASS  
Debbie Winchar, COMPASS

*CALL TO ORDER:*

Vice Chair Baird called the meeting to order at 9:04 a.m.

*AGENDA ADDITIONS/CHANGES*

None.

*OPEN DISCUSSION/ANNOUNCEMENTS*

Introductions were made of all attendees.

*CONSENT AGENDA*

*A. Approve the June 3, 2008 Meeting Minutes*

*Andrew O'Connor moved and Kelli Fairless seconded to approve the June 3, 2008 meeting minutes as written. There being no further discussion, the motion was unanimously approved.*

*INFORMATION/DISCUSSION ITEMS*

*A. UPlan Presentation*

Carl Miller presented a review of the UPlan Land Use Model.

Carl stated that the primary use of this model is for the *Communities in Motion* Long-Range Transportation Plan update but it can also be used for sub-areas.

*B. ACHD's Five-Year Work Program (FYWP) Presentation*

Andrew O'Connor presented information on ACHD's FYWP.

*A copy of the "ICC FRWP 101" presentation may be obtained upon request.*

*C. ACHD's Capital Improvement Program (CIP) Discussion*

Gary Inselman gave a PowerPoint presentation on ACHD's CIP.

MaryAnn Waldinger stated that ACHD's FYWP and CIP play a very important role in how the project list is created.

Kelli Fairless commented that with the adoption of the *Communities in Motion* Regional Long-Range Transportation Plan and in preparation for the plan update, it may be a good idea over the next few months, for the various agencies to prepare similar presentations. This may help to facilitate better coordination of how projects are integrated and how each agency participates in this effort.

MaryAnn replied that COMPASS staff is in the process of preparing a table containing comprehensive plan updates as well as CIP, FYWP, Transportation Improvement Program, and Statewide Transportation Improvement Program updates, and how these coordinate with the transportation long-range plan update.

*A copy of the ACHD Capital Improvements Plan presentation may be obtained upon request.*

*D. Discuss Draft Outline of Protocols*

MaryAnn Waldinger reviewed the draft outline of protocols regarding demographics and travel demand modeling key tasks and decisions. MaryAnn stated that staff is striving to do a better job of integrating the ICC into COMPASS' various technical committees.

Discussion:

- \* There is a challenge finding a way to help people understand the ICC's role. A training mechanism is needed.

MaryAnn replied that she and Toni Tisdale have talked about scheduling a workshop for this purpose.

- \* A one-page fact sheet on the COMPASS website or an informational booklet of COMPASS' technical committees would be of benefit.

*Status Reports*

MaryAnn Waldinger stated that staff will continue to provide the transportation project information to ICC.

*OTHER*

*A. Next Meeting: Tuesday, September 30, 2008, 9:00 a.m., at COMPASS.*

*ADJOURNMENT*

*There being no further business, the meeting adjourned at 10:32 a.m.*



## MEMORANDUM

TO: Interagency Consultation Committee  
 FROM: MaryAnn Waldinger, Principal Planner  
 DATE: September 15, 2008  
 RE: Approve Outline of Protocols

### ACTION REQUESTED:

Approve the outline of protocols.

### BACKGROUND:

On July 22, 2008, COMPASS staff presented for review and discussion a draft outline of protocols for informing the Interagency Consultation Committee (ICC) of demographic and travel demand model major activities.

The genesis for the development of the protocols was based on a discussion at the ICC meeting on May 6, 2008. ICC members wanted to ensure that they are fulfilling their responsibility in providing oversight, review, and approval of air quality conformity determination according to the Idaho Administrative Code (IDAPA 58.01.01). The following are excerpts from two sections of IDAPA that are pertinent to the development of the attached protocols:

- Section 569.02: ICC Member Responsibilities in Consultation focuses on conformity determination process, implementation of control measures, technical and policy input documentation.
- Section 571.01.a: "Evaluating and choosing each air quality model and associated methods and assumptions to be used in hot-spot analyses and regional emissions analyses including vehicle miles traveled forecasting..."

The phrase "associated methods and assumptions" spurred the discussion regarding the oversight of demographic and travel demand modeling activities that are the responsibility of two COMPASS committees – the Demographic Advisory Committee (DAC) and the Transportation Model Advisory Committee (TMAC).

### STATUS:

At the July 22, 2008 meeting, ICC members discussed the proposed protocols; no changes or modifications were requested and the members agreed it provided an appropriate process to keep ICC members informed. (Attachment 1)

Committee members also requested a summary of each one of COMPASS' committees and their associated roles and a workshop to better inform on how all the committees' review and approval responsibilities fit together. The COMPASS committee summary is provided under Item V-C of this packet and is for information only. This information is also provided to the COMPASS Board each year. COMPASS staff is addressing the need for a workshop in the near term.

Attachment – 1

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Purpose

Keep the Interagency Consultation Committee Members apprised of demographic and travel demand forecast modeling issues and key decisions made by COMPASS' existing technical committees: the Demographic Advisory Committee (DAC) and the Transportation Model Advisor Committee (TMAC).

How

Major demographic and travel demand modeling activities will be provided as an Information Item at an upcoming scheduled Interagency Consultation Committee meeting.

Major activities by DAC or TMAC include but are not limited to:

- Review or acceptance of demographic forecast control totals
- Request or consideration of refinement to demographic forecasts
- Update to travel demand model inputs - speed, roadway capacity, and travel demand assignment procedures.

Notify ICC of COMPASS committee meetings that contain major demographic or travel demand modeling activities. Links to the agendas and meeting packets will be sent to ICC members. COMPASS committee agendas and packets are posted on the COMPASS website.

If an ICC meeting is not scheduled and a major activity has occurred at a DAC or TMAC meeting, ICC members will be notified via email of the activity and asked if an ICC meeting is necessary. If an ICC meeting is deemed necessary by quorum (50% plus 1) of committee members, an ICC meeting will be scheduled in accordance with IDAPA 58.01.01, Section 569.

COMPASS committee meetings are open meetings and ICC members are welcome to attend.

These protocols are subject to change and refinement as deemed necessary by ICC, but subject to approval by quorum. An ICC member can request change, refinement, addition or deletion to protocols as follows:

- Request must be made by an ICC member at an ICC meeting or via email to the COMPASS staff responsible for notification, agenda and material preparation.
- Requests must include an explanation of the proposed modification.

