



# REGIONAL TECHNICAL ADVISORY COMMITTEE

October 11, 2006 – 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/agenda101106.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 September 13, 2006 Meeting Minutes

IV. ACTION ITEMS  
9:15 A. Election of New Vice-Chair Mary Berent  
RTAC's Chairman is leaving his position with the City of Meridian. The Vice-Chair, Mary Berent, will move into the Chair's position. This position will be filled until the regular January election cycle.

9:25 \*B. Recommend Approval of the FY 2007-2011 Transportation Improvement Program for Northern Ada County and the Nampa Urbanized Area Toni Tisdale  
Staff requests a recommendation to approve the FY 2007-2011 Transportation Improvement Program for Northern Ada County and the Nampa Urbanized Area

V. INFORMATION/DISCUSSION ITEMS  
9:45 \*A. Update on Project Prioritization Toni Tisdale  
Staff will present an update of recent meetings with member agency staff regarding project prioritization, as well as directive from the COMPASS Board to complete a preliminary process by the end of December 2006 for use in the FY 2008-2012 update process.

10:00 \*B. Traffic Impact Studies Coordination Charles Trainor  
Don Kostelec or  
Lori denHartog  
Staff will present issues related to the conduct of traffic impact studies and the potential role of COMPASS and RTAC.

10:20 \*C. *Alternative Decision Process for US 20/26 Corridor Study*  
Consultant will provide process for making decisions on alternatives to be laid out on the US 20/26 Corridor Study.

Charles Trainor  
Erv Olen

10:35 \*D. *Access Management*  
Staff will discuss the process/criteria to select intersections for study and tasks for scope of work.

John Cunningham

VI. STATUS REPORTS

- \*A. *Current Transportation Project Information*
- \*B. *Staff Activity Report*
- \*C. *Corridor Studies*
- \*D. *Treasure Valley High Capacity Transit Study*
- \*E. *White Paper regarding Surface Transportation Program Enhancement and Congestion Mitigation/Air Quality Programs*
- \*F. *Attendance Sheet*
- \*G. *Worksheet for RTAC Agenda*

VII. OTHER

10:50 A. *Next Regular Meeting: Wednesday, November 15, 2006, 9:00 a.m., at COMPASS*  
*Special Meeting: Wednesday, October 25, 2006, 1:30 p.m., at COMPASS.*

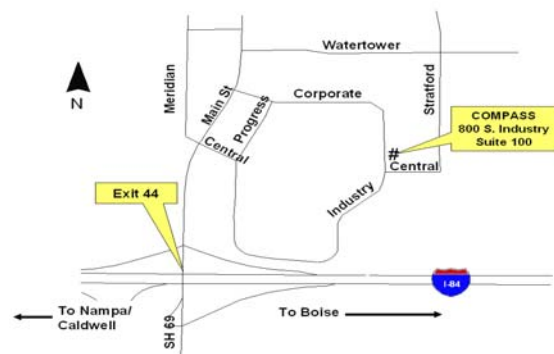
Upcoming Meetings:      *November 15, 2006*  
   *December 20, 2006*

VIII. ADJOURNMENT

11:00

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

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*REGIONAL TECHNICAL ADVISORY COMMITTEE*  
*SEPTEMBER 13, 2006*  
*COMMUNITY PLANNING ASSOCIATION*



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

*ATTENDEES:*

Aaron Bauges, Idaho Transportation Department-District 3 (*for Sue Sullivan*)  
 Mary Berent, City of Middleton, *Vice Chair*  
 Mike DuBois, Department of Environmental Quality  
 Jeffrey Maffuccio, Canyon County Development Services  
 Karen Gallagher, City of Boise  
 Dean Gunderson, Ada County  
 Rob Howarth, Central District Health Department (*Ex-Officio*)  
 Scott Lininger, Ada County Highway District (*for Don Kostelec*)  
 Shawn Martin, Ada County Highway District  
 Gian Paolo Mammone, City of Star  
 Brent Orton, City of Caldwell (*for Gordon Law*)  
 Tim Richard, Canyon Highway District #4  
 Steve Siddoway, City of Meridian, *Chair*  
 Nichol Baird Spencer, City of Eagle  
 Toni Tisdale, COMPASS (*Ex-Officio*)

*MEMBERS ABSENT:*

Lisa Bachman, City of Kuna  
 Wendel Bigham, Joint School District #2  
 Kevin Bittner, Valley Regional Transit  
 Jim Buffington, Nampa Highway District #1  
 Jon Cecil, Capital City Development Corporation  
 Marje Ellmaker, Mayor, City of Notus  
 Michael Fuss, City of Nampa  
 Whitney Rearick, Boise State University  
 Christy Richardson, City of Garden City  
 Sarah Stobaugh, Boise Independent School District  
 Vacant, Public Participation Committee

