



# REGIONAL TECHNICAL ADVISORY COMMITTEE

July 25, 2007 – 9:00 a.m. – 11:00 a.m.

Community Planning Association

**Notice:** This packet contains only the documents listed with an asterisk (\*) in the agenda. The entire packet, including all attachments is available at

<http://www.compassidaho.org/documents/people/rtac/agenda072507.pdf>. The online document requires Adobe Acrobat to read it; COMPASS' homepage <http://www.compassidaho.org> contains a free download link if you need a copy. The online document includes bookmarks at the left of the screen that are named to correspond to agenda items that have attachments. Clicking on a bookmark will take you directly to the named document.

## \*\*AGENDA\*\*

### I. AGENDA ADDITIONS/CHANGES

9:00

### II. OPEN DISCUSSION/ANNOUNCEMENTS

9:05

### III. CONSENT AGENDA

9:10

\*A. Approve June 27, 2007 Meeting Minutes

### IV. ACTION ITEMS

9:15

\*A. Recommend Approval of the FY2008-2012 Transportation Improvement Programs for Northern Ada County and Nampa Urbanized Area and Associated Air Quality Conformity Demonstration Staff will request a recommendation for final approval. Toni Tisdale

### V. INFORMATION/DISCUSSION ITEMS

9:25

\*A. Review Financial Report on Transportation Staff will review a roadway transportation financial report compiled from information provided by regional agencies. Charles Trainor

9:50

\*B. Review draft **Communities in Motion** Monitoring Report Staff will review the draft Communities in Motion Monitoring Report and provide comments on the presentation of data. Charles Trainor

10:20

\*C. Discussion regarding Construction Coordination Staff will begin discussion and review factors about coordination of construction throughout the Treasure Valley. Toni Tisdale

### VI. STATUS REPORTS

- \*A. Current Transportation Project Information
- \*B. Corridor Studies
- \*C. Treasure Valley High Capacity Transit Study
- \*D. Studies Coordination
- \*E. Attendance Sheet
- \*F. Worksheet for RTAC Agenda
- \*G. Staff Activity Report

VI. OTHER

10:30 A. *Next Meeting: Wednesday, August 22, 2007, 9:00 a.m., at COMPASS.*

VII. ADJOURNMENT

10:45

*\*Enclosures Times are approximate. Agenda is subject to change.*

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*REGIONAL TECHNICAL ADVISORY COMMITTEE*  
*JUNE 27, 2007*  
*MERIDIAN POLICE DEPARTMENT*

**\*\*MINUTES\*\***

*ATTENDEES:*

Mary Berent, City of Middleton, *Chair*  
 Kevin Bittner, Valley Regional Transit  
 Jon Cecil, Capital City Development Corporation  
 Ester Ceja, Public Participation Committee  
 Phil Choate, Idaho Transportation Department-District 3  
 Mike DuBois, Department of Environmental Quality  
 Matt Ellsworth, City of Meridian, *Vice Chair*  
 Karen Gallagher, City of Boise  
 Dean Gunderson, Ada County  
 Shawn Martin, Ada County Highway District  
 Brent Orton, City of Caldwell  
 Tim Richard, Canyon Highway District #4  
 Nichoel Baird Spencer, City of Eagle  
 Toni Tisdale, COMPASS (*Ex-Officio*)

*MEMBERS ABSENT:*

Lisa Bachman, City of Kuna  
 Wendell Bigham, Joint School District #2  
 Jim Buffington, Nampa Highway District #1  
 Elizabeth Conner, City of Garden City  
 Marje Ellmaker, Mayor, City of Notus  
 Michael Fuss, City of Nampa  
 Rob Howarth, Central District Health Department (*Ex-Officio*)  
 Don Kostelec, Ada County Highway District  
 Whitney Rearick, Boise State University  
 Sarah Stobaugh, Boise Independent School District  
 Mary Shaw Taylor, City of Star  
 Jarom Wagoner, Canyon County Development Services

*OTHERS PRESENT:*

John Cunningham, COMPASS  
 Karen Doherty, Doherty & Associates  
 Don Matson, COMPASS  
 Carl Miller, COMPASS  
 Terri Schorzman, COMPASS  
 Leslie Toombs, Ada County Development Services  
 Charles Trainor, COMPASS  
 Jeanne Urlezaga, COMPASS  
 Yancey Willis, COMPASS  
 Debbie Winchar, COMPASS

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*CALL TO ORDER*

Chair Berent called the meeting to order at 9:00 a.m.

*AGENDA ADDITIONS/CHANGES*

None.

*OPEN DISCUSSION/ANNOUNCEMENTS*

Introductions were made of all attendees.

*CONSENT AGENDA*

*A. Approve May 23, 2007 Meeting Minutes*

*Jon Cecil moved and Nichoel Baird Spencer seconded to approve the May 23, 2007 minutes as written. There being no further discussion, the motion was unanimously approved.*

*ACTION ITEMS*

*A. Recommend Supplemental Documents to **Communities in Motion***

Charles Trainor presented the Compliance Supplements to *Communities in Motion* (CIM).

Discussion:

Dean Gunderson stated that under Section 10, Agricultural and Farmland, the 3rd sentence reads: "By making inaccessible areas more accessible, highways increase potential for development." In the Idaho Statutes, Title 63 Revenue and Taxation, Section 63-604, land actively devoted to agriculture is exempt from property taxes. Although highways into productive agricultural land may make the property more desirable for development, since agricultural land is exempt from property taxes in Idaho, farmers and ranchers are not driven out of business due to increasing property values and subsequent taxation.

Jon Cecil commented that in terms of environmental threats, there is no acknowledgement of West Nile Virus or climate change. These are significant issues.

Charles Trainor responded that the rules implementing provisions under SAFTEA-LU as they refer to environmental issues were to provide a more consistent consideration of environmental issues from transportation planning through project development. Elements were taken from the existing plan. The climate change issue is a bigger issue than what needs to be addressed to recommend approval of the supplemental documents in July 2007. This is an issue that can be addressed during the update process.

Dean Gunderson stated in Section 10, Glossary, Prime Farmland; the last sentence reads: "It does not include land already in or committed to urban development or water storage." When compared to the map included, all of the urbanized areas are listed as prime agriculture land. The map should be consistent with the Glossary definition.

Karen Gallagher commented that the map legends need more definition; what a green or red dot represent.

After discussion, *Brent Orton moved and Matt Ellsworth seconded to recommend approval of the supplemental documents to **Communities in Motion**.*

Discussion:

Dean Gunderson commented that the motion should include the suggested changes as presented.

After discussion, *the maker and second of the motion, amended the motion to recommend approval of the supplemental documents to **Communities in Motion** with the inclusion that: land actively devoted to agriculture is exempt from property taxes; environmental reference to the threat of West Nile Virus be included; Glossary definitions be consistent with what is represented on the maps; and, clearer definition be made to the map legends. There being no further discussion, the motion was unanimously approved.*

*B. Review and Recommend Approval of Access Management Toolbox*

John Cunningham presented the draft Access Management Toolbox and requested a recommendation to approve. Staff is preparing to go to the COMPASS Board to seek approval of the document and implementation strategy in August 2007.

After discussion, *Dean Gunderson moved and Karen Gallagher seconded to recommend approval of Access Management Toolbox. There being no further discussion, the motion was unanimously approved.*

*C. Recommend Approval of the FY2007 End of Year Priorities*

Toni Tisdale presented the proposed priorities for Northern Ada County and the Nampa Urbanized Area.

After discussion, *Nichoel Baird Spencer moved and Karen Gallagher seconded to recommend approval of the FY2007 End of Year Plan Priorities. There being no further discussion, the motion was unanimously approved.*

*INFORMATION/DISCUSSION ITEMS*

*B. Update on Valley Regional Transit's Transportation Service Coordination Plan*

John Cunningham presented an update on Valley Regional Transit's Transportation Service Coordination Plan.

*STATUS REPORTS*

Kevin Bittner stated that in Item VI-A, Current Transportation Project Information, under Public Transportation Monthly Ridership, Treasure Valley Transit and Treasure Valley Metro do not exist and should be deleted. As was recommended previously, change to Valley Regional Transit Boise UZA Service and Valley Regional Transit Nampa UZA Service.

Toni Tisdale commented that the report indicates trips made and Kevin has requested a change to indicate ridership per hour because some months have more or less operational days per year. ACHD VanPool numbers are not reported in this way.

Dean Gunderson replied that it would be helpful because ACHD VanPool is almost entirely commuter where there is a mix of ridership on the buses.

Toni Tisdale stated that the report will indicate trips made but will also add ridership per hour.

Kevin Bittner recommended hours of service per month (the average rider per hour, per month). Some months have less hours of service than the same month in the previous year because of the amount of days of operation.

After further discussion, Charles Trainor stated it is anticipated that in August 2007, staff will present a review of the CIM Performance Monitoring Report. Do the Status Reports, included in the monthly meeting packets, provide any benefit to the committee members?

Dean Gunderson replied that this information is of value.

Charles Trainor commented that that the Status Reports have a purpose and if they should be presented in a better format, either a quarterly report or online, staff is willing to make those changes.

Kevin Bittner added that it would be interesting to see a description from COMPASS staff on how the information in the Status Reports correlates to CIM progress review (i.e., ridership statistics as it relates to CIM).

John Cunningham stated that he would also like to parallel the corridor projects. There are intensive transit services planned along certain corridors (State Street, Nampa/Caldwell, I-84). The tracking of ridership on the existing transit services should be done in order to review the performance changes, which will ultimately justify higher capacity service.

*OTHER*

A. *Next Meeting:* Wednesday, July 25, 2007, 9:00 a.m., at COMPASS.

*ADJOURNMENT*

*There being no further discussion, the meeting adjourned at 9:50 a.m.*

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## MEMORANDUM

**TO:** Regional Technical Advisory Committee

**FROM:** Toni Tisdale, Principal Planner

**DATE:** July 16, 2007

**RE:** Recommend Approval of the FY2008-2012 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area and the Associated Air Quality Conformity Demonstration

### ACTION REQUESTED:

Recommend approval of the FY2008-2012 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area and the associated air quality conformity demonstration.

### BACKGROUND:

The Transportation Improvement Program is a short-range (5-year) capital improvement document updated annually. The U.S. Department of Transportation requires that all projects be consistent with an approved long-range transportation plan, meet requirements of air quality conformity in non-attainment and maintenance areas, and be financially constrained.