The ICC meeting agenda will list items as information for review and discussion. Action will be taken at a following ICC meeting.



## MEMORANDUM

*TO:* Interagency Consultation Committee

*FROM:* MaryAnn Waldinger

*DATE:* September 15, 2008

*RE:* Review UPLAN Land Use Model and TAZ Workshop Summary

ACTION REQUESTED:

None.

BACKGROUND:

COMPASS staff set up small workgroups with member agency staff that participate in the Demographic Advisory Committee (DAC), Regional Technical Advisory Committee (RTAC), or the Regional Geographic Advisory Committee (RGAC). These small workgroups provided a better way to facilitate a more in-depth discussion of how UPLAN allocates growth; and address individual jurisdiction's concerns, questions and comments. COMPASS staff also took this opportunity to provide background on traffic analysis zones (TAZ), their use in the travel demand model, and future refinement to these geographies. The following is a list of the individual workgroups facilitated by COMPASS staff:

- August 20, 2008
  - Cities of Nampa, Caldwell, and Middleton
  - Ada and Canyon Counties
  - City of Boise, CCDC, Garden City, and City of Meridian
  - Cities of Eagle, Star, and Kuna
- August 21, 2008, two workgroups with:
  - Business and Development Agencies
  - School and Regional Agencies
- August 22, 2008, staff followed up on with Canyon County small cities and rural highway districts in Greenleaf.

Most of the workgroup sessions were well attended but, due to other commitments and time constraints, COMPASS staff followed with Nampa and Meridian staff this month.

- September 3, 2008 - City of Nampa
- September 15, 2008 - City of Meridian

At each of these workgroup sessions, COMPASS staff introduced the UPlan land use model as a growth allocation tool for use in the upcoming regional transportation plan and other planning activities. Staff asked the attendees to discuss the land use model inputs, including residential and employment mix and general land use categories. Also, UPLAN attraction and allocation maps were presented based on the Trend and Community Choices land use scenarios. Attendees were asked to discuss improvement and calibration of the UPLAN model and review attraction features, weights, and GIS data. UPLAN allocates growth using a default grid, 50 meter, which is too specific for regional planning therefore, the growth within these grids is allocated to larger geographies such as traffic analysis zones.

COMPASS staff provided information regarding traffic analysis zones' (TAZ) purpose, development, benefit, and challenges. These workgroups provided opportunity for

planning staff to ask questions and provide feedback regarding TAZ refinement in their specific area. Travel demand models use land use information by TAZ to generate trips.

Therefore, TAZ delineation is an important step in refining and maintaining travel demand models. Attachment 1 provides an overview of TAZs and is the same information handed out at the workgroups.

STATUS:

After the completion of these workgroups staff began drafting a summary of the comments made regarding the input values, attraction items and weights, additional data needs for UPLAN and further follow-up with member agency staff. During the review of UPLAN inputs, city and county staff provided information and corrections on how their comprehensive plan land use categories were grouped into UPLAN categories which, was helpful to COMPASS staff. The following is a small sample of the other comments provided during the workshops:

- Need for additional explanations about UPLAN's data requirements and limitations
- Questions about how to deal with potential planned communities developing in the outlying areas
- Recommendations for additional UPLAN inputs such as airport overlay zones in Caldwell and Nampa, locations designated for redevelopment, general utility and water line locations, regional and community parks

*Next Steps:* In fall 2008, the DAC will be asked to accept and recommend the 2035 two-county population and employment control totals. In order to meet the August 2010 deadline for an update to *Communities in Motion*, the regional long-range transportation plan, this must be accomplished at the November 2008 DAC meeting. These control totals will be presented to the COMPASS Board for acceptance. Once the two-county control totals are accepted, UPLAN will be used to allocate future growth throughout the two-county area. All of the land use allocation and results will be under the purview of the DAC.

The comments and questions surrounding TAZs were primarily for clarification and most jurisdictions were comfortable with the TAZ refinements developed and presented by COMPASS staff. Minor adjustments to the refined TAZs will likely occur as information regarding new developments becomes available. These refined TAZs will be used in a minor update to the travel demand model for the update to *Communities in Motion*. The final set of TAZ delineations will be presented to the Transportation Model Advisory Committee sometime this fall.

Attachment - 1

### 1. *What are TAZs?*

A Traffic Analysis Zone (TAZ) is a special area delineated by state and/or local transportation officials for tabulating traffic-related data. TAZs vary in size from a few blocks to several square miles. The former are typically found in downtown areas, while the latter are more typical in rural areas. Nearly all metropolitan planning organizations such as COMPASS use TAZ geography to analyze future transportation needs.

### 2. *How were the 2002 TAZ boundaries developed?*

In 1998, Ada Planning Association (APA) staff worked with the Census Bureau's TAZ-UP program. This was an ArcView program designed to help agencies establish and submit TAZ boundaries electronically to the Census Bureau.

In order to receive transportation related data from the Census Transportation Planning Package (CTPP) the TAZ boundaries must meet the established criteria - the boundaries must follow physical features such as streets, rivers, canals, or benches; and the TAZ must contain a minimum number of housing units or jobs. If the TAZs did not meet the criteria established then, the data were suppressed.

“CTPP 2000 is a set of special tabulations from the decennial census designed for transportation planners. The data are tabulated from answers to the Census 2000 long form questionnaire, mailed to one in six U.S. households. Because of the large sample size, the data are reliable and accurate. CTPP provides comprehensive and cost-effective data, in a standard format, across the United States.” This description is located on FHWA's website <http://www.fhwa.dot.gov/ctpp/about.htm>.

The 2000 TAZ boundaries were submitted and accepted by the Census Bureau. However, the boundaries were revised by staff and the DAC to create the 2002 TAZ boundaries. These revisions added 48 TAZs in rural areas expecting development in the near future – most of the refinement occurred in the Meridian area. The following summarizes the number of TAZs for 1990, 2000 and 2002.