*OTHERS PRESENT:*

Sabrina Bowman, Ada County Highway District  
 John Cunningham, COMPASS  
 Matt Ellsworth, City of Meridian  
 Fred Kitchner, McFarland Management  
 Jim Larsen, Ada County Highway District  
 Mark McNeese, Idaho Transportation Department Headquarters  
 Patricia Nilsson, COMPASS  
 Jo O'Conner, Safe Routes, Idaho Transportation Department  
 Patti Raino, Idaho Transportation Department  
 Charles Trainor, COMPASS  
 Debbie Winchar, COMPASS  
 Jay Witt, COMPASS

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## *CALL TO ORDER*

Chair Siddoway called the meeting to order at 9:06 a.m.

## *AGENDA ADDITIONS/CHANGES*

Chair Siddoway stated that because of a scheduling conflict, Patti Raino has requested presenting Item V-A, Overview of the Surface Transportation Program-Enhancement and Congestion Mitigation/Air Quality Grant Programs, after the Consent Agenda and before discussion of the Action Items.

## *OPEN DISCUSSION/ANNOUNCEMENTS*

Charles Trainor announced staff changes:

- Steve Siddoway is leaving his position with the City of Meridian and will join Parametrix
  - Mary Berent will take over the position as RTAC's Chair and elections will be held at the October meeting to elect a new Vice Chair.
- Tricia Nilsson is leaving COMPASS to join the City of Boise
- Jay Witt is leaving COMPASS to join Washington Group
- Nicole Prehoda is leaving COMPASS to attend graduate school in Portland, Oregon

Chair Siddoway stated the *Ten Mile Interchange Specific Area Plan Charrette* will be held September 25 – 28, 2006 at the Jabil Building, 1303 E. Central Drive, in Meridian. The *charrette* is a planning process that will involve a series of intensive workshops where design experts work with the public to develop potential plan concepts and designs for the Ten Mile Area. The public is welcome to observe at any time, and special sessions for public input will be held Monday, Tuesday, and Thursday evenings.

## *CONSENT AGENDA*

A. *Approve August 16, 2006 Minutes*

*Dean Gunderson moved and Nichoel Baird Spencer seconded to approve the August 16, 2006 minutes as written. There being no further discussion, the motion was unanimously approved.*

## *INFORMATION/DISCUSSION ITEM*

A. *Overview of the Surface Transportation Program – Enhancement and Congestion Mitigation/Air Quality Grant Programs*

Patti Raino presented an overview of the Surface Transportation Program – Enhancement and Congestion Mitigation/Air Quality (CMAQ) Grant Programs.

Patti Raino stated that a final balancing of the Statewide Transportation Program occurred in August, 2006 which looked at cost increases that were happening throughout the state and also looked at delays that were occurring in the Enhancement Program and all the programs that were taking cuts. A decision was made to delay those projects new to the Enhancement Program this year into FY 2010. The funds which were available to begin working on the development of those projects were not delayed but construction was delayed one year to make space in FY 2009. Projects will not be solicited for new Enhancement projects in October. CMAQ projects were not delayed, but new projects will not be solicited for the FY 2010 funding cycle.

After discussion, suggestions were accepted to:

- skip applications for this year, and
- continue the local workshop process.

#### *ACTION ITEMS*

#### *A. Recommend Approval of the FY 2007-2011 Transportation Improvement Programs for Northern Ada County and Associated Air Quality Conformity Demonstration and the Nampa Urbanized Area*

Toni Tisdale presented the FY 2007-2011 Transportation Improvement Programs for Northern Ada County and Associated Air Quality Conformity Demonstration and the Nampa Urbanized Area.

During discussion, the Committee provided the following comments:

- TIP for Northern Ada County has a Canyon County summary table attached.
  - Toni stated a corrected summary table will be provided.
- North Middleton Road – State Highway 44 (Main Street) north across Mill Slough - Table 4 indicates a 2008 construction year and the List of FY 2007-2011 Projects (Appendix) indicates a 2010 construction year.
  - Toni stated the table should indicate FY 2010 as the final year of construction funding.

Toni Tisdale left the meeting to obtain the correct summary tables for the FY 2007-2011 TIP for Northern Ada County.

Chair Siddoway moved the discussion to Item IV-B.

#### *B. Recommend Adoption of the Treasure Valley Intelligent Transportation System (ITS) Plan*

Fred Kitchner and Jay Witt presented the Treasure Valley Intelligent Transportation System (ITS) Plan.