The transportation improvement program goes through two phases of approval. The draft project list is submitted in May to the Idaho Transportation Department, followed by a public comment period. The final phase of approval is in August and is subject to all applicable federal regulations.

### STATUS:

The public comment period for a transportation improvement program is open for 30 days, this year from June 25 through July 24, 2007. An open house is scheduled for July 18, 2007. No public comments have been received to date; however, staff expects to receive comments before the end of the open period. Those comments will be summarized and provided as a handout for consideration before recommendation of approval.

Very few projects were added to the FY2008-2012 transportation improvement programs due to continued cost increases and flat revenues. The Northern Ada County projects were found to conform to air quality budgets.

After final local approval, the documents must go through final mirroring with the Statewide Transportation Improvement Program. Additional changes should be minor.

Improvements were made to the final documents, making the document much longer than past documents. The improvements were necessary to prove financial constraint by showing projects by funding category, by year. This additional information also provides data for budgetary purposes, as local match is provided for each project by year. The final versions of the transportation improvement programs are available on the website:

- Northern Ada County – <http://www.compassidaho.org/documents/prodserv/trans/FY2008NACRpt.pdf> (1.3MB)
- Nampa Urbanized Area – <http://www.compassidaho.org/documents/prodserv/trans/FY2008NUARpt.pdf> (1.1MB)
- The air quality conformity demonstration for Northern Ada County is also available online: <http://www.compassidaho.org/prodserv/aq-demo.htm>.

COMPASS staff requests recommendation of approval of the FY2008-2012 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs and the associated air quality conformity demonstration.

pc: File 685.01 and 685.02 Transportation Improvement Program

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## MEMORANDUM

**TO:** Regional Technical Advisory Committee  
**FROM:** Charles Trainor, Director of Planning  
**DATE:** July 18, 2007  
**RE:** Review Financial Report on Transportation

### ACTION REQUESTED:

Review Transportation Financial Report.

### BACKGROUND:

The Transportation Financial Report was compiled from information provided by regional roadway agencies. This reporting is consistent with Objective 1.5 in *Communities in Motion* that calls for maximizing funding for transportation, Objective 1.2 that calls for maintenance of the existing infrastructure and tracking maintenance, and Object 4.4 that established the need to make annual reports on progress and activities.

This document was provided to the COMPASS Board for discussion only on July 16, 2007. Staff will continue to expand and refine the information as it becomes available. One change from the version presented to the Board was the inclusion of a chart depicting the Idaho Transportation Department's (ITD) expenditures of state-generated funds (Figure 6 in the report).

The implications of the information should be of use in setting priorities for future COMPASS actions regarding transportation funding and prioritization of projects. The information should also be useful in educating elected officials and citizens about the financial needs of transportation in the region.

Note that the information contained in this report focuses on roadways. A transit financial component is in development.

### STATUS:

RTAC members are requested to review and comment on the materials. COMPASS staff relied upon reports filed with ITD, the Local Highway Technical Advisory Council, and information provided by regional roadway agencies. For information such as the amount of overlay/seal coating performed, discrepancies in how such work is reported makes comparisons more difficult. Future work will need to focus on standardizing the information.

Attachment – 1

pc: File 692.03 Regional Transportation Funding

CT:dw T:\FY07\600 Projects\692 Regional Trans Funding\rtacmmo-july252007.doc

*Transportation Financial Report*  
*July 2007*

*Contents*

1. Transportation Construction Cost Index
2. Highway Distribution Account Receipts
3. Idaho Transportation Department Revenues and Expenditures
4. Local Roadway Agencies Revenues and Expenditures and  
Roadway Maintenance Activity

### 1. Transportation Construction Cost Indices.

Under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its associated regulations, accounting for inflation is a new requirement in the preparation of regional long-range transportation plans and transportation improvement programs. The following information was obtained from a report published by the Washington State Department of Transportation.<sup>1</sup> The WSDOT information was revised to establish a 1996 base of 100 as shown in the following table:

Construction Cost Indices Adjusted to a 1996 Base								
	Washington	FHWA	California	Colorado	Oregon	South Dakota	Utah	Composite
1990	89	91	96	73	79	84	73	83
1991	98	90	91	78	88	86	72	86
1992	87	88	90	78	81	84	72	83
1993	85	90	95	81	85	88	86	87
1994	85	96	100	84	83	90	77	88
1995	100	102	97	86	102	100	94	97
1996	100	100	100	100	100	100	100	100
1997	112	109	105	99	111	111	93	106
1998	94	106	108	111	105	112	83	103
1999	97	114	117	112	115	127	81	109
2000	103	122	123	120	110	135	75	113
2001	104	121	129	111	96	115	87	109
2002	112	123	119	106	121	116	87	112
2003	117	125	125	108	127	121	72	114
2004	137	128	182	118	120	152	87	132
2005	142	153	225	180	153	147	148	164
2006	184	176	236	180	184	185	167	187

While there is a good deal of variation between the sources, the dramatic run-up in costs since 2003 is seen clearly in all sources. There are several reasons, including rising global oil demand, increased prices for concrete and steel due to China's economic growth, and domestic reconstruction in the Gulf following a series of major disasters. The composite rate is used in following analyses.

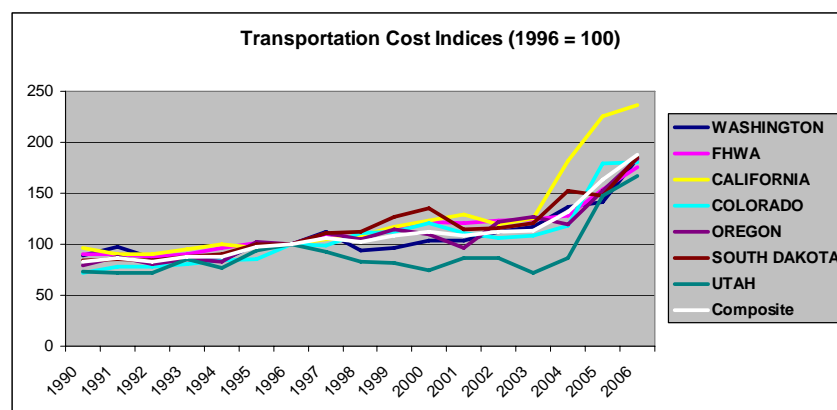


Figure 1 - Transportation Cost Indices

<sup>1</sup> \_\_\_\_\_. "Construction Cost Indices." Washington State Department of Transportation. Found in June 2007 at <http://www.wsdot.wa.gov/biz/construction/CostIndex/CostIndexPdf/CostIndexData.pdf>.

## 2. Highway Distribution Account Receipts.

This table shows receipts for the Idaho Highway Distribution Account (HDA). In Ada County HDA funds accounted for up to 35% of Ada County Highway District's revenues between 2000 and 2006, but as much as half the revenue for Canyon County road agencies. For the Idaho Transportation Department (ITD), HDA provided 37% of its budget in 2006. In fact, ITD relies upon HDA for its local match and for its general operations and maintenance budget. This provides a sense of how critical HDA is to local and state transportation investments.

HDA depends on the 25 cents per gallon fuel tax for most of its revenue, and the tax rate has not changed since 1996. This date provided the reason to reset the cost indices to a base year of 1996. Using the indices, the table below indicates how greatly the real value of these dollars has eroded. This is portrayed graphically in Figure 2.

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Actual	226,134	228,352	232,727	244,927	294,186	313,484	297,376	292,905	300,838	308,717	314,861
Adjusted	226,134	216,257	226,507	224,748	261,342	287,560	265,313	257,510	227,892	188,284	168,012

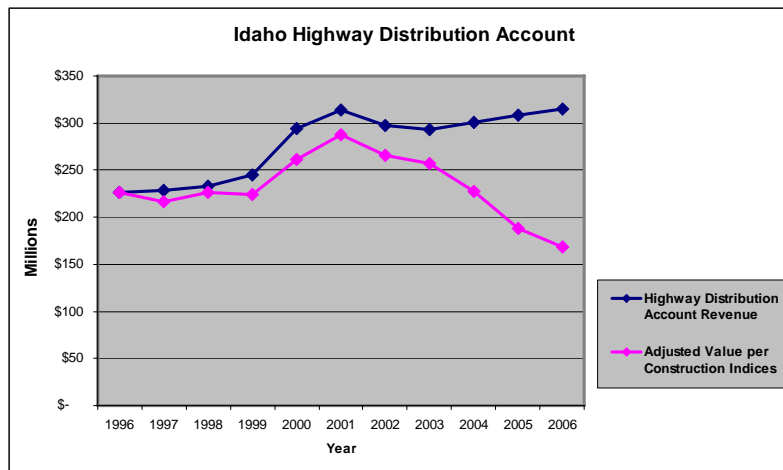


Figure 2 - Highway Distribution Account

When adjusted for growth in population, the picture is even grimmer. In 1996, the HDA revenue was \$188 per capita but when adjusted for inflation, by 2006 it dropped to \$115 per capita. The peak was in 2001, when HDA yielded \$218 per capita. *To match the 1996 revenue per capita, the current tax of 25 cents per gallon would need to be increased to 41 cents per gallon.*

The revenue decline is due to two factors:

- The rapid escalation in transportation costs since 2002.
- A stable level of fuel consumption in Idaho. The HDA revenues match the gasoline sales data maintained by the Federal Highway Administration.<sup>2</sup> Whether the flat demand is due to smaller, more efficient vehicles or a decline in driving—or both—is unknown.

<sup>2</sup> Motor Fuel Data by State. Office of Highway Policy Information. Federal Highway Administration. Web site found in June 2007 at <http://www.fhwa.dot.gov/policy/ohpi/qffuel.htm>

### 3. Idaho Transportation Department Revenues and Expenditures.

The Idaho Transportation Department (ITD) had total revenues of \$448 and \$487.3 millions in 2005 and 2006, respectively. The sources of revenue and the distribution of expenses for 2006 are shown in Figures 3 and 4.