- 1990 = 285 Ada TAZ, 188 Canyon
- 2000 = 297 Ada TAZ, 188 Canyon
- 2002 = 346 Ada TAZ, 188 Canyon

### 3. *Can a TAZ boundary follow jurisdictional boundaries?*

If the jurisdictional boundary coincides with a physical feature such as a road, river or canal then, yes. But the TAZ boundary will not change with the jurisdictional boundary. Jurisdictional boundaries may change several times in one year due to annexations or an expansion of an area of impact. The same applies to comprehensive plans. Comprehensive plans are policy level documents which provide land use information but it is typically too general for use as TAZ boundaries. For example, a comprehensive plan's land use map will show a circle around an intersection coded for mixed use which is not enough to justify a TAZ split or provide enough information to determine number of households and/or jobs by type.

### 4. *How do we use TAZs?*

TAZs are integral to the function and development of the travel demand models because all trips begin and end in a TAZ. The travel demand model uses TAZ boundaries in all four steps and for most of the inputs such as the demographics (the most important input!), trip generation rates, external trips, terminal times, trip distribution, - just to name a few.

### 5. *Why do we infrequently change boundaries or add new TAZs?*

A consistent set of TAZs allows for comparability over time and an efficient way to aggregate up to other geographies such as demographic areas. Plus, any change or addition of a TAZ will cause a series of other adjustments requiring staff time. For example, one additional TAZ requires the following:

- A. Approval by appropriate committees - DAC and TMAC

- B. Adjustments to demographics for the original TAZ and added demographics into the new TAZ for the current year (base) and all forecast years – typically, five-year increment
- C. Addition of the TAZ node and centroid in the travel demand model for base year and all forecast years.
  - a. Add new TAZ in trip generation step
  - b. Add new TAZ in all applicable trip distribution items
    - i. Loop statements, terminal times, school trips...
  - c. Adjust roadway network where the new TAZ connects to the system
  - d. Adjust the transit lines
  - e. Rerun all “off the shelf” models
- D. All previously geo-coded building permits will need updated

One TAZ has 56 elements!

- 1 TAZ contains 8 land use categories for each forecast year;
- COMPASS maintains up to 7 forecast years including the base
- 1 TAZ x 8 land use categories x 7 forecast years = 56 different elements for every one TAZ

6. *What will CTPP require for 2010 TAZs?*

The following is provided in the CTPP Status Report dated March 2007

<http://www.fhwa.dot.gov/ctpp/sr0307.htm>

“We hope that there will not be strictly imposed threshold for TAZs. However, because the expected sampling ratio of the American Community Survey after five year accumulation will be about 60 percent of the sample in the decennial Census Long Form, we think that base TAZs may need to be larger than in the past. The Census Bureau will most likely be using 1200 persons and 480 housing units as the threshold for tracts and block groups.

In review of TAZ from CTPP2000, on average, TAZs had a residential population of over 1000 persons, and about 550 workers. We identified 16 MPOs who had an average of 10 or more TAZs per tract. Although TAZs for travel demand modeling are getting smaller and smaller as MPOs move toward microsimulation, TAZs for American Community Survey (ACS) tabulation may need to be slightly larger than in CTPP2000 or previous CTPP or UTPP. Some of this will depend on whether or not a data synthesis approach can be developed and passes the Census Bureau's Disclosure Review Board for data release.”

7. *Currently, how many TAZs meet the 1200 persons and 480 housing units tract and block group threshold?*

This is for information only – TAZs will not have the same boundaries as tracts or block groups. However, TAZs should aggregate up to Census Tracts.

194 TAZs meet the 1200 person and 480 housing unit threshold as of April 1, 2007.

- 144 TAZs in Ada
- 50 TAZs in Canyon

8. *Will 2010 CTPP transportation-related data be sufficient for our purposes?*

CTPP provides transportation-related data, primarily focused on the work trip, are utilized in travel demand forecast model calibration (development) and validation (verification). In the recent past, COMPASS has been fortunate enough to fund household travel surveys. These surveys collect detailed demographic and trip information from selected households throughout the two-county area. The data are used to develop household-vehicle trip characteristic tables for the model, verify number, mode and length of trip. Basically, without local data provided by the household travel survey we would be forced to borrow data from national sources or other areas.

9. *What are the advantages to more TAZs?*

- TAZ refinement can improve travel demand model forecasts, trip assignment of to/from the TAZs and roadway network

- May improve sensitivity to smaller developments and transit oriented developments (TOD)
- Provide delineation between different land uses where connectivity doesn't exist
- Decreases the potential for intra-zonal trips which may cause under-forecasting of roadway demand
- Utilize the travel demand model for smaller-level evaluations such as adding street connectivity and collectors
- Allow COMPASS to provide more support to smaller cities

*10. What are the disadvantages to more TAZs?*

- TAZ refinement does not guarantee an increase in accuracy – forecasts are forecasts.
- Increase in the required staff time to develop household and job forecasts
- Increase the likelihood of errors
- Decrease the ability to quickly identify and correct implausible forecasts
- More opportunity for nit-picking and ignoring the big picture (the deeper we dig the less we understand)

*11. When and how will COMPASS establish new or revised TAZs?*

COMPASS has begun revising the 2002 TAZ boundaries and will complete the process in 2009/2010. These boundaries will require a review process with DAC, TMAC and each jurisdiction.