*After discussion, Dean Gunderson moved to recommend adoption of the Treasure Valley Intelligent Transportation System Plan with the request that when staff presents the ITS Plan to the COMPASS Board on September 18, 2006, that it is clarified where the 70 work days are coming from and where the 70 work days may be modified once the IROC is, or is not, constructed. The motion was not seconded.*

#### *Discussion:*

Chair Siddoway suggested the motion include a recommendation that IROC needs to be studied.

Fred Kitchner stated the ITS program provides a lot of information that is developing in the valley and sharing of that information to transportation and emergency service managers is showing to be very critical to a successful ITS program. The ITS provides sensors and surveillance to help travelers make decisions and provide information to help them make better routing decisions. The valley does not currently have a management center that operates 24 hours, seven days a week, 365 days a year. One of the goals of an interagency operations center is to have something that is up and running all the time, which is critical for successful management of transportation in the valley.

*Dean Gunderson made and Shawn Martin seconded a substitute motion that the six bulleted recommendations identified in the Treasure Valley Intelligent Transportation System Plan be recommended for adoption by the COMPASS Board on September 18, 2006, with a modification*

*striking the IROC abbreviation and instead make reference for the need to enhance the level of multi-agency coordination in the Treasure Valley and a centralized facility to accommodate that should be explored.*

*Clarification by Jay Witt:*

Staff is requesting a recommendation to adopt this plan not just the recommendations in this plan.

*Dean Gunderson made and Shawn Martin seconded an amendment to the motion to also recommend adoption of the Treasure Valley Intelligent Transportation System Plan and, with the request that when staff presents the Treasure Valley Intelligent Transportation System Plan to the COMPASS Board on September 18, 2006, that it is clarified where the 70 work days are coming from and that the 70 work days may be modified if, or when, achieving some level of enhanced multi-agency coordination. There being no further discussion, the motion was unanimously approved.*

Chair Siddoway returned the discussion to Item IV-A.

A. *Recommend Approval of the FY 2007-2011 Transportation Improvement Programs for Northern Ada County and Associated Air Quality Conformity Demonstration and the Nampa Urbanized Area (continued)*

Toni Tisdale distributed the corrected summary tables for the FY 2007-2011 TIP for Northern Ada County.

Toni Tisdale commented that additional changes will be made to the project lists. A document will be prepared indicating the differences between the Preliminary TIP and the Final TIP. The State has requested adoption of the FY 2007-2011 TIP. If necessary, approval has been given to delay adoption until October.

Chair Siddoway suggested that in order to review the changes and make a recommendation for adoption, the next RTAC meeting should be scheduled a week prior to the October COMPASS Board meeting.

After further discussion, it was the consensus of the Committees members present to schedule the next RTAC meeting for Thursday, October 19, 2006, 1:30 pm to 3:30 pm, at COMPASS.

#### *INFORMATION/DISCUSSION ITEMS*

B. *Safe Routes to School Programs*

Mark McNeese and Jo O'Conner presented a review of the Safe Routes to School Programs.

C. *Update on Project Prioritization Criteria*

Toni Tisdale presented an update on the Project Prioritization Criteria.

D. *Review Preliminary Annual Monitoring Report*

Charles Trainor presented a review of the Preliminary Annual Monitoring Report.

E. *Update on Studies Coordination*

Toni Tisdale presented an update on Studies Coordination.

*OTHER*

- A. *Next Meeting: Thursday, October 19, 2006, 1:30 pm to 3:30 pm, at COMPASS.  
(Note: Since September 13 meeting, the next RTAC meeting has been rescheduled for  
Wednesday, October 11, 2006.)*

*ADJOURNMENT*

*There being no further discussion, the meeting adjourned at 11:06 a.m.*

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## MEMORANDUM

*To:* Regional Technical Advisory Committee

*FROM:* Toni Tisdale, Principal Planner

*DATE:* October 2, 2006

*RE:* Recommend Approval of the FY 2007-2011 Transportation Improvement Programs for Northern Ada County and Associated Air Quality Conformity Demonstration and the Nampa Urbanized Area

### ACTION REQUESTED:

Recommend approval of the FY 2007-2011 Transportation Improvement Programs for Northern Ada County and Associated Air Quality Conformity Demonstration and the Nampa Urbanized Area.

### BACKGROUND:

The Transportation Improvement Program is a short-range (5-year) capital improvement document that is 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. After the final phase of approval, the document is submitted in the fall for the Statewide Transportation Improvement Program. The final submittal is subject to all applicable federal regulations.