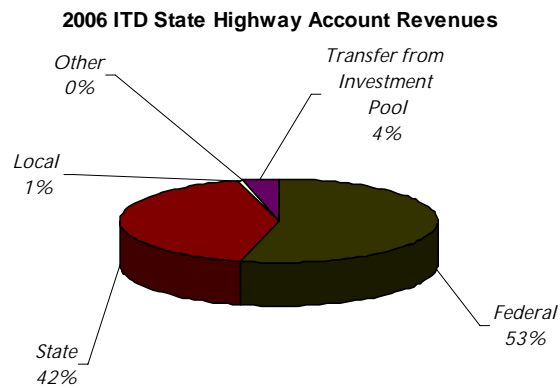


Figure 3 - 2006 ITD Revenues

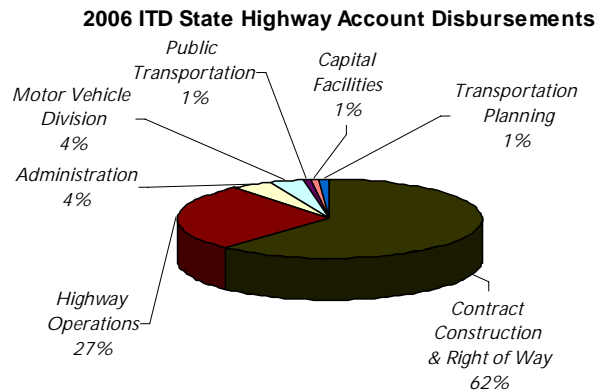


Figure 4 - 2006 ITD Expenditures

Federal and State sources, of which 93% came from HDA, made up 95% of ITD's budget. Contracted construction and rights-of-way consumed 62% of its budget, while operations (routine maintenance and staff) took 27%. Reliance on federal funding and HDA, neither indexed for inflation, account for much of the financial problems. The federal gas tax, now at 18 cents per gallon, has not been increased in 10 years. (Both revenue and expenditure patterns were very similar for 2005.)

Figure 5 illustrates the change GARVEE makes in the budgeted revenue stream for ITD. In 2007, GARVEE accounts for 24% of ITD funds, dropping federal and HDA to 34% and 37%, respectively. While not yet available, it is reasonable to assume that the influence of GARVEE will increase the contract construction share of disbursements seen above for 2006.

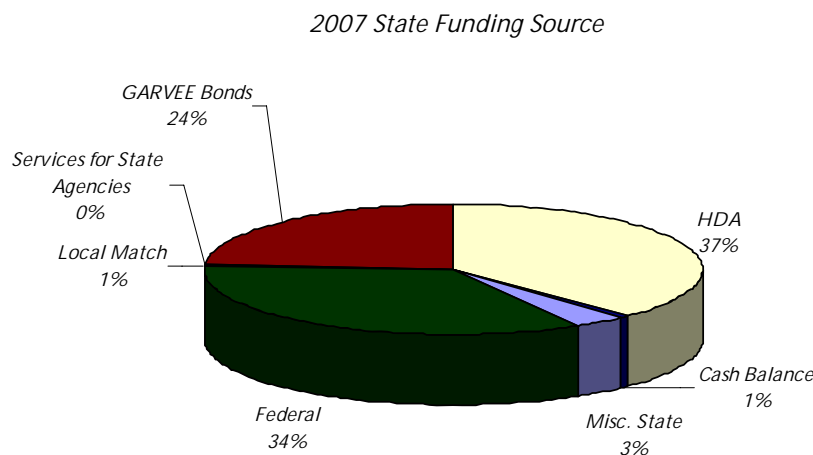


Figure 5 - 2007 Budgeted Revenues

Note the 2007 percentages for ITD reflected budgeted—not actual—revenues.

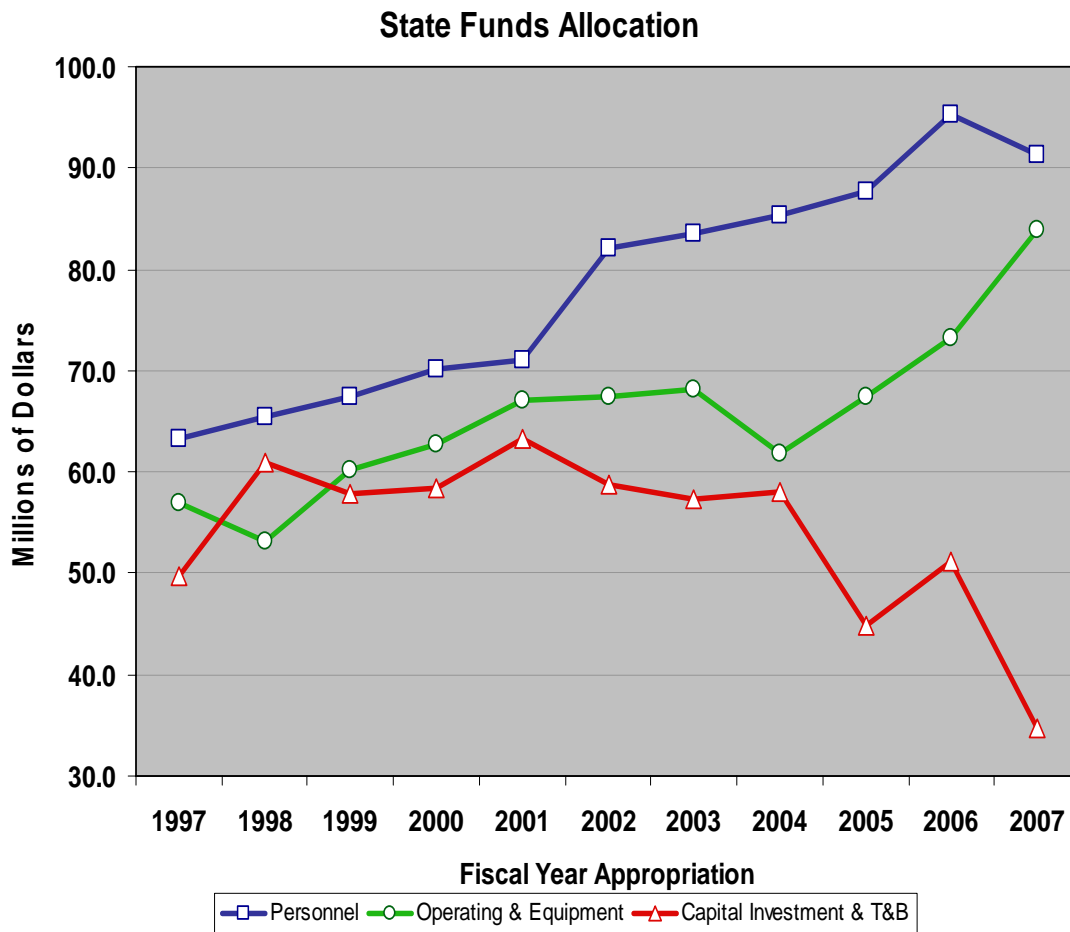


Figure 6 - ITD Allocation of State Funds

Figure 6 depicts ITD's expenditures of state-generated funds from 1997-2007. (Expenditures for 2007 based on budget, not actual.) It depicts a marked drop in expenditures for capital investment since 1997, as funding for operations and personnel consumes an increasing share. Since ITD is dependent on state funds for local match on federally funded projects, this trend reveals a problem with depending on federal funds. Even if federal dollars were to go up in the future, ITD may lack state funds to match them. (Source for Figure 6 is a presentation made to the Idaho Transportation Board in June 2007.)

4. Local Roadway Agencies Revenues and Expenditures and Roadway Maintenance Activity.

Local roadway funding tends to be much less reliant on federal funding than ITD funding. The total revenues for Ada County (ACHD) and Canyon County (the four highway districts plus the cities) are shown in the table below.

	2000	2001	2002	2003	2004	2005	2006
Ada	53,383,860	57,217,331	52,732,215	53,044,690	64,679,096	70,921,109	68,223,534
Canyon	16,625,466	18,431,448	16,661,956	18,046,929	19,445,745	21,664,539	22,185,847

While these amounts appear to show a picture of revenue increases, the same cost indices were applied to the local roadway revenues, with the results shown in the following figures.

While Ada revenue gained from 2003 to 2004, it was the result of a surge in impact fees. *By 2006, the regional buying power had lost nearly \$40 million compared to the "real" dollars.* At the same time, use of impact fees and property taxes provided a better cushion against inflation than does reliance on flat unit gas taxes, which are the basis for the HDA and federal highway trust fund. The diversity of local roadway funding is shown in the following graphics for fiscal year 2006.

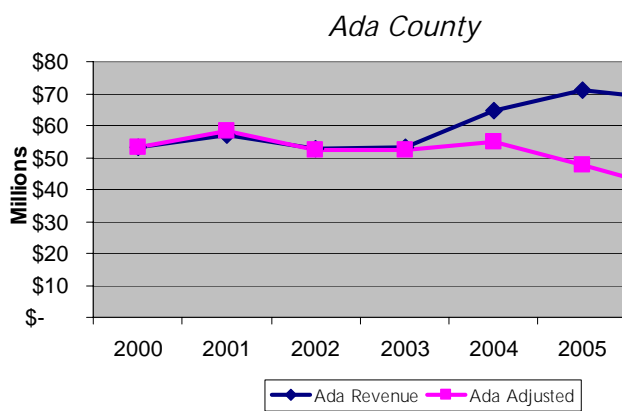


Figure 7 - Ada County Roadway Revenues

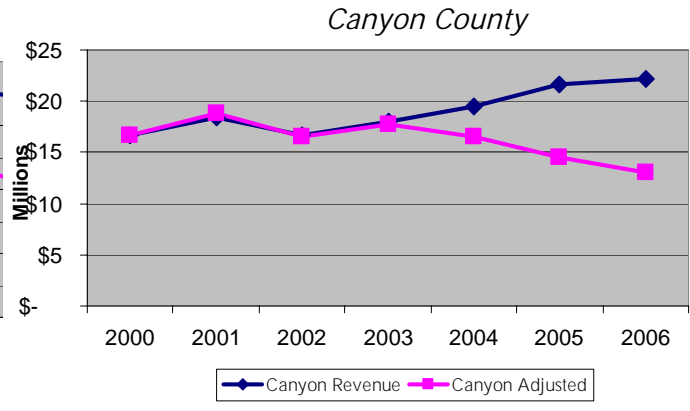


Figure 8 - Canyon County Transportation Revenues

Both counties have approximately the same share of property tax funds, but Ada County's use of impact fees and local registration fees provide 22% of its budget. Note that federal funds constitute only a tiny percentage of either County's budget, especially compared to ITD's reliance on federal funds for the lion's share of its budget.