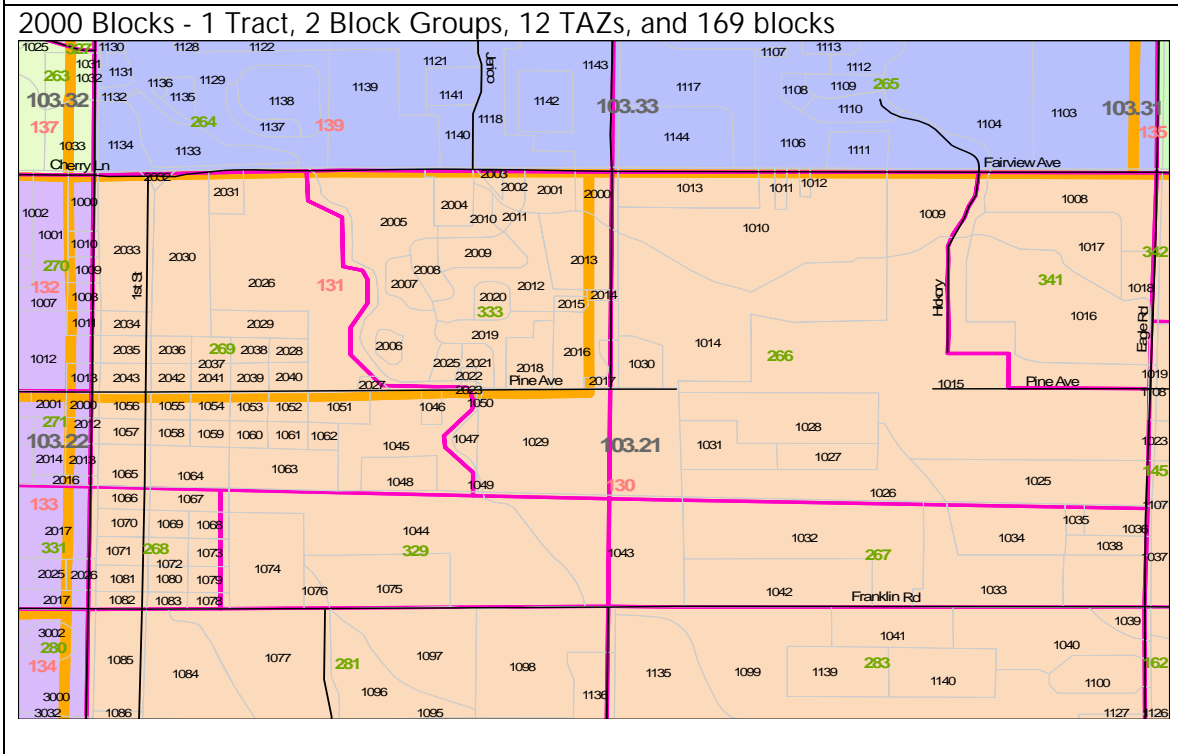
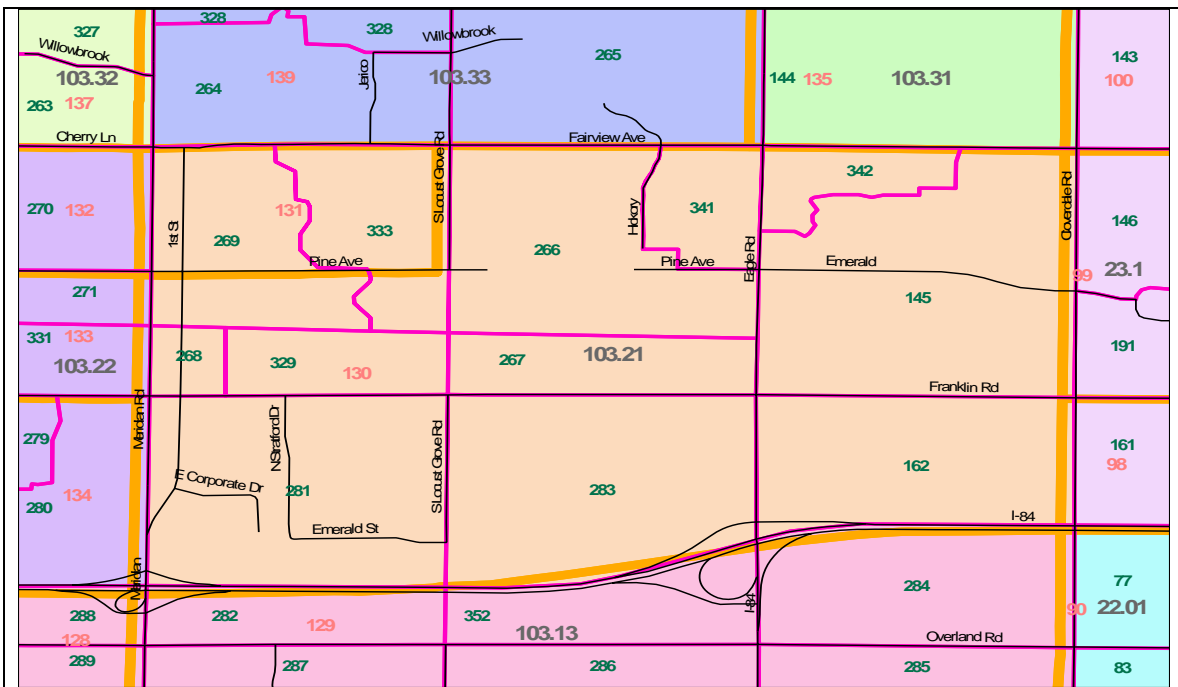
Criteria:

- Start with 2002 TAZs
- Identify areas that are becoming suburban or built out (North Meridian, South Caldwell, North Nampa)
- Review sub-area, city plans to help delineate TAZs in soon to be built areas (Ten Mile)
- Locate recent development and new roads
- Identify the areas in the travel demand model that need an improvement in forecasting
- Identify large non-residential development and separate it from adjacent residential development
- Locate new and/or future collectors
- Identify locations for potential transit oriented development nodes
- List the questions we are trying to answer with the model
- Current estimate of new TAZs ~ 1600 for Ada and Canyon Counties (this is a 3 fold increase)

*12. Can a jurisdictions use different TAZ boundaries?*

For special studies or a more detailed review of an area then, jurisdictions may need a more refined set of TAZs. However, these TAZs should nest within the regional TAZs and the jurisdictions are responsible for reallocating the demographics into those TAZs but, COMPASS staff should be included and given an opportunity to review. Jurisdictions shouldn't expect the regional TAZs to change frequently or quickly to match the special TAZ splits.







## MEMORANDUM

*TO:* Interagency Consultation Committee  
*FROM:* MaryAnn Waldinger, Principal Planner  
*DATE:* September 15, 2008  
*RE:* COMPASS' Technical Committee Summary

ACTION REQUESTED:

None. Information only.

BACKGROUND:

On July 22, 2008, the Interagency Consultation Committee (ICC) requested a list of COMPASS Standing Committees and their associated roles. ICC is not a COMPASS Standing Committee but COMPASS, as the designated metropolitan planning organization, is responsible for the general consultation process under IDAPA 58.01.01 Section 570.01.