### STATUS:

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

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

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

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

Nampa Urbanized Area

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

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

Additional information is available on the website:

- 1) A document comparing the FY 2007–2011 Transportation Improvement Programs with the FY 2006-2010 Transportation Improvement Programs is available on line:  
<http://www.compassidaho.org/documents/prodserv/trans/SummaryChanges.pdf>.
- 2) A document comparing the FY 2007-2011 Transportation Improvement Programs with the FY 2007-2011 Draft Transportation Improvement Programs is available on line:  
<http://www.compassidaho.org/documents/prodserv/trans/summarychangefromdraft.pdf>.

COMPASS staff requests recommendation of approval of the FY 2007-2011 Transportation Improvement Programs for Northern Ada County and the Nampa Urbanized Area.

pc: File 685.01  
File 685.02

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## MEMORANDUM

**TO:** Regional Technical Advisory Committee

**FROM:** Toni Tisdale, Principal Planner

**DATE:** October 4, 2006

**RE:** Update on Project Prioritization Criteria

ACTION REQUESTED:

None. Information and discussion only.

BACKGROUND:

One of the key features of *Communities in Motion* has been the expectation that future prioritization of projects by the COMPASS Board will use the plan's goals and priorities. The intent is to ensure that the annual Transportation Improvement Programs (TIPs) and legislative funding processes promote goals espoused in the plan.

STATUS:

COMPASS staff has created a new draft prioritization process that ties federal funding strategies to the goals and vision of *Communities in Motion*. The Regional Technical Advisory Committee (RTAC) reviewed the information in August 2006. Their recommendation was to continue discussions with transportation jurisdictions; extend the FY 2007-2011 TIPs to two years; use the upcoming year to finalize the process; and implement the new prioritization process for the FY 2009-2013 TIPs.

A four-year TIP is accepted by the Federal Highway Administration and the Federal Transit Administration. Changes to the TIPs could take place through amendments. The original goal of the COMPASS Board was to implement the new prioritization process for the FY 2008-2012 TIPs.

We originally believed that funds for new projects would not be available for the FY 2008-2012 TIPs. Changes through the end-of-year process created available funds for the STP-Urban program in FY 2009 and FY 2010. Projects will be placed in these years through the Urban Balancing Committee. Therefore, new projects in the Nampa Urbanized Area are being solicited for the FY 2008-2012 TIP.

At the September 18, 2006 COMPASS Board meeting, the Board directed COMPASS staff and members of RTAC to develop a preliminary prioritization process no later than December 2006. This process will be used to prioritize projects for the FY 2008-2012 TIP process. A timeline to meet this deadline is presented as Attachment 1.

In August 2006, RTAC requested COMPASS staff to meet with the various transportation jurisdictions to better identify issues with the draft policies and criteria. Since the last report, COMPASS staff has met with the cities of Nampa and Caldwell, Ada County Highway District, Nampa and Canyon Highway Districts, and Valley Regional Transit. Meeting notes are provided as Attachment 2. Other meetings are being scheduled.

Attachment (2)

pc: File 685.01  
File 685.02

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*Transportation Improvement Program  
Development of Prioritization Process  
DRAFT Timeline*

<i>Date</i>	<i>Task</i>	<i>Participant</i>
10/04/06	Develop Timeline	COMPASS Staff
10/5/06 through 10/18/06	Develop Draft (based on one-on-one meetings and RTAC direction)	COMPASS Staff
10/18/06	Mail out Draft to RTAC	COMPASS Staff
10/18/06 through 10/24/06	Review Draft	RTAC
10/25/06	RTAC Discussion – special meeting	COMPASS Staff and RTAC
10/26/06 through 11/08/06	Develop Second Draft	COMPASS Staff
11/08/06	Mail out Second Draft to RTAC	COMPASS Staff
11/08/06 through 11/14/06	Review Draft	RTAC
11/15/06	RTAC Discussion – regular meeting	COMPASS Staff and RTAC
11/16/06 through 11/29/06	Develop Final Draft	COMPASS Staff
11/29/06	Mail out Final Draft to RTAC and Board	COMPASS Staff
11/29/06 through 12/12/06	Review Final Draft	RTAC and Board
12/13/06	RTAC Recommend Approval of Final Draft – regular meeting	RTAC
12/18/06	COMPASS Board Approve Final Draft – regular meeting	Board

Highlight represents a scheduled meeting in which the prioritization process will be discussed.