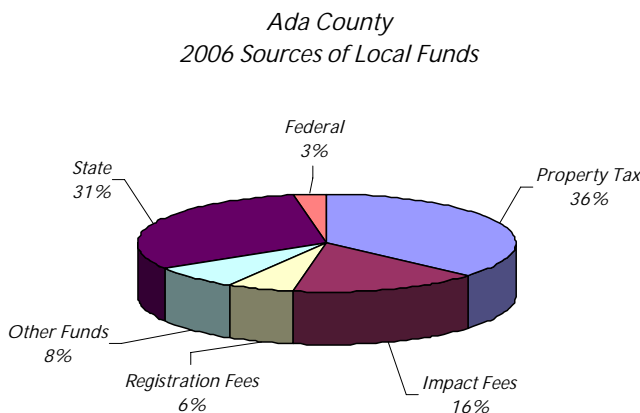


Figure 9 - Sources of 2006 Ada Roadway Revenues

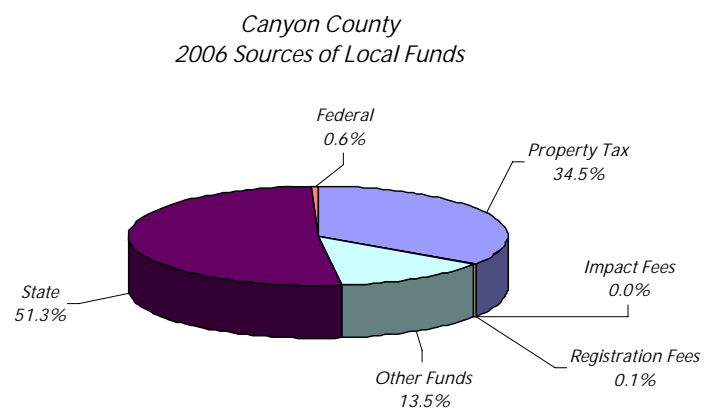
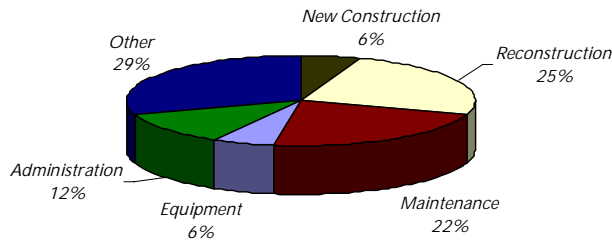


Figure 10 - Sources of 2006 Canyon Roadway Revenues

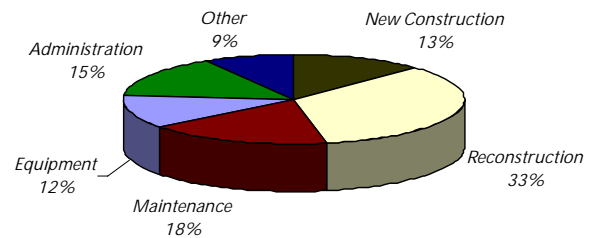
Where these funds are spent is also informative. Relatively small percentages of either county's budgets went for new construction in 2006. Ada County's six percent compares to 24% of its budget going into new construction in 2000.

*Ada County  
2006 Disbursements for Local Roads*



*Figure 11 - 2006 Ada Roadway Disbursements*

*Canyon County  
2006 Disbursements for Local Roads*

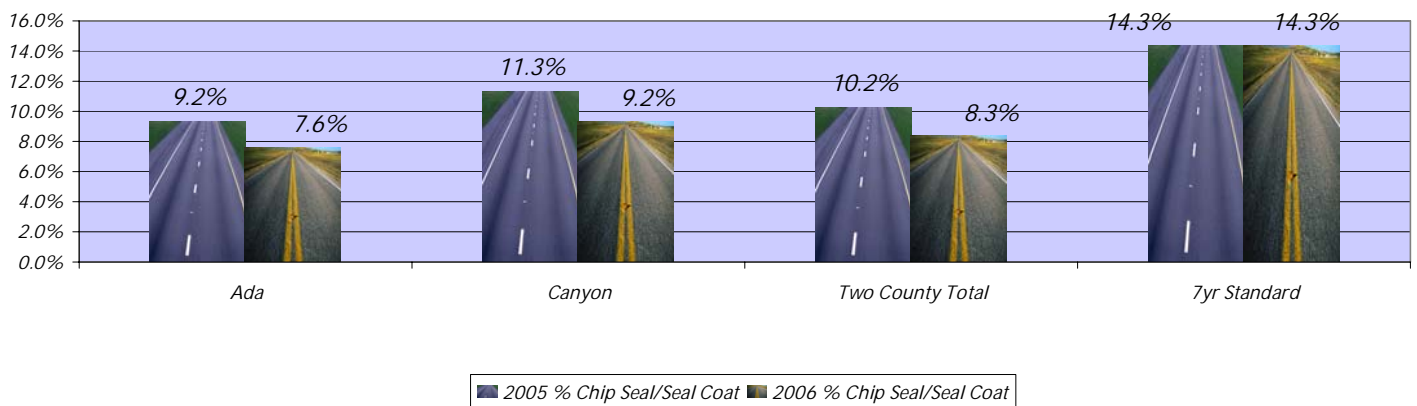


*Figure 12 - 2006 Canyon Roadway Disbursements*

Maintenance and reconstruction, the latter of which can incorporate capacity expansion, are much bigger consumers of the transportation dollar. While limited information yet is available to review trends in pavement condition, information was obtained as to the number of miles of various seal coatings were done in 2005 and 2006. Seal coats are thin layers of asphalt, sometimes combined with gravel, designed to improve impermeability of the asphalt and traction. It is somewhat akin to painting a house. The paint protects wood that is still sound, but painting rotten wood is an exercise in futility.

The combined total road mileage (centerline miles) was 3,991 in 2005 and 4,095 in 2006. This includes roadways classified as local, and most of the increase is attributable to developer-built roads within subdivisions. Assuming a road needs a seal coat every seven years, a certain percentage of miles should be coated each year to maintain surface quality. The following figure summarizes the seal coating data and compares it to the theoretical number of miles that would have been done under a seven-year schedule.

*Chip Seal/Seal Coat Maintenance  
as % of Overall Paved Road System Mileage*



*Figure 13 - Seal Coating Investments*

A similar inventory was attempted for overlays, treatments of 2" or more of asphalt intended to replace worn or degraded surfaces and where subsurface deterioration has not occurred. Generally, depending on weather, soil conditions and truck traffic, an asphalt pavement is good for 20-25 years between overlays. (It also assumes that seal coats and other routine maintenance are being carried out.) Failure to do an overlay when warranted can lead to a total road reconstruction, which can cost 5-10 times more than an overlay.

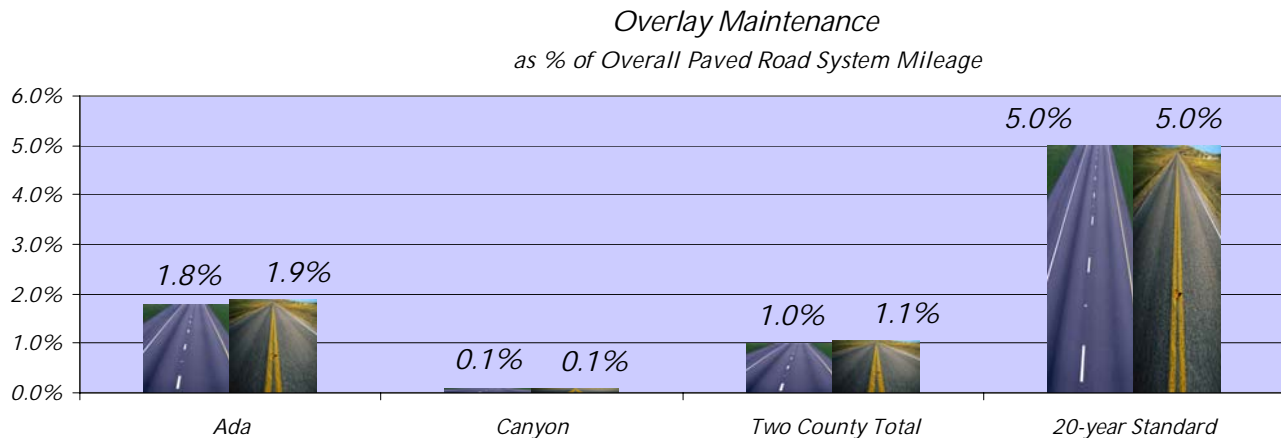


Figure 14 - Pavement Overlay Investments

■ 2005 % Overlay ■ 2006 % Overlay

Results are too preliminary to put much weight on two years data. Staff will work with local and state road agencies to refine reporting on both seal coating and overlay. Since roadway mileage reported as "paved" could include surface treatments for dust control, too, the process needs to be adjusted to obtain more accurate results. Over time this data should improve awareness of the appropriate level of effort for maintenance.

COMPASS staff will work with local and state road agencies and with the Local Highway Technical Advisory Council, which is promoting use of pavement management systems across the state. These systems provide a means to track pavement condition and establish procedures for treatment.

Overall Conclusions.

The buying power of transportation funding has been sharply eroded since 2003. An inflation-sensitive funding mechanism(s) is needed to avoid continued loss. Maintenance and reconstruction are becoming the major components in most agencies' budgets—not an unreasonable policy given the need to protect this immense investment. The ability of agencies' to fund expansion of the roadway network or to add other features, such as pathways and landscaping, will be contingent upon expanded revenues.

# MEMORANDUM



*TO:* Regional Technical Advisory Committee

*FROM:* Charles Trainor, Director of Planning

*DATE:* July 18, 2007

*RE:* Review Draft **Communities in Motion** Monitoring Report

## ACTION REQUESTED:

Review the sample of the draft *Communities in Motion* Monitoring Report. Provide comments on the general approach and nature of the content. Note that this draft will be provided to RTAC in August. At that time, much information will be provided.

## BACKGROUND:

*Communities in Motion* included a commitment to implement a monitoring that "...summarizes progress toward achieving alternative transportation and desired land use objectives. The report will provide information relevant to determining the need to amend or update the plan."

An initial draft was developed in October 2006, but the report must be more than a collection of tables and charts if it is to be useful to member agencies. The difference between the CIM Monitoring Report and the long-standing Development Monitoring Report is that the latter is a "just the facts" tabulation of development. The CIM Monitoring Report needs to interpret the facts and provide some direction as to strategies. In addition, if the report is to be read, it cannot be of encyclopedic proportions. At draft stage, the report is 35 pages, with another 16 pages needed for the city/county specific summaries. It is likely the final document will exceed 60 pages.

## STATUS:

RTAC members are requested to review and comment on the general approach used in preparing the CIM Monitoring Report.

Due to the size of the document, even when in PDF format (8.7MB), the sample report has not been attached to this memo. It can be viewed and downloaded at: <http://www.communitiesinmotion.org/Documents/datreports/monitoringrpt.pdf>.