In January of each year, staff submits COMPASS Standing Committee membership lists and their respective bylaws to the COMPASS Board for confirmation. This process ensures the membership is current and provides new COMPASS Board members with information about COMPASS' committees.

STATUS:

The COMPASS Committee Summary (Attachment 1) is for information only.

Attachment - 1

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*Demographic Advisory Committee (DAC)*

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

Representatives are from public and private agency staff concerned with demographic and related issues in Ada and Canyon Counties.

*Northern Ada County Interagency Consultation Committee on Air Quality (ICC)*

The Northern Ada County Interagency Consultation Committee on Air Quality (ICC) develops and reviews the modeling assumptions used to perform regional and project level emissions analyses. Emissions analyses are used to demonstrate that federally funded and/or regionally significant transportation plans and projects will not cause or contribute to violations of federal air quality standards. State and federal regulations require that metropolitan planning organizations (such as COMPASS), state departments of transportation, and air quality agencies collaborate on air quality conformity demonstrations.

*Public Participation Committee (PPC)*

The Public Participation Committee (PPC) will encourage community involvement in transportation planning issues in the Community Planning Association of Southwest Idaho (COMPASS) planning area.

Public input into COMPASS planning efforts is core to the mission of a metropolitan planning organization (MPO). The PPC will advise and assist COMPASS staff on the approach and delivery for public involvement activities. PPC members may also attend as voting members to standing agency committees to convey information to the PPC. In this role, members will keep the PPC informed and educated about transportation planning issues so they can better convey information to the public, and thus help ensure an open public process.

The PPC will consider the needs of residents regarding all modes of transportation to ensure a community-supported transportation planning process. The PPC will:

- Solicit and consider input from groups concerned with, interested in, or affected by transportation plans or programs, including the traditionally underserved;
- Disseminate information about plans or decisions to the community;
- Attend and/or assist with public meetings and outreach opportunities (active participant);
- Act as an ambassador to the community for COMPASS;
- Ensure that the public is involved in planning process;
- Provide recommendations to COMPASS for updates to the "Public Involvement Policy" and working public involvement plans;
- Develop associations with other organizations interested in transportation issues, serve as a liaison between the PPC and other organizations to which the member belongs, and will keep the PPC informed about concerns from other organizations.

*Regional Geographic Advisory Committee (RGAC)*

Members of the Regional Geographic Advisory Committee (RGAC) are key staff or otherwise qualified representatives of COMPASS' member agencies, having an interest in developing comparable regional geographic data sets. Appointments were made by members through a verbal notice.

Each member of the committee has an equal voting weight. The mission of RGAC is to be a coordinated body of Planning and GIS professionals providing a forum to promote the compatibility and expansion of data for analysis purposes.

*Regional Technical Advisory Committee (RTAC)*

The Regional Technical Advisory Committee (RTAC) is charged with development of the Unified Planning Work Program and Budget (UPWP), development of the Transportation Improvement Program

(TIP), reviews of transportation related projects and plans, and constitute a primary communications link between COMPASS and its members.

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

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

*Transportation Model Advisory Committee (TMAC)*

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

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



## MEMORANDUM

*TO:* Regional Technical Advisory Committee

*FROM:* Toni Tisdale, Principal Planner

*DATE:* July 3, 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:*

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

<i>Boise Air Terminal</i>	<i>April 2008</i>	<i>April 2007*</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	252,332	254,970	-1.03%
Monthly Air Freight (Inbound and Outbound) (tons)	3,293	4,167	-20.97%
<i>Public Transportation Monthly Ridership</i>	<i>May 2008</i>	<i>May 2007*</i>	<i>% Change</i>
ACHD VanPool (Trips)	20,104	17,285	16.31%
Valley Regional Transit Boise Urbanized Area Services	92,770	85,372	8.67%
Valley Regional Transit Nampa Urbanized Area Services	17,054	13,167	29.52%
<i>Total</i>	129,928	115,824	12.18%
<i>Other Public Transportation Reporting Average Hourly Ridership</i>	<i>May 2008</i>	<i>May 2007*</i>	<i>% Change</i>
Valley Regional Transit Boise Urbanized Area Services	19.00	16.10	18.01%
Valley Regional Transit Nampa Urbanized Area Services	18.20	16.50	10.30%

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

*STATUS OF MAJOR PROJECTS*

*\* ITD information as of July 1, 2008. ACHD and Caldwell information as of July 7, 2008.*