*Summary of Meetings  
Regarding the Draft Project Prioritization Process*

Prioritization meeting with Nampa Highway District  
September 6, 2006

Participants: Jim Buffington and Toni Tisdale

Items of concern or questions to consider:

- Corridor level projects are a higher priority for federal funding.
  - In the Nampa Highway District, there are 15 joint signalization projects that are needed.
- 

Prioritization meeting with Canyon Highway District  
September 7, 2006

Participants: Casey Bequeath, Tim Richards, and Toni Tisdale

Items of concern or questions to consider:

- Regional corridors are more suitable for federal funding.
  - Figure the critical corridors and put the funding where you impact the most people.
  - Pick top five to six major corridors (besides I-84) and work hard to preserve them.
- 

Prioritization meeting with City of Nampa  
September 8, 2006

Participants: Michael Fuss and Toni Tisdale

Michael will ponder on the information for later comment.

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Prioritization meeting with ACHD  
September 8, 2006

Participants: Don Kostelec, Sabrina Bowman, Scott Lininger, and Toni Tisdale

Items of concern or questions to consider:

- Type of measures are good – they are in concert with goals of Communities in Motion.
- Scoring, because of the nature of transportation projects, needs to be more specific.
- At the executive level, how will ITD take the priorities and recommendations into account?
- Area or corridor level studies may show where local funding is more appropriate for certain projects or phases of a project.

- There must be a check and balance procedure in place between COMPASS and ACHD and between COMPASS and ITD.
  - If we choose the corridor method of funding, how would the project work in funds from the state too?
  - Develop a conflict resolution procedure before there are conflicts.
  - Define the roles and responsibilities of RTAC and the COMPASS Board.
  - Keep the process very open and clear, as there could be negative perceptions.
  - Need to “normalize” the process. The point spread is better on a 100 point scale.
- 

Prioritization meeting with City of Caldwell  
September 13, 2006

Participants: Brent Orton and Toni Tisdale

Items of concern or questions to consider:

- Federal funds best used on bigger projects for better efficiencies.
- 

Prioritization meeting with Valley Regional Transit  
September 13, 2006

Participants: Kevin Bittner, John Cunningham, and Toni Tisdale

Items of concern or questions to consider:

- Valley Regional Transit is currently working of performance measures.
- Need to address what transit systems need besides operating dollars. Currently, transit programs provide ample funds for capital projects because operating dollars are limited.
- How do we stage transit coming into the policy? Maybe the policy should not include transit until a dedicated funding source is obtained.
- The prioritization policy could reference the prioritization scheme that Valley Regional Transit is developing for the JARC and New Freedoms initiative.



## MEMORANDUM

*TO:* Regional Technical Advisory Committee

*FROM:* Charles Trainor, Director of Planning

*DATE:* October 3, 2006

*RE:* Traffic Impact Studies Coordination

### ACTION REQUESTED:

Staff will present issues related to the conduct of traffic impact studies and the potential role of COMPASS and RTAC. RTAC members will provide direction. This item will be presented to the COMPASS Board in November.

### BACKGROUND:

Often, major developments will be required to prepare a traffic impact study (TIS) of their proposed projects. The process for a TIS might be as follows:

1. Once the local government decides that the proposed project is significant enough to warrant a TIS, the developer contracts with a qualified firm to conduct the TIS.
2. The consultant gathers information about current traffic counts and may conduct a study of turning movements at key intersections around the project.
3. The consultant takes the amount and types of activities proposed (residential and non-residential) and applies trip generation factors from a recognized source, typically the Trip Generation manual from the Institute of Transportation Engineers (ITE). The quality of these factors is heavily dependent on the number of case studies on which the factors are based.
4. The consultant computes the amount of daily/peak hour traffic added to the adjacent network by the proposed development. Current turning movements may be assumed to be future movements.
5. The consultant then compares the levels of service (intersection) for the current traffic to the proposed levels with the additional traffic. The Highway Capacity Manual provides the methodology to compute these levels of service. If the relevant transportation agency has adopted levels of service, the consultant would identify those intersections which exceed the adopted level with the additional demand.
6. The consultant may then lay out improvements which would restore the intersections to accepted levels of service.

There are many issues with TISs:

1. What is the threshold for development size at which a TIS might be required? Setting the level too low will involve needless expense and limited utility. Too high—and major impacts may occur that need to be remedied with limited public funds.
2. How is the study boundary determined? By whom? Does the boundary vary with the size of the development proposal?
3. Are the ITE Trip Generation factors appropriate? Who establishes the appropriate land use category when projects are more complex than say, 250 single family homes? A case in point is establishing factors for planned communities with a mix of housing types and commercial uses that may come on-line across a period of 10-20 years. What happens when trip retention credits are claimed?