A limited number of copies will be available at the RTAC meeting.

pc: File 692.03 Regional Transportation Funding

CT:dw T:\FY07\600 Projects\620 Growth Trans System Monitoring\annual monitoring rept\rtacmmo-july252007.doc



## MEMORANDUM

*To:* Regional Technical Advisory Committee  
*FROM:* Toni Tisdale, Principal Planner  
*DATE:* July 16, 2007  
*RE:* Discussion Regarding Construction Coordination

*ACTION REQUESTED:*

Discussion regarding construction coordination.

*BACKGROUND:*

Construction on projects funded through the grant anticipation revenue vehicle (GARVEE bonding) will begin in fall 2007. With construction delays, travelers will seek alternative routes, many of which also have construction scheduled in the near future. ACHD staff has requested and COMPASS staff concurs that coordination efforts should be underway to determine a strategy for construction and lane or structure closures.

*STATUS:*

COMPASS staff has requested a contact at the Idaho Transportation Department (ITD) district office to facilitate construction coordination efforts. Michael Garz was appointed as this contact. Connecting Idaho Partners anticipates contracting coordination efforts statewide. However, these efforts will not begin until late summer or fall 2007.

The initial meeting with Michael Garz is scheduled for Monday, July 23, 2007. This meeting is expected to produce a meeting schedule to involve local transportation agencies for coordination between local and GARVEE construction schedules. Congestion mitigation efforts are also expected to evolve from this effort.

pc: File 685.01 and 685.02 Transportation Improvement Program

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## MEMORANDUM

**TO:** Regional Technical Advisory Committee

**FROM:** Toni Tisdale, Principal Planner

**DATE:** June 25, 2007

**RE:** Status Report – Current Transportation Project Information

**ACTION REQUESTED:**

None. Information only.

**BACKGROUND:**

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

**STATUS:**

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

<i>Boise Air Terminal</i>	<i>May 2007</i>	<i>May 2006*</i>	<i>% Change</i>
Monthly Air Passengers (Inbound and Outbound)	282,145	273,013	3.35%
Monthly Air Freight (Inbound and Outbound) (tons)	4,321	3,776	14.43%
<i>Public Transportation Monthly Ridership</i>	<i>May 2007**</i>	<i>May 2006*</i>	<i>% Change</i>
ACHD VanPool (Trips)	17,285	18,344	-5.77%
Valley Regional Transit Boise Urbanized Area Services	85,372	98,107	-12.98%
Valley Regional Transit Nampa Urbanized Area Services	13,167	14,321	-8.06%
<b>Total</b>	<b>115,824</b>	<b>130,772</b>	<b>-11.43%</b>
<i>Other Public Transportation Reporting Average Hourly Ridership</i>	<i>May 2007**</i>	<i>May 2006</i>	<i>% Change</i>
Valley Regional Transit Boise Urbanized Area Services	16.1	18.9	-14.82%
Valley Regional Transit Nampa Urbanized Area Services	24.9	26.3	-5.32%

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

\*\* Valley Regional Transit services were free for everyone during the month of May in 2006 and for fee in 2007. ACHD Vanpool statistics decreased during this time period because some riders from Mountain Home, who are soldiers, were deployed.

*STATUS OF MAJOR PROJECTS*

*\* ITD information as of June 4, 2007.*

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-184, Intelligent Transportation System (ITS) Connector, Boise	ITD	This project connects the ITS from the Wye Interchange to the ITS near Orchard. The low bid came in at 100% of the engineer's estimate. ITD District 3 is working to award the contract.
I-84B, Blaine Street and Cleveland Boulevard in Caldwell	ITD	No change. This is a pavement rehabilitation project on Cleveland Boulevard from 10 <sup>th</sup> Avenue to South Georgia Avenue, and Blaine Street from South Georgia Avenue to 10 <sup>th</sup> Avenue. The contract was awarded on April 16, 2007 with a bid at 126% of the engineer's estimate. The project is expected to begin in August 2007 with completion in 40 working days.
I-84B, Blaine/Cleveland Curb Replacement	Caldwell	This project will replace the old curb section, improve drainage, urban approaches, and pave the intersections on Cleveland Boulevard from 10 <sup>th</sup> Avenue to 22 <sup>nd</sup> Avenue and Blaine Street from 21 <sup>st</sup> Avenue to 10 <sup>th</sup> Avenue. The contract was awarded April 10, 2007 at 101% of the engineer's estimate. Work began on May 15, 2007. The contract has 100 calendar days. The contractor is currently working on the north side of Cleveland Boulevard and the south side of Blaine Street excavating existing curb and gutter and the base preparation for the new curb and gutter. Currently traffic is reduced to one lane from 6:00 a.m. until 4:00 p.m. Monday through Friday. Concrete work is expected to begin on July 9, 2007.
I-84, Broadway Interchange to Gowen Interchange westbound and eastbound, and Gowen Interchange to Isaacs Canyon Interchange	ITD	A contractor has been hired to work on a revision of the pavement rehabilitation project. The Plans, Specifications, and Estimates package submittal is expected in July 2007. Construction is expected to begin in fall 2007.
I-84, Cloverdale Road Overpass Bridge Repair	ITD	Cloverdale overpass was closed on May 30, 2007. The damaged girders were removed and replaced on June 1, 2007. The bridge deck, curb, and steel railing were re-installed. Work was completed and the road opened on June 29, 2007.
I-84, Cole Interchange to Orchard Interchange, Orchard Interchange to Vista Interchange, Vista Interchange to Broadway Interchange, Cole to Broadway Sound Walls, Orchard Street Interchange	ITD	Contractors were selected to complete the design of the sound wall. Work on sub-surface investigations and final design is currently underway.
I-84, Dynamic Message Sign	ITD	No change. This is a congestion mitigation / air quality project. The project will install a dynamic message sign on I-84 near Locust Grove Road. Construction will begin in summer 2007 with expected completion the second week of August 2007.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Franklin Interchange (Exit 29), Caldwell	ITD	Construction of the bridge continues as the contractor is preparing the structure for placement of the bridge deck. Work on the eastbound on-ramp and westbound off-ramp is required and will require intermittent right lane closures. The contractor has paved portions of Franklin and the eastbound on-ramp. Traffic control is established on I-84 and US 20/26. Traffic will be shifted or flagged as necessary. Traffic control on I-84 consists of shoulder and median closures. Construction phasing for this project consists of building a new bridge and approaches directly adjacent to the existing facilities, shifting traffic to the new structure, then demolition and replacement of the existing structure.
I-84, Garrity Interchange to Meridian Interchange	ITD	No change. The Connecting Idaho Partners have completed the project concept and are submitting material reports. The environmental documents have been submitted to ITD. Work is proceeding on the preliminary design and final design with the permission of the Federal Highway Administration in anticipation of the approval of some proposed new special procedures. A design exception was approved for narrowing the shoulders at the Robinson, Ten Mile, and Black Cat grade separations as well as the Meridian Interchange.
I-84 Joint Replacement, Various sections in Ada, Canyon, and Payette Counties	ITD	This project is for the work of constructing bridge joint replacements along I-84. The contractor is currently working on the New Plymouth Interchange (Exit 9), Black Cat Interchange (Exit 13) and Garrity Interchange (Exit 38). Work on the Caldwell Interchange (Exit 27) is expected to begin toward the end of July 2007.
I-84, Karcher Interchange to Five Mile Study	ITD	The Connecting Idaho Partners established the logical eastern and western termini for this corridor. The western terminus is Karcher Interchange (formerly Junction at SH-44) and the eastern terminus is at the transition from ten lanes to eight lanes near the Maple Grove Road separation. Traffic analysis is being conducted in the interim to establish the number of lanes needed.
I-84 and I-84B, Karcher Interchange, Karcher Junction to Nampa Boulevard and Caldwell Boulevard, in Nampa	ITD	The interchange is open to traffic. Pulverization and continued construction operations began on June 11, 2007 on 2 <sup>nd</sup> Street between Nampa Boulevard and Canyon Street. All work except for the plant mix paving, utilities and curb and gutter/sidewalk is underway at night between the hours of 8:00 p.m. and 6:00 a.m. Night time traffic control reduced the lanes on 2 <sup>nd</sup> street to one, one way lane. Street operations on 3 <sup>rd</sup> Street between Nampa Boulevard and Canyon Street began on June 15, 2007. Traffic control for 3 <sup>rd</sup> Street consists of detouring traffic down 2 <sup>nd</sup> Street. No work will be done during the week of July 4, 2007. No utilities have been moved to date.
I-84, Linden Grade Separation, East and West Bound (Caldwell)	ITD	This project will rehabilitate a bridge deck and upgrade the attached guardrail on I-84 at Linden Road. The right lane for both eastbound and westbound I-84 was closed so work could begin. The work in the right lanes of the interstate should be completed by the first week of July 2007. Traffic will then shift so that the left lanes can be completed.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
I-84, Locust Grove Grade Separation, Meridian	Meridian ACHD ITD	Bridge girders over I-84 are in place. During the girder placement, interstate traffic was detoured during non-peak hours between Eagle Road Interchange and the Meridian Road Interchange via Franklin Road. The next step in the project is the bridge deck. Work will also continue on the northern abutment. The inside lanes of the Interstate will remain closed until late summer 2007.
I-84, Orchard Street to Gowen Road Interchange Study	ITD	The consultant has pulled its manager off the Connecting Idaho Partners projects in order to accelerate work on this project. Consultants are currently working to get the environmental documents on track to meet the original project schedule and the needs of the GARVEE corridor projects.
I-84 and SH-55 (Eagle Road) Westbound Off-Ramp Widening	ITD	Construction is underway to widen the westbound off-ramp to allow for two left and two right turn lanes onto SH-55 (Eagle Road). The new traffic signals are installed. Work on installing new luminaries along the ramp is underway. Phase four of the project will begin July 6, 2007, which will widen and lengthen the ramp. This portion of the project will require closing the right lane of westbound I-84. The lane is expected to remain closed through mid-August 2007.
I-84, Sand Hollow to Caldwell (three companion projects)	ITD	This is a 17.5 mile rehabilitation and restoration project between mileposts 17.6 and 26.34 (eastbound and westbound). Work is progressing on the westbound side of the highway. Westbound traffic is moved to the eastbound side of the highway in order to move traffic around the construction area.
I-84, Ten Mile Road Emergency Girder Repairs	ITD	This is an emergency repair project to repair damaged girders on the Ten Mile Road structure. The design packet is currently being compiled for advertisement and construction in fall 2007.
I-84, Ten Mile Interchange	ITD	The concept report was re-submitted to ITD Roadway Design. The preliminary design scope was negotiated. A Value Engineering workshop was held in June 2007. The Connecting Idaho Partners are currently analyzing the results of the workshop.
Intersection Chicago Street and 21 <sup>st</sup> Avenue	City of Caldwell	No change. The City has purchased the right of way and is currently reviewing the funding and scope of the project. This is an FY2007 project.
Intersection Franklin and 21 <sup>st</sup> Avenue and 21 <sup>st</sup> Avenue from Chicago to Franklin	City of Caldwell	No change. The City of Caldwell is reviewing the scope of the projects versus the available funding. The City is pursuing right of way purchases through the Franklin Interchange project. This is an FY2008 project that will be ready in July 2007.
Maple Grove, Franklin to Fairview	ACHD	The Contractor is nearly complete with west side construction of the roadway. Curb, gutter, and approaches are mostly complete on the west side of Maple Grove. Utility work continues at the southeast corner of the intersection of Emerald and Maple Grove. The signal at Emerald and Maple Grove is now operational. Business signs and irrigation structures were relocated north of Fairview. On July 10, 2007, traffic will be shifted to the west side of Maple Grove from north of the railroad tracks to south of the Ridenbaugh Canal. Two lanes of traffic will be open on new pavement.