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
BSU Greenbelt Pathway, Boise	Boise	This Transportation Enhancement project will construct 900 feet of multi-use pathway on the south side of the Boise River from Capitol Boulevard to the BSU Science Building. Work has started on this project.
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 Environmental Document was submitted to ITD Headquarters on May 27, 2008. FHWA is reviewing the document. Consultant has been given the notice to proceed with final design.
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 Plans, Specifications and Estimates package was completed in June 2008 for review.
Homedale Road, Canyon County	Golden Gate HD	Substantially complete.
I-84, Black Canyon to Sand Hollow	ITD	Currently, this project is not in the approved program, but is ready for advancement from the Horizons Program for construction in FY2009. A possible funding source did not become available at this time, so the project is returning to the Horizons Program.
I-84, Broadway Interchange to Gowen Interchange westbound and eastbound, and Gowen Interchange to Isaacs Canyon Interchange	ITD	Substantially complete.
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. A preliminary design review was held. An intermediate review is scheduled for July 2008. The Plans, Specifications, and Estimates package is anticipated in September 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 1 (between Cole and Orchard Interchanges) and Segment 2 (between Orchard and Vista Interchanges), concrete barriers were set to close the interstate shoulder. On Segment 2, the sound wall shafts are being drilled and placed, and placement of the sound wall panels are expected the second week in July 2008. The temporary bridge over the New York Canal will be installed by the end of June 2008. Segment 1 sound wall shafts and panel placement will begin in July 2008. Work will begin on Segment 3 (between Vista and Broadway interchanges) on July 1, 2008.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Five Mile Underpass	ITD	This is a bridge deck rehabilitation project. Approval of the concept report is expected in June 2008. Project is scheduled for construction in FY2009.
I-84, Franklin Boulevard Bridge, Nampa	ITD	This project will reconstruct the east half of the overpass to match the new bridge on the west side. Franklin Boulevard will be modified to tie into the new overpass structure. The ITD Bridge Department is designing the structure and a consultant is designing the roadway work. The Plans, Specifications, and Estimates package was completed in May 2008.
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 <sup>th</sup> Avenue Overpass. The environmental study is underway (Karcher Interchange to Five Mile Road Environmental Study). Right-of-way is scheduled to begin in late 2008. The Plans, Specifications, and Estimates package is estimated for delivery in September 2009. Construction is programmed to begin in fall 2009.
I-84, Franklin Street Interchange (Exit 29), Caldwell	ITD	Substantially complete.
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 (through the Karcher Interchange to Five Mile Road Environmental Study). The consultant is selected and design is now underway. 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 fall 2009.
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). Multiple construction projects are being developed with some projects already advertised and awarded: <ol style="list-style-type: none"> <li>1. Mainline Reconstruction (Garrity to Ten Mile) – July 2008</li> <li>2. Black Cat and Robinson Road Bridge Replacements -July 2008</li> </ol>
I-84, Garrity Interchange to Meridian Interchange, Median Phase	ITD	This project projects for median drainage and grading work in preparation for the reconstruction project to follow. Work is expected to be completed by September 10, 2008.
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. A change order was made to incorporate the requirements of the Clean Water Act and an Erosion and sediment control plan. To date, traffic control operations include construction zone speed reductions and left lane closures for setting median guardrail.
I-84, Karcher Interchange to Five Mile Environmental Study	ITD	This study is underway to provide environmental clearance for future improvements to I-84. Level 2 alternative screening is complete. Technical studies and reports are being completed. A Record of Decision is anticipated in August 2009.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Orchard Street Interchange	ITD	The project will rebuild the Orchard Interchange. Final design review was held in April 2008. The Plans, Specifications, and Engineer's estimate package is expected in August 2008. Advertisement of bids is expected in mid-August 2008. Advertisement of the New York Canal phase is expected in July 2008.
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 acquisition is currently underway. The Plans, Specifications, and Estimates package is anticipated in February 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. The Storm Water Pollution Prevention Plan is approved and the Notices of Intent were filed with the Environmental Protection Agency. Construction is now underway. Median guardrail has been set for the first stage of operations. Storm water pollution prevention devices are installed in the median and the contractor's staging area. Excavation operations, for removal of topsoil and for drain installation, are underway.
I-84, Vista Interchange	ITD	This project will reconstruct the Vista Avenue Interchange to increase safety and capacity. The Plans, Specifications, and Estimates package is expected in October 2008. A mid-November 2008 advertisement of bids is expected, pending additional funding.
I-84, Vista Interchange to Broadway Interchange	ITD	This project will reconstruct and widen I-84 from the Vista Interchange to Broadway Interchange. The Plans, Specifications, and Estimates package is expected in March 2010. Additional funding is needed.
Intersection Chicago Street and 21 <sup>st</sup> Avenue	City of Caldwell	This project will add signalization and widen the intersection. Construction is underway with conduits placed for all signal poles. Three of the four signal pole foundations are in place. The widening is complete on two of four corners and nearing completion on the third corner. Flaggers will be used during certain stages of the project. Expect some minor lane restriction during night hours. Right of way issues and flooding from a nearby irrigation ditch delayed progress of this project. Project expects completion by the end of July 2008.
Intersection Franklin and 21 <sup>st</sup> Avenue and 21 <sup>st</sup> Avenue from Chicago to Franklin	City of Caldwell	These companion projects are being processed in preparation for joint advertisement. Anticipate a late summer 2008 construction start of both projects (including the Notus Canal crossing and all widening on 21st Avenue) under one contract with a bid opening expected in late July or August 2008. Final design for the out-year phases of construction is substantially complete.
Linden Street and 10 <sup>th</sup> Avenue, Caldwell	City of Caldwell	This project will add a turn bay and replace the existing traffic control with a traffic signal at the intersection. Bids came in under estimate. Award to the apparent low bidder is in process. Project is expected to start construction in conjunction with the irrigation off season in fall of 2008.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
Merrill Park Boise River Bridge, Eagle	Eagle	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.
Northside Boulevard, Union Pacific Railroad Overpass, Nampa	City of Nampa	This project is a bridge deck rehabilitation project over the Union Pacific Railroad. The concept was approved in December 2007. Final Design is anticipated in May 2008 and the Plans, Specifications, and Estimates was completed in June 2008. The project will be advertised in July 2008 with construction expected in fall 2008 or early 2009.
South Biking/Walking Trail System, Caldwell	City of Caldwell	This Transportation Enhancement project will construct one mile of multi-use pathway, in conjunction with the City's labeling of 1.6 miles of bicycle lanes and construction of 1/4 mile of off-road pathway connecting the Caldwell City Library, YMCA, and various Caldwell elementary schools. The Concept Report and preliminary review are approved. ITD and FHA approved the environmental assessment in May 2008 and the design of the project is now being accelerated to enable construction in FY2009.
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. The draft concept report was submitted to ITD District 3 in February 2008, and comments from the District were returned to the Connecting Idaho Partners in March 2008. The draft interchange justification report was submitted in May 2008. 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 with an approved concept report, and is currently scheduled to be built in 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. Additional funding approval is needed. Project schedule is dependent upon receiving the Record of Decision in late 2009.
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 and currently pending a Memorandum of Evaluation with the State Historic Preservation Office and Federal Highway Administration. Design is underway. The Plans, Specifications, and Estimates package is expected in November 2008. Construction is not scheduled until FY2010.
SH-44, Glenwood Bridge to Riverside Drive	ITD	Substantially complete.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
SH-44, Junction SH-55 to Glenwood and State Street to Chinden	ITD	These are companioned pavement rehabilitation projects. The final designs were reviewed in late March 2008. ITD staff is currently making corrections to the final designs. The Plans, Specifications, and Estimates package is expected in July 2008, and construction beginning in the fall 2008.
SH-45, Melba Road to Deer Flat Road	ITD	Substantially complete.
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. Work on this project began May 20, 2008. The contractor is currently installing conduit and cable off the shoulder of SH 55.
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 is underway. The Plan, Specifications, and Estimates package is expected in August 2009 and is scheduled for construction in FY2010.
US 20/26, Broadway Avenue from Rossi Street to Ridenbaugh Canal Bridge	ITD	This is a pavement rehabilitation project located on US 20/26 (Broadway Avenue) between Rossi Street and the Ridenbaugh Canal. Bid opening was May 29, 2008. The bid came in at 70% of the engineer's estimate. ITD submitted a bid justification in June 2008.
US 20/26, Linder Road Turn Bays	ITD	This is a turn bay project. The concept report was sent for review and comment on May 23, 2008. Construction is scheduled for FY2010.
US 20, Junction US 95 to Notus East City Limits	ITD	Substantially complete.
US 95, Golden Gate Canal to D Avenue in Wilder	Wilder	This is an enhancement project to add sidewalks and safety markings for pedestrian safety. The project began work on April 1, 2008, and has completed 90% of the project. The project is scheduled to be complete in early July 2008.
US 95, Parma Business District and 4 <sup>th</sup> Street to Roswell Boulevard Sidewalk	ITD/Parma	These FY2008 companioned State and Enhancement projects will mill and inlay sidewalks through Parma and address Americans with Disabilities Act (ADA) issues and lighting from 4 <sup>th</sup> Street to Roswell Street in Parma. Construction has begun. The anticipated completion date is not known at this time.
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. Environmental comments were sent back for revisions on June 27, 2008. PS&E is expected in the fall 2008.