4. Is adding the single proposed future traffic to existing volumes an adequate evaluation? What about the other approved and unbuilt developments in the area? In an area with rapidly changing land use patterns, are current turn movements acceptable to determine future movements.
5. What happens when a simple intersection fix—e.g., addition of a turn lane or traffic signal—is not sufficient to meet future travel demand? Some very large projects may generate impacts on entire corridors up to several miles away. When these impacts involve multiple agencies, how are they involved in the review?

STATUS:

COMPASS has played a role in TISs through the provision of demographic data and travel demand model forecasts upon request by consultants. In August 2006, RTAC members reviewed a “cumulative growth” approach that could be used in TISs. COMPASS also engaged in corridor studies with the Idaho Transportation Department that involved monitoring developments along SH 44 and US 20/26. In past years (long past) COMPASS provided reviews of development upon the request of a member. Generally, these reviews focused on other aspects such as pedestrian connectivity or transit enhancement rather than traffic related evaluations.

At a meeting hosted by Ada County Highway District in August 2006, concerns were voiced that the quality of TIS’s varied widely, in part since there was little attempt to create a common set of assumptions and procedures into TISs. Participants asked that these issues be brought to RTAC and the COMPASS Board in the hopes that the quality of TISs could be improved and better protect transportation facilities and public funds.

RTAC members are requested to consider their experiences with TISs and how improvements might be made. Do members see value in using RTAC to facilitate improvements? What areas are most critical?

Reading Materials (Not intended to be exhaustive—just informational)

1. *Evaluating Traffic Impact Studies - A Recommended Practice for Michigan Communities*. 1994. <http://ntl.bts.gov/DOCS/etis.html>
2. *Requirements for Transportation Impact Studies*. Supplement to Board Policy B-12-06. Idaho Transportation Department. <http://itd.idaho.gov/highways/ops/Traffic/PUBLIC%20FOLDER/Traffic%20Impact%20Study/TIS%20Requirements.pdf#search=%22%22traffic%20impact%20study%22%20idaho%22>
3. *Traffic Impact Study Guidelines*. Bannock Planning Organization. March 2006. <http://www.bannockplanning.org/pdf/trafficimpactstudy.pdf#search=%22traffic%20impact%20study%20idaho%22>
4. *Best Practices for Traffic Impact Studies: Final Report*. SPR 614. Prepared for the Oregon Department of Transportation and the Federal Highway Administration. June 2006. <http://library.state.or.us/repository/2006/200609141658004/index.pdf#search=%22%22traffic%20impact%20study%22%20idaho%22>

pc: File 705.01 and 705.02 – Transportation Liaison

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## MEMORANDUM

*TO:* Regional Technical Advisory Committee

*FROM:* Charles Trainor, Director of Planning

*DATE:* October 3, 2006

*RE:* Alternative Decision Process for US 20/26 Corridor Study

*ACTION REQUESTED:*

Consultant will provide process for making decisions on alternatives to be laid out on the US 20/26 Corridor Study. This item is for discussion only.

*BACKGROUND:*

Parametrix has been working over the summer on alternatives and screening criteria for the US 20/26 Corridor Study. The information will be presented at a public meeting in February 2007.

Attached is a list of options developed out of the public meeting held in May, the screening criteria for Tier 1, and criteria for Tier 2. The general process will be to screen out those options that fail to meet the minimum criteria and evaluate in a tiered approach.

These materials are in draft form and subject to change.

*STATUS:*

The information is presented for your information only. Erv Olen of Parametrix will be present at RTAC to provide additional materials and explanations of the process. Work will continue on the alternatives and the criteria in preparation for the February 2006 meeting. More refined information will be brought to RTAC in December 2006 and January 2007.

Attachments (4)

pc: File 611.3 US 20/26 Corridor Study  
CT:dw T:\FY07\600 Projects\611 US 2026\rtacmmo-oct05-2006.doc

*US 20/26 Key No. 7826  
List of Options from Public Scoping Meeting  
May 10, 11, 2006*

1. Signals every mile
2. Access in and out of properties
3. Frontage/Backage Roads
4. Parallel Collectors
5. Preserve ROW for future grade separation
6. Expressway
7. Seven lane road (short term). Long term expressway
8. Roundabout
9. Bicycle lanes
10. Bus/Carpool lanes (HOV)
11. Signal at Ten Mile/Chinden (now)
12. Signal spacing greater than one mile with RI and RO at intervening points
13. Signal at 1/2 mile
14. Toll Road
15. Expressway with minimal signals
16. One way roads (?)
17. Signals now, expressway later
18. No frontage/backage with expressway options
19. Time of day reverse flow
20. Overpass at viable locations
21. Signals every 3 miles with right-in/right-out between
22. Expressway with 2 mile spacing of access
23. Mile spacing Caldwell to McDermott, 1/2 mile spacing McDermott to Eagle Road
24. No new signals
25. Right-in/right-out with accel, decel lanes
26. Grandfather rights for existing access
27. Four lanes with median and turn lanes
28. Segment Corridor
29. Synchronized signals
30. Light Rail
31. Regional or sub regional solutions