<i>Project</i>	<i>Sponsor</i>	<i>Comments*</i>
SH-16, I-84 to SH-44 Environmental Study	ITD	The first public meeting was held in February 2007. Concept level alternatives were developed as part of the level 1 screening process. The concept level alternatives were presented to the public in June 2007. Public comments are currently under review and will be used to select the alternatives to present at the level 2 screening process, scheduled in August 2007. All input received will help determine the alternatives in the environmental impact statement.
SH-21, Grand Forest Drive Turn Bay	ITD	Bids for this project were opened June 19, 2007. The low bid came in at 64% of the engineer's estimate. ITD District 3 prepared a bid justification, and award of the project is proceeding.
SH-44, Junction SH-55 to Glenwood and State Street to Chinden	ITD	These two projects are companion projects that were advanced from FY2009 to FY2008. ITD is working on the concept report and anticipate submittal of the Plans, Specifications, and Estimates package by the end of December 2007.
SH-45, Melba Road to Deer Flat Road	ITD	This is a pavement preservation project. Completion of the Plans, Specifications, and Estimates package is expected in late summer 2007 for advertisement in the first quarter of FY2008.
SH-55, Eagle Road Automated Traffic Management System (ATMS)	ITD	This project will interconnect all signals on Eagle Road, achieving better traffic progression and reduced congestion. The final design review is anticipated in late July or early August 2007. Funding is scheduled for FY 2008.
US 20/26, Broadway Avenue from Rossi Street to Ridenbaugh Canal Bridge	ITD	The final design review is expected at the end of July 2007.
US 20/26, Cloverdale Road to Hewlett Packard Main Entrance	ITD	The southern half of US 20/26 (Chinden) was paved with the first lift of asphalt on June 15-16, 2007. Traffic was moved to the new pavement on June 18, 2007, allowing crews to start excavating the northern half of the roadway. A frontage road will be constructed along the north side of US 20/26 to provide safe access for residents. Traffic control consists of channelization with two-way traffic at most times. Temporary lane closures are anticipated during off-peak hours. The western portion of Joplin Road is closed through the duration of the project.
US 20, Junction US 95 to Notus East City Limits	ITD	No change. Construction on this project is anticipated to begin in early fall 2007, due to the contractor's schedule.
US 95 (off system), Golden Gate Canal to D Avenue in Wilder	Wilder	This is an Enhancement project to add sidewalks and safety markings for pedestrian safety. The first bid opening in October 2006 came in at 152% of the engineer's estimate. The City decided to re-bid the project. The second bid came in at 140% of the engineer's estimate in March 2007. The City is revising the Plans, Specifications and Estimates package, and a third advertisement is expected in August 2007.

#### *Other – Maintenance*

***Statewide Durable Pavement Markings*** – This project will install durable pavement markings on select sections of highway throughout the state. The project duration is five years. The materials will be installed this year and monitored for four years for reflectivity compliance. Work started on May 5, 2007.

*Caldwell and Marsing Maintenance* – There are currently three locations where repair and maintenance activities will adversely affect traffic. Flaggers will direct traffic. Minor traffic delays should be expected.

- US-95, Oregon Border to Junction SH-55 south of Marsing. Grader patching.
- SH-45, Melba Road to Stagecoach Road. Grader patching to improve temporary spring breakup repairs.
- SH-44 at Emmett Road, west of Middleton. Replace culvert to improve drainage.

pc: 685.01 and 685.02

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# MEMORANDUM



**TO:** Regional Technical Advisory Committee

**FROM:** Don Matson, Principal Planner

**DATE:** June 26, 2007

**RE:** Status Report – Corridor Studies

**ACTION REQUESTED:**

None. Information only.

**BACKGROUND:**

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

**STATUS:**

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

- COMPASS and ITD staff have reviewed and provided comment to the consultants on several of the required environmental status reports. Biological Resources, Noise, and Air Quality reports are complete.
- The next meeting of the Corridor Preservation Committee is planned for late July 2007 to review the traffic analysis, public input to date, and continue discussion on access management.
- Contract negotiations were completed for Work Order 3 and a notice to proceed has been issued to the consultant.

*S.H. 44 Corridor Study:*

- The City of Middleton conducted a public meeting to discuss the Transportation Plan, including a southern bypass route for S.H. 44.
- To satisfy the required processes in Corridor Preservation Study, an additional workshop is being organized by the consultant team to present bypass options to commuters and Middleton residents in late August 2007.
- Several field studies are underway along the corridor, including a traffic analysis, a survey of the highway centerline, and cultural resource site investigations.

As an example to illustrate some of the required environmental work on the two corridors, below are details on the S.H. 44 noise study:

- Scoping to identify environmental concerns completed last year.
- Receptor locations to measure noise levels were identified.
- Measurements were taken at several places along the highway (field study). Additional readings will be taken along the Middleton bypass route later.
- A computer model will be used to project future noise levels with different options for the highway.
- The resulting noise analysis, with other environmental findings, will become part of the Environmental Impact Statement to help guide decisions for the Corridor.

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# MEMORANDUM

ITEM VI-C



*TO:* Regional Technical Advisory Committee  
*FROM:* John Cunningham, Principal Planner - Transit  
*DATE:* June 26, 2007  
*RE:* Status Report - Treasure Valley High Capacity Transit Study

ACTION REQUESTED:

None. This item is for information only.

BACKGROUND:

Previous reports have included background information. This information can be found here: <http://www.compassidaho.org/planning/studydescriptions8.htm#Circulator>

STATUS:

1. Task Update

- *Downtown Multi-Modal Center (MMC)*
  - A scope of work and public involvement plan has been drafted.
- *Downtown Circulator*
  - A scope of work and public involvement plan has been completed.
  - Data compilation necessary for review of streetcar analysis is underway/ongoing.
  - Draft public involvement plan has been drafted.
- *I-84 Corridor Alternatives Analysis (AA)*

A substantial amount of model development and improvements in data collection capability will have to take place before entering into a New Starts Alternatives Analysis. While work is proceeding on this task there will be no public meetings specific to this project. Any technical discussions on this task are likely to take place at the Transportation Model Advisory Committee (TMAC).

Aside from the modeling aspects of the AA, the other component that will be addressed in conjunction with the downtown projects is how any potential service along the Boise cut-off rail corridor would connect to downtown. A number of options will be developed and ranked.

- A 5339 Alternatives Analysis Grant and Transportation, Community System Preservation Grant were submitted to support this effort.
- A scope of work (for the pre-AA tasks only) has been developed.
- Given the status of this project the Public Involvement Plan will only include the downtown connection portion of the AA.

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

[www.compassidaho.org](http://www.compassidaho.org)

pc: File 631

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## MEMORANDUM

*To:* Regional Technical Advisory Committee

*FROM:* Ryan Head, Assistant Planner

*DATE:* June 20, 2007

*RE:* Studies Coordination Report

*ACTION REQUESTED:*

None. Information only.

*BACKGROUND:*

COMPASS staff, in cooperation with member agency staff, has created a web page that provides brief information and graphical representation (map) of each regional transportation study in the Treasure Valley. The page can be found at <http://www.compassidaho.org/planning/studies.htm>.

*STATUS:*

Members of the Regional Technical Advisory Committee are requested to review the map and textual information about the Transportation Studies Coordination and provide necessary updates. This process will keep the information on the website as current as possible. Information may be relayed at the meeting or by contacting me prior to the meeting. My contact information follows:

- Phone: 208-855-2558, extension 248
- Fax: 208-855-2559
- Email: [rhead@compassidaho.org](mailto:rhead@compassidaho.org)

Recent Changes:

- 30<sup>th</sup> Street Specific Area Plan Study – Updated description.
- Ada County Bicycle Master Plan – Updated status.
- Ada County Park-and-Ride Plan – Updated status.
- Ada County Roundabout Policy Study, Including Amity Road Corridor Roundabout Concept Study – Updated description.
- Capital Improvement Plan (ACHD) – Updated description.
- Cloverdale Road Corridor Study, I-84 to U.S. 20/26 (Chinden) – Updated status and description.
- *Communities in Motion* – Updated status.
- Fairview Avenue Corridor Study, Linder to Orchard – Updated description.
- Floating Feather Alignment Study – Updated status.
- High Volume Intersection Study – Updated status.
- I-84, Karcher Interchange to Five Mile Road – Updated location.