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## MEMORANDUM

*TO:* Regional Technical Advisory Committee

*FROM:* Toni Tisdale, Principal Planner

*DATE:* August 3, 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:*

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

<i>Boise Air Terminal</i>	<i>May 2008</i>	<i>May 2007*</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	270,462	282,145	-4.14%
Monthly Air Freight (Inbound and Outbound) (tons)	3,659	4,321	-15.32%
<i>Public Transportation Monthly Ridership</i>	<i>June 2008</i>	<i>June 2007*</i>	<i>% Change</i>
ACHD VanPool (Trips)	N/A	N/A	N/A
Valley Regional Transit Boise Urbanized Area Services	83,055	73,014	13.75%
Valley Regional Transit Nampa Urbanized Area Services	17,579	11,797	49.01%
<i>Total</i>	100,634	84,811	18.66%
<i>Other Public Transportation Reporting Average Hourly Ridership</i>	<i>June 2008</i>	<i>June 2007*</i>	<i>% Change</i>
Valley Regional Transit Boise Urbanized Area Services	17.8	14.7	21.09%
Valley Regional Transit Nampa Urbanized Area Services	18.4	13.2	39.39%

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

*STATUS OF MAJOR PROJECTS*

*\* ITD information as of August 1, 2008. Caldwell information as of August 5, 2008. Nampa information as of August 5, 2008.*

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
16 <sup>th</sup> Avenue Bridge, Nampa	Nampa	This project is a bridge deck rehabilitation project over the Union Pacific Railroad. The ten-month project is ready to go to bid. Actual construction will begin only after the Northside bridge construction is completed, which is anticipated by the end of November 2008.
BSU Greenbelt Pathway, Boise	Boise	No update available. This Transportation Enhancement project will construct 900 feet of multi-use pathway on the south side of the Boise River from Capitol Boulevard to the BSU Science Building. Work has started on this project.
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. This project was delayed for FY2009 construction.
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 Plans, Specifications and Estimates package was completed in June 2008.
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 Plans, Specifications, and Estimates package is anticipated late in 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 1 (between Cole and Orchard Interchanges) and Segment 2 (between Orchard and Vista Interchanges), concrete barriers were set to close the interstate shoulder. The contractor has completed drilling on Segment 2 with approximately two-thirds of the foundation places and a third of the pre-cast columns set. Due to errors made in pre-casting the wall panels, the erection of the test wall was delayed to the end of July. It is anticipated that once the test wall section is complete, installation of wall panels will accelerate.
I-84, Five Mile Underpass	ITD	This is a bridge deck rehabilitation project. Concept Report comments are currently being addressed. The Plans, Specifications, and Estimates package is expected in the Fall 2008. Project is scheduled for construction in FY2009.
I-84, Franklin Boulevard Bridge, Nampa	ITD	This project will reconstruct the east half of the overpass to match the new bridge on the west side. Franklin Boulevard will be modified to tie into the new overpass structure. The ITD Bridge Department is designing the structure and a consultant is designing the roadway work. The project was bid and a contractor selected.