## US 20/26 Corridor Preservation Study

### Initial Screening of Options

Alternative	Screen 1	Screen 2	Notes
<b>Options to be considered for all alternatives.</b>			
Adding Lanes			segment option, integrated in alt solutions
bike			one scenario for all build alts
bus			Not stand-alone; assume %
pedestrian			one scenario for all build alts
Regional or sub regional solutions.			Part of evaluation process.
Roundabout*			segment option, integrated in alt solutions
Segment corridor			Part of
TDM/ITS			Not stand-alone; assume %
Toll Road			Funding strategy, not an alt.
Unrestricted Access			No-Build

\* Note: Roundabouts will be considered for intersection control in the alternatives analysis phase.

<b>Options that do not meet Screen 1 criteria</b>			
Grandfather existing accesses	Out, Doesn't meet access policy		
light rail	Out. Not consistent with CIM		
No frontage/backage road with expressway option	Out, Doesn't meet access policy		
No new signals	Out, Doesn't meet access policy		Status quo
One way roads	Out. Not consistent with CIM		
Reverse Flow	Out. Not consistent with CIM		maintenance (and possibly safety headache)

<b>Options that will be analyzed in Screen 2</b>			
½-mile intersection spacing (access roads as needed)			segment options
1-mile intersection spacing (access roads as needed)			Segment options
1-mile intersection spacing with 1/2-mile RI/RO (access roads as needed)			Segment options
CIM expressway			One scenario
CIM expressway with HOV Lane(s)**			One scenario
Intersection spacing greater than one mile (access roads as needed)			Segment options
Intersection spacing greater than one mile with RI/RO (access roads as needed)			Segment options
Limited access, I/Cs at river crossings (includes frontage/backage)			Segment options

\*\* Note: HOV Lanes are only appropriate for the CIM Expressway Option.

<b>TIER 1</b>									
<b>Options</b>	<b>Sub-Regional Delay</b>	<b>Cost</b>	<b>Wetland Impacts</b>	<b>Historic Resource Impacts</b>	<b>Displaced Houses</b>	<b>Displaced Businesses</b>	<b>Proximity Impacts (Noise)</b>	<b>Disruption of North-South Travel</b>	<b>Rank</b>
<b>½-Mile Intersection Spacing (access roads as needed)</b>									
<b>1-Mile Intersection Spacing (access roads as needed)</b>									
<b>1-Mile Intersection Spacing with 1/2-Mile Right In / Right Out (access roads as needed)</b>									
<b>CIM expressway</b>									
<b>CIM expressway with HOV Lane(s)**</b>									
<b>Intersection Spacing Greater than One Mile (access roads as needed)</b>									
<b>Intersection Spacing Greater than One Mile with Right In / Right Out (access roads as needed)</b>									
<b>Limited access, I/Cs at River Crossings (includes frontage/backage)</b>									

\*Segment 1 = I-84 to Middleton Road, Segment 2 = Middleton Road to Black Cat Road, Segment 3 = Black Cat Road to Eagle Road

\*\*HOV Lanes are only appropriate for the CIM Expressway Option

\*\*\*Only up to six (6) scenarios will be evaluated under Tier 2





## MEMORANDUM

*TO:* Regional Technical Advisory Committee

*FROM:* John Cunningham, Principal Planner

*DATE:* September 22, 2006

*RE:* Access Management Strategy – Status and Next Steps

### ACTION REQUESTED:

Recommendation on sites in the Treasure Valley that illustrate both poor and good access management practices. Sites will be considered for inclusion in a photo log documenting examples of various access management techniques in the region.

Discussion and comment on proposal for Ada County and Canyon County model access management ordinance.

### BACKGROUND:

This project was added to the Unified Planning Work Program by the COMPASS Board in December 2005. Over the past spring, COMPASS and the Idaho Transportation Department (ITD) staff reviewed and recommended options for integrating land use approvals with the ITD permit process as reviewed by RTAC in June.

### DISCUSSION:

*Photo Log:* As recommended by the Access Management Manual of the Transportation Research Board, COMPASS will be developing a photo log of access management techniques. The log will include both local examples of good access management practices and examples of areas that may benefit from improvements in access management practice. Information could be bolstered with aerial photographs, intersection schematics, and references to the policy that influenced the design.