- I-84, Orchard to Isaacs Canyon Corridor – Updated location, status, and description.
- I-84, Ten Mile Interchange Access Study – Updated status.
- Idaho 55 Eagle Road ATMS – Updated status.
- Idaho 55 Eagle Road Arterial Study – Updated description.
- Kuna-Mora Corridor Study – Updated location, status, and description.
- Lake Hazel Extension / Gowen Road Relocation – Updated status and description.
- Middleton Road Connections Study – Updated status.
- Northwest Foothills Transportation Master Plan – Combined phases and updated status and description.
- Pedestrian and Bicycle Transition Plan – Updated status.
- Purple Sage – Beacon Light Corridor Study – Updated status and description.
- South Meridian Transportation Master Plan – Updated status and description.
- Southwest Boise Transportation Study – Updated status.
- SH 16, I-84 to South Emmett Corridor Study – Updated status and description.
- SH 19 Corridor Plan – Added.
- SH 21 Corridor Plan – Added.
- SH 44 Corridor Preservation Study – Updated status and description.
- SH 45 Corridor Plan – Added.
- SH 55 Corridor Plan – Updated status
- SH 69 Corridor Plan – Added.
- State Street Corridor Study, Right-of-Way and Alignment Study (Phase 2) – Updated status and description.
- State Street Implementation Study (Phase IA) – Updated description.
- Three Cities River Crossing Study – Updated status and description.
- Traffic Management Center, Location and Concept – Updated sponsor.
- Transportation and Land Use Integration Study – Updated status and description.
- Treasure Valley Truck Freight Travel Study – Updated status.
- US 20/26 Corridor Plan – Added.
- US 20/26 Corridor Preservation Study – Updated status and description.
- Ustick Road Corridor Study, Eagle Road to Five Mile – Updated location, status, and description.

pc: 856.03 Studies Coordination

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## WORKSHEET FOR RTAC AGENDA

ID #	Title/Description	Mandatory <sup>1</sup>	Additional Information	Agenda Type <sup>2</sup>	Time (minutes)	Presenter(s)	Proposed Agenda	Board Agenda
1.	Approve Minutes from most recent Meeting	Yes		Consent Agenda	3	N/A	Monthly	Monthly
2.	Discussion regarding Studies Coordination	No		Information/Discussion	20	N/A	Monthly	N/A
3.	Status Report – Current Transportation Projects	Yes		Status Reports	N/A	N/A	Monthly	Monthly
4.	Status Report - Staff Activity Report	Yes		Status Reports	N/A	N/A	Monthly	Monthly
5.	Status Report – Corridor Studies	Yes		Status Reports	N/A	N/A	Monthly	Monthly
6.	Status Report – Treasure Valley High Capacity Transit Study	Yes		Status Reports	N/A	N/A	Monthly	Monthly
7.	Status Report-High Volume Intersections Study	Yes		Status Reports	N/A	N/A	Monthly	Monthly
8.	Status Report – Traffic Impact Study	Yes		Status Reports	N/A	N/A	Monthly	Monthly
9.	Worksheet for RTAC Agendas	Yes		Status Reports	N/A	N/A	Monthly	Monthly
10.	Attendance Sheet	Yes		Status Reports	N/A	N/A	Monthly	Monthly
<b>CURRENT AGENDA ITEMS</b>								
11.	Recommend Approval of FY2008-2012 Transportation Improvement Programs	Yes	Staff will request recommendation for final approval of the FY2008-2012 Transportation Improvement Programs.	Action	20	Toni Tisdale	July	August
12.	Review Financial Report on Transportation	No	Staff will review a roadway transportation financing report compiled from information provided by regional agencies.	Information/ Discussion	15	Charles Trainor	July	July
13.	Review draft CIM Monitoring Report	No	Staff will review draft of CIM Monitoring Report and provide constructive comments on the presentation of data.	Information/ Discussion	30	Charles Trainor	July	August
14.	Discussion Regarding Construction Coordination	No	Staff will begin discussion and review factors about coordination of construction throughout the Treasure	Discussion	10	Toni Tisdale	July	N/A

<sup>1</sup> No, Yes, N/A (Not Applicable)

<sup>2</sup> Action; Consent Agenda; Executive Director's Report; Information; Special Item; Committee Reports; Open Discussion/Announcements

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i>	<i>Additional Information</i>	<i>Agenda Type<sup>2</sup></i>	<i>Time (minutes)</i>	<i>Presenter(s)</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
			Valley.					
<b>UPCOMING AGENDA ITEMS</b>								
15.	Recommend Approval of the Monitoring Report	No	Staff requests a recommendation to approve the Monitoring Report	Action	15	Charles Trainor	August	September
16.	Recommend Approval of Growth Projection Options	No	Staff will request a recommendation to approve the Growth Projection Options	Action	20	Carl Miller	August	September
17.	Status Report – Three Cities River Crossing	No	ACHD staff will provide an update on the status of the Three Cities River Crossing Project.	Information	15	Sally Goodell	August	September
18.	Recommend Approval of Changes to the FY 2008-2012 Transportation Improvement Programs through the Mirroring Process	No	Staff will provide changes to the final state programs that occurred through the mirroring process.	Information	15	Toni Tisdale	September	October
19.	Review Growth Allocation Model Options	No	Staff will present model for use in future growth allocation process.	Information/ Discussion	30	Charles Trainor	September	October
20.	Review Findings and Recommendations of US 20/26 Corridor Preservation Study	No	Staff will present recommendations from the study.	Information / Discussion	15	Don Matson	September	October
21.	Overview of the Transportation Studies Coordination Project	No	Staff will provide an overview of the Transportation Studies Coordination project.	Information/ Discussion	20	Toni Tisdale/ Ryan Head	September	October
22.	Review Revision 1 of the FY 2008 Unified Planning Work Program and Budget	Yes	Staff will present Revision 1 of the FY 2008 Unified Planning Work Program and Budget.	Information/ Discussion	15	Jeanne Urlezaga	October	November
23.	Recommend the US 20/26 Corridor Preservation Study	No	Staff will seek recommendation for endorsement for study recommendations to be included in documents to FHWA.	Action	15	Don Matson	October	November

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory</b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time (minutes)</b>	<b>Presenter(s)</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
24.	Review Report on Functional Classification / Street Typologies Study	No	Staff/consultant will present report on functional classification/street typologies.	Information / Discussion	30	Charles Trainor	October	November
25.	Recommend Approval of Revision 1 of the FY 2008 Unified Planning Work Program and Budget	Yes	Staff requests a recommend approval of the FY 2008 Unified Planning Work Program and Budget.	Action	15	Jeanne Urlezaga	November	December
26.	Adopt Memorandum of Understanding on the Integration of Land Use & Access Management Permitting Decision	No	Staff will provide a list of recommendations to integrate local land use decisions with the ITD access permitting process.	Action	20	John Cunningham	TBD	TBD
27.	BSU presentation on how they plan to incorporate public transportation with the West Campus	No	The new West Campus of BSU will undoubtedly produce increased traffic (students and instructors) between the two campuses. BSU has plans to alleviate some of projected problems.	Information/ Discussion	15	Jared Everett 426-2090	TBD	N/A
28.	Review Recommendations to ITD Board on the Integration of Land Use and Access Permitting Decisions	No	Staff will review a list of recommendations to integrate local land use decisions with the ITD access permitting process.	Information/ Discussion	15	TBD	TBD	TBD
29.	Adopt Resolution on the Integration of Land Use and Access Permitting Decisions	No	Staff will provide a list of recommendations to integrate local land use decisions with the ITD access permitting process.	Action	20	TBD	TBD	TBD

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*JUNE 2007 - STAFF ACTIVITY REPORT*

*ITEM VI-G*

<i>PROGRAM NO.</i>	<i>TITLE</i>	<i>LEAD STAFF</i>
601	<i>UNIFIED PLANNING WORK PROGRAM AND BUDGET, DEVELOPMENT AND TRACKING and FEDERAL ASSURANCES</i>	<i>JEANNE URLEZAGA</i>
	<ul style="list-style-type: none"> <li>Presented the draft FY2008 Unified Planning Work Program and Budget to RTAC and submitted it to the Finance Committee for approval in July.</li> <li>Processed and tracked revenue and expenditures associated with Revision 1 of the FY2007 Unified Planning Work Program and Budget.</li> </ul>	
610	<i>SH 44 CORRIDOR PRESERVATION STUDY</i>	<i>DON MATSON</i>
	<ul style="list-style-type: none"> <li>Began preparations for a public workshop concerning Middleton route and bypass options, to be held in late August.</li> <li>Progress by consultant team made on several field studies: Cultural resource site studies 33% completed; Noise (existing levels) 100% completed; Traffic capacity analysis 70% completed; Highway centerline survey 50% completed.</li> </ul>	
611	<i>US 20/26 CORRIDOR PRESERVATION STUDY</i>	<i>DON MATSON</i>
	<ul style="list-style-type: none"> <li>Initiated Work Order #3 with consultant; covered remaining tasks on the project, including interchange concept designs and preparation of draft and final federal environmental documents (Environmental Assessment).</li> <li>Completion of revisions by consultant to 3 technical memoranda: Biological Resources, Noise, and Air Quality.</li> </ul>	
620	<i>GROWTH AND TRANSPORTATION SYSTEM MONITORING</i>	<i>CARL MILLER</i>
	<ul style="list-style-type: none"> <li>Collected building permit and preliminary plat data, analyzed, and provided information for the First Quarter <i>Communities in Motion Performance Monitoring Report</i>.</li> <li>Continued efforts to prepare building permit data to be used in the <i>Communities in Motion Performance Monitoring Report</i>.</li> <li>Coordinated housing affordability data with local agencies.</li> </ul>	
631	<i>TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY</i>	<i>JOHN CUNNINGHAM</i>
	<ul style="list-style-type: none"> <li>Continued work on Task 1 of the Study.</li> <li>Finalized Public Involvement Plan and scopes of work.</li> </ul>	
647	<i>REGIONAL GROWTH ISSUES AND OPTIONS</i>	<i>CARL MILLER</i>
	<ul style="list-style-type: none"> <li>Presented options for multiple population forecasts at joint technical committee meeting.</li> <li>Received draft Growth Drivers Survey report from consultants.</li> <li>Coordinated with other agencies for development of UPLAN land use model.</li> </ul>	
653	<i>COMMUNICATIONS AND EDUCATION</i>	<i>TERRI SCHORZMAN</i>
	<ul style="list-style-type: none"> <li>Updated website, developed news releases, worked with media.</li> <li>Supported public involvement efforts for transportation projects by attending public meetings of member agencies (ACHD, ITD) and by sending announcements to people in COMPASS database.</li> <li>Prepared for public comment period and public meeting for Transportation Improvement Program.</li> <li>Prepared for Jump Start orientation sessions on July 11, 2007.</li> <li>Completed revision on tabletop exhibit/display boards, new COMPASS brochure and other public materials. In printing process now.</li> </ul>	