<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 <sup>th</sup> Avenue Overpass. The environmental study is underway (Karcher Interchange to Five Mile Road Environmental Study). Right-of-way is scheduled to begin in late 2008. The Plans, Specifications, and Estimates package is estimated for delivery in September 2009. Construction will begin in early 2010.
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 (through the Karcher Interchange to Five Mile Road Environmental Study). The consultant is selected and design is now underway. 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.
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). Multiple construction projects are being developed with some projects already advertised and awarded: <ol style="list-style-type: none"> <li>1. Mainline Reconstruction (Garrity to Ten Mile) – August 19, 2008</li> <li>2. Black Cat and Robinson Road Bridge Replacements – August 12, 2008</li> </ol>
I-84, Garrity Interchange to Meridian Interchange, Median Phase	ITD	This project consists of median drainage and grading work in preparation for the reconstruction project to follow. Work is expected to be completed by September 10, 2008.
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. To date, traffic control operations consist of placement and maintenance of construction zone signs and portable changeable message signs and left lane closures for setting median guardrail.
I-84, Karcher Interchange to Five Mile Environmental Study	ITD	This study is underway to provide environmental clearance for future improvements to I-84. Level 2 alternative screening is complete. Technical studies and reports are being completed. A Record of Decision is anticipated in August 2009.
I-84, Orchard Street Interchange	ITD	The project will rebuild the Orchard Interchange. Final design review was held in April 2008. The Plans, Specifications, and Engineer's estimate package is expected in August 2008. Advertisement of bids is expected in September 2008.
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 will not begin before November 1, 2008 and it will be completed by April 20, 2009.
I-84, Robinson Road and Black Cat Road Bridges	ITD	This project will remove and replace the two existing I-84 overpasses at Robinson Road and Black Cat Road. The structures will be removed no later than October 3, 2008. Girders and piling will be pre-purchased and delivered to the project site as needed. Completion of the two replacement structures is scheduled for no later than January 24, 2009.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Robinson Road and Black Cat Road Bridge Girder Pre-Purchase	ITD	This project will pre-purchase 60 feet of concrete girders for two replacement structures over I-84. Girders are to be cast and ready for shipment to the job site no later than October 3, 2008.
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. Final Design Review is scheduled for Fall 2008, advertisement is scheduled for April 2009, and construction is expected to begin 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. The contractor is currently excavating and placing the drainage system and sub-base materials. The guardrail construction is also underway.
I-84, Vista Interchange	ITD	This project will reconstruct the Vista Avenue Interchange to increase safety and capacity. The Plans, Specifications, and Estimates package is expected in October 2008. A mid-November 2008 advertisement of bids is expected, pending additional funding.
I-84, Vista Interchange to Broadway Interchange	ITD	This project will reconstruct and widen I-84 from the Vista Interchange to Broadway Interchange. The Plans, Specifications, and Estimates package is expected in March 2010. Additional funding is needed.
Intersection Chicago Street and 21 <sup>st</sup> Avenue	City of Caldwell	This project will add signalization and widen the intersection. Construction is nearing completion with widening complete, the signal operational, and the striping complete. Landscaping repairs and the restoration of business signage affected by the project remain to be completed.
Intersection Franklin and 21 <sup>st</sup> Avenue and 21 <sup>st</sup> Avenue from Chicago to Franklin	City of Caldwell	These companion projects are being processed in preparation for joint advertisement. Anticipate a late summer 2008 construction start of both projects (including the Notus Canal crossing and all widening on 21st Avenue) under one contract with a bid opening expected in late August or September 2008. Final design for the out-year phases of construction is substantially complete.
Linden Street and 10 <sup>th</sup> Avenue, Caldwell	City of Caldwell	This project will add a turn bay and replace the existing traffic control with a traffic signal at the intersection. Bids came in under estimate. Award to the apparent low bidder is in process. Project is expected to start construction in conjunction with the irrigation off season in fall of 2008.
Merrill Park Boise River Bridge, Eagle	Eagle	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.
Northside Boulevard, Union Pacific Railroad Overpass, Nampa	City of Nampa	This project is a bridge deck rehabilitation project over the Union Pacific Railroad. Bids were opened in August 2008. Construction is expected to begin in early October 2008 with completion by the end of November 2008.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
South Biking/Walking Trail System, Caldwell	City of Caldwell	This Transportation Enhancement project will construct one mile of multi-use pathway, in conjunction with the City's labeling of 1.6 miles of bicycle lanes and construction of 1/4 mile of off-road pathway connecting the Caldwell City Library, YMCA, and various Caldwell elementary schools. The Concept Report and preliminary review are approved. ITD and FHA approved the environmental assessment in May 2008 and the design of the project is now being accelerated to enable construction in FY2009.
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. A concept workshop is scheduled August 4 -8, 2008. 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 with an approved concept report, and is currently scheduled to be built in 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. Additional funding approval is needed. Project schedule is dependent upon receiving the Record of Decision in late 2009.
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 and currently pending a Memorandum of Evaluation with the State Historic Preservation Office and Federal Highway Administration. Design is underway. ITD District 3 is meeting with the Army Corps of Engineers and the Department of Parks and Recreation to discuss issues with accessing one of the piers on the structure. The Plans, Specifications, and Estimates package is expected in November 2008. Construction is not scheduled until FY2010.
SH-44, Junction SH-55 to Glenwood and State Street to Chinden	ITD	These are companioned pavement rehabilitation projects. The Plans, Specifications, and Estimates package was submitted on July 16, 2008. Construction is expected to begin in the spring 2009.
SH-55, Eagle Road Automated Traffic Management System (ATMS)	ITD	This project is located on Eagle Road between Overland Road and SH 44, and will interconnect all signals on Eagle Road. Work on this project began May 20, 2008. IT is anticipated there will be intermittent shoulder closures with traffic control setup moving with construction activities. In August, the contractor will start swapping out signal controller cabinets, requiring individual intersections to shut down signal operation. While signals are down, flagging crews will control traffic operations. Flagging operations is limited to midnight through 5:00 a.m.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
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 is underway. The Plan, Specifications, and Estimates package is expected in August 2009 and is scheduled for construction in FY2010.
US 20/26, Broadway Avenue from Rossi Street to Ridenbaugh Canal Bridge	ITD	This is a pavement rehabilitation project located on US 20/26 (Broadway Avenue) between Rossi Street and the Ridenbaugh Canal. Provisions of the contract allow the contractor to start construction this season or wait until early next season. The contractor will notify ITD of their intended start date early in August 2008.
US 20/26, Linder Road Turn Bays	ITD	This is a turn bay project. The concept report was sent for review and comment on May 23, 2008. Construction is scheduled for FY2010. ITD District 3 may turn over construction of this project to developments near the intersection.
US 95, Golden Gate Canal to D Avenue in Wilder	Wilder	No update available. This is an enhancement project to add sidewalks and safety markings for pedestrian safety. The project began work on April 1, 2008, and has completed 90% of the project. The project is scheduled to be complete in early July 2008.
US 95, Parma Business District and 4 <sup>th</sup> Street to Roswell Boulevard Sidewalk	ITD/Parma	These FY2008 companioned State and Enhancement projects will mill and inlay sidewalks through Parma and address Americans with Disabilities Act (ADA) issues and lighting from 4 <sup>th</sup> Street to Roswell Street in Parma. Work began on May 12, 2008. Currently the north and south side curb, gutter, and sidewalk are complete. The patterned concrete is complete, as well as the paving. Temporary stripping is down while clean up takes place. Decorative lights were ordered, but delivery was not expected until the end of July 2008. The project should be substantially complete in August 2008.
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. Plans, Specifications, and Engineers estimate is expected in the fall 2008.

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