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655	<i>AMPO TREASURE VALLEY ACCESS MANAGEMENT STRATEGY</i>	<i>JOHN CUNNINGHAM</i>
	<ul style="list-style-type: none"> <li>Brought draft Access Management Toolbox to RTAC for review.</li> </ul>	
661	<b><i>COMMUNITIES IN MOTION</i></b>	<i>CHARLES TRAINOR</i>
	<ul style="list-style-type: none"> <li>Revised supplements to the plan needed to comply with requirements regarding environmental aspects, safety/security issues and other issues.</li> </ul>	
685	<i>TRANSPORTATION IMPROVEMENT PROGRAM</i>	<i>TONI TISDALE</i>
	<ul style="list-style-type: none"> <li>Continued preparations for public involvement for the draft FY2008-2012 Transportation Improvement Programs.</li> <li>Developed the draft project lists for the FY2008-2012 Transportation Improvement Programs.</li> <li>Began work on the final documents for the FY2008-2012 Transportation Improvement Programs.</li> <li>Completed draft air quality conformity of the FY2008-2012 Transportation Improvement Programs.</li> <li>Prepared packet memorandums for the COMPASS Board for an amendment to the FY2007-2011 Transportation Improvement Program.</li> <li>Prepared for and hosted the Transportation Management Area Balancing Committee on June 14, 2007.</li> <li>Attended the ITD/ACHD monthly coordination meeting.</li> <li>Participated in a meeting on June 27, 2007 with the Connecting Idaho Partners, the City of Meridian, and ACHD regarding GARVEE projects, specifically the Value Engineering Report recommendations.</li> <li>Continued updating the maps for the draft FY2008-2012 Transportation Improvement Programs.</li> <li>Met with city of Caldwell staff on June 12, 2007 regarding project funding.</li> <li>Presented information about project prioritization to the Boise City Council on June 12, 2007.</li> </ul>	
687	<i>TREASURE VALLEY TRUCK FREIGHT TRAVEL STUDY</i>	<i>MARYANN WALDINGER</i>
	<ul style="list-style-type: none"> <li>Sent Request for Proposals to two consultant teams. Proposals are due July 6, 2007.</li> </ul>	
689	<i>MAJOR DESTINATIONS</i>	<i>ROSS DODGE</i>
	<ul style="list-style-type: none"> <li>No activity in June.</li> </ul>	
692	<i>REGIONAL TRANSPORTATION FUNDING INFORMATION</i>	<i>CHARLES TRAINOR</i>
	<ul style="list-style-type: none"> <li>Prepared initial report on roadway transportation revenues and expenditures.</li> <li>Researched transit financing and performance indicators. Evaluated peer areas to provide comparison with local services.</li> </ul>	
694	<i>HIGH VOLUME INTERSECTION STUDY</i>	<i>DON MATSON</i>
	<ul style="list-style-type: none"> <li>Completed negotiations for scope of work, contract, etc. for consultant to begin study in early July, finish in approximately 6 months.</li> <li>Began preparation by consultant for a future COMPASS Board workshop to focus on innovations in high volume intersection designs.</li> </ul>	

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701	<i>GENERAL MEMBERSHIP SERVICES</i>	<i>CHARLES TRAINOR</i>
	<ul style="list-style-type: none"> <li>Continued to support the SH 55 Corridor study by providing special model runs which include the planned communities and supporting roadway system in the northwest foothills.</li> <li>Continued working with various staff, consultants, and developers to collect land use data for use in the cumulative impacts analysis.</li> <li>Produced approximately 4 maps and 9.5 hours of geographic information system assistance for member agencies on 4 data requests.</li> <li>Provided building permit and platting information to various agencies.</li> </ul>	
703	<i>GENERAL PUBLIC SERVICES</i>	<i>CHARLES TRAINOR</i>
	<ul style="list-style-type: none"> <li>Provided information to the public on demographics and traffic issues.</li> <li>Produced approximately 4 maps and 8 hours of geographic information system assistance to the general public on 4 requests.</li> <li>Provided and helped in the understanding of the information contained in the 2006 Development Monitoring Report.</li> </ul>	
705	<i>TRANSPORTATION LIAISON SERVICES</i>	<i>MATT STOLL</i>
	<ul style="list-style-type: none"> <li>Participated in the Caldwell Chamber of Commerce Transportation Committee meeting on June 4, 2007.</li> <li>Participated in the State/Local Coordinating Committee meeting on June 4, 2007.</li> <li>Provided support/information at the following transportation outreach meetings: <ul style="list-style-type: none"> <li>Lake Hazel Corridor Study on June 7, 2007.</li> <li>Eagle Foothills Comprehensive Plan on June 11, 2007.</li> <li>SH 16 Corridor Study on June 12, 2007.</li> </ul> </li> <li>Attended the Ten Mile Interchange Project Advisory Group meeting which addressed the preferred alternatives, cost estimates, environmental impacts and schedule. Participated in Ten Mile Public meeting.</li> <li>Participated at the Value Engineering meeting for I-84 Study on June 8, 2007.</li> <li>Attended and participated in various Urban Land Institute Panel Review meetings during the week of June 18, 2007.</li> <li>Provided information to the Idaho Transportation Board regarding growth and transportation issues in the region on June 19, 2007.</li> <li>Attended the National Association of Region Councils Annual Conference – Regional Excellence the Future of Regions from June 22 through June 27, 2007.</li> <li>Attended the Metropolitan Planning Organizations Peer Workshop on Strategies to Improve the Effectiveness of MPOs in Chicago, Illinois from June 7 through June 8, 2007.</li> <li>Attended the Association for Idaho Cities Annual Conference in Coeur d’Alene, ID on June 15, 2007.</li> <li>Attended May in Motion Awards Banquet on June 28, 2007.</li> </ul>	
733	<i>CLEAN CITIES COALITION PARTICIPATION</i>	<i>MARYANN WALDINGER</i>
	<ul style="list-style-type: none"> <li>No significant activity this month.</li> </ul>	
741	<i>SOUTH MERIDIAN/TEN MILE AREA PLAN</i>	<i>JOHN CUNNINGHAM</i>
	<ul style="list-style-type: none"> <li>No significant activity this month.</li> </ul>	

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751	<i>ACHD WEST BENCH, CIP, 3CRX, FLOATING FEATHER</i>	<i>MARYANN WALDINGER</i>
	<ul style="list-style-type: none"> <li>• Tested two alternative alignments of Purple Sage/Beacon Light connection for ACHD and the consultant.</li> </ul>	
757	<i>REGIONAL FUNCTIONAL CLASSIFICATION TYPOLOGIES</i>	<i>CHARLES TRAINOR</i>
	<ul style="list-style-type: none"> <li>• Refined map for Parma based on information at May 23, 2007 meeting.</li> </ul>	
760	<i>LEGISLATIVE SERVICES</i>	<i>MATT STOLL</i>
	<ul style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Met with Governor's Office staff to discuss COMPASS and transportation issues in the Treasure Valley.</li> <li>• Attended the Transit Initiatives Conference in Austin, TX June 10-12, 2007.</li> <li>• Arranged a transit scanning tour of the Utah Transit Authority.</li> </ul>	
762	<i>TRANSIT PERFORMANCE REPORTING</i>	<i>JOHN CUNNINGHAM</i>
	<ul style="list-style-type: none"> <li>• Continued to work with VRT and internal staff on data for transit performance reporting concepts.</li> </ul>	
764	<i>LAND USE/TRANSPORTATION COORDINATION</i>	<i>JOHN CUNNINGHAM</i>
	<ul style="list-style-type: none"> <li>• Continued involvement in the State Street Coordination Group.</li> <li>• Met with BGG technical group on transit oriented development strategy &amp; related efforts.</li> <li>• Continued to work with planning staff &amp; intern on transit oriented development guidebook.</li> <li>• Continued efforts to monitor and determine necessity of comment on current development applications.</li> </ul>	
801	<i>STAFF DEVELOPMENT</i>	<i>JEANNE URLEZAGA</i>
	<ul style="list-style-type: none"> <li>• Attended a three-day course on Advance Analysis with ArcGIS, including ESRI Spatial Analyst, to assist in the development of the Annual Performance Monitoring report and implementation of the UPLAN land use model and Urban Sim.</li> <li>• Participated in the Trans Talkers Speaker's Club.</li> </ul>	
820	<i>COMMITTEE SUPPORT</i>	<i>JEANNE URLEZAGA</i>
	<ul style="list-style-type: none"> <li>• Held joint technical advisory committee meeting to provide guidance on growth forecasting issues and uses.</li> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>	
836	<i>MODEL MAINTENANCE</i>	<i>MARYANN WALDINGER</i>
	<ul style="list-style-type: none"> <li>• Continued to make improvements to the travel demand forecasting model as identified.</li> <li>• Reviewed scope of work for the evaluation of testing visual simulation software for planning level studies. Acquired two software packages for temporary use for this testing.</li> <li>• Completed the peer review portion of the TMIP Peer Review program with four travel model experts from around the country.</li> </ul>	

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842	<i>CONGESTION MANAGEMENT SYSTEM MAINTENANCE</i> <ul style="list-style-type: none"> <li>No significant activity this month.</li> </ul>	<i>MARYANN WALDINGER</i>
856	<i>TRANSPORTATION STUDIES COORDINATION</i> <ul style="list-style-type: none"> <li>Completed the mid-year update on regional studies in the Treasure Valley on the studies coordination website.</li> <li></li> </ul>	<i>TONI TISDALE</i>
860	<i>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</i> <ul style="list-style-type: none"> <li>Participated in the monthly Ada County Special Interest Group and Canyon County Spatial Data Cooperative meetings.</li> <li>Improved display quality of annotation layers.</li> <li>Updated Canyon County subdivision data.</li> <li>Continued to correct the geocoding of the building permit data.</li> <li>Maintained various countywide geographic data layers.</li> <li>Distributed the monthly data dissemination compact disks to subscribers.</li> </ul>	<i>ROSS DODGE</i>
861	<i>ADA COUNTY ORTHOPHOTOGRAPHY</i> <ul style="list-style-type: none"> <li>Sold approximately 21 ortho-photography sections.</li> </ul>	<i>ROSS DODGE</i>
960	<i>INFORMATION TECHNOLOGY</i> <ul style="list-style-type: none"> <li>Began research on cost and efficiency of migrating from current Novell to Microsoft operating system.</li> <li>Continued coordination with the IT consultant.</li> <li>Continued system maintenance and updates.</li> </ul>	<i>JEANNE URLEZAGA</i>
991	<i>SUPPORT SERVICES LABOR</i> <ul style="list-style-type: none"> <li>Hired interns to assist with Geographic Information System updates and graphic designs for various projects through the summer months.</li> <li>Attended regular staff meetings and prepared monthly status and quarterly variance reports as required.</li> <li>Oversaw general administration and personnel.</li> </ul>	<i>JEANNE URLEZAGA</i>