Staff is seeking input on sites to include in the log in addition to suggestions on what supporting information should be included.

*Ada and Canyon Model Access Management Ordinance:* At the August 2006 RTAC meeting an inventory of existing access management policies and ordinances were distributed for comment. No comments were received.

The purpose of the review is to glean from the local policies examples and concepts that would be appropriate to apply on a regional level. Staff is requesting guidance and recommendations from RTAC in this regard. The original document is attached for your reference (Attachment).

Attachment (1)

cc: J. Haynes, LHTAC

JC:dw T:\FY07\600 Projects\655 AMPO Access Mgt\Memos-Reports\RTAC\10-25-06 RTAC memo.doc

*Review of Local Policies  
Supportive of Access Management*

August 2006  
*RTAC Review Draft*

## *Introduction*

To be successful, access management must work as a partnership among local governments and state and local transportation agencies. In Idaho, similar partnerships between land use agencies and permitting agencies have proven effective in the areas of airport planning, fire protection, and sewer services, but effective planning for access management on major roadways is rare.

The primary benefits of using access management techniques on major roadways are improved safety and increased traffic capacity. In the Treasure Valley, the high growth rate in travel and population, combined with the lack of funding to add any significant capacity to local roadways, warrants the use of access management.

The Local Land Use Planning Act (I.C. Title 67, Chapter 65) provides authority for access management planning and regulation in the following sections:

### 67-6508. PLANNING DUTIES.

(i) Transportation -- An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, *control of access*, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor, aviation, and other related transportation facilities.

### 67-6519. PERMIT GRANTING PROCESS.

3) When considering a permit application which relates to a public school facility, the commission shall specifically review the permit application for the effect it will have on increased vehicular, bicycle and pedestrian volumes on adjacent roads and highways. To ensure that the state highway system or the local highway system can satisfactorily accommodate the proposed school project, the commission shall request the assistance of the Idaho transportation department if state highways are affected, or the local highway district with jurisdiction if the affected roads are not state highways. The Idaho transportation department, the appropriate local highway jurisdiction, or both as determined by the commission, shall review the application and shall report to the commission on the following issues as appropriate: the land use master plan; school bus plan; *access safety*; pedestrian plan; crossing guard plan; barriers between highways and school; location of school zone; need for flashing beacon; need for traffic control signal; anticipated future improvements; speed on adjacent highways; traffic volumes on adjacent highways; effect upon the highway's level of service; need for acceleration or deceleration lanes; internal traffic circulation; anticipated development on surrounding undeveloped parcels; zoning in the vicinity; access control on adjacent highways; required striping and signing modifications; funding of highway improvements to accommodate development; proposed highway projects in the vicinity; and any other issues as may be considered appropriate to the particular application.

67-6518. STANDARDS. Each governing board may adopt standards for such things as: building design; blocks, lots, and tracts of land; yards, courts, greenbelts, planting strips, parks, and other open spaces; trees; signs; parking spaces; roadways, streets, lanes, bicycleways, pedestrian walkways, rights-of-way, grades, alignments, and *intersections*;

lighting; easements for public utilities; access to streams, lakes, and viewpoints; water systems; sewer systems; storm drainage systems; street numbers and names; house numbers; schools, hospitals, and other public and private development.

Standards may be provided as part of zoning, subdivision, planned unit development, or separate ordinance adopted, amended, or repealed in accordance with the notice and hearing procedures provided in section 67-6509, Idaho Code.

Whenever the ordinances made under this chapter impose higher standards than are required by any other statute or local ordinance, the provisions of ordinances made pursuant to this chapter shall govern.

This document provides a review of local policies currently in effect in Treasure Valley communities that support access management along major roadways. Most communities have policy support for access management in their comprehensive plans and one or two zoning provisions. Three communities have adopted specific access management ordinances (Appendix A).

Opportunities for improvements to local plans and ordinances will be the subject of an upcoming guidebook on access management best practices. It is hoped that this review will increase the awareness and use of the authority provided by Idaho law to implement access management in the Treasure Valley.

*Ada County Comprehensive Plan (1996):*

Policy 8.1-20: Use land-management development requirements to limit the number, location and design of access points onto designated arterials and collectors.

Policy 8.1-23: Protect the traffic-bearing capacity of major arterial roads designed for through traffic. Methods used may include:

- a. Frontage roads
- b. Clustering of activity
- c. Limiting access
- d. Sharing access
- e. Sufficient setbacks from rights-of-way
- f. Deceleration lanes, and
- g. Public transit.

*Ada County Zoning Ordinance (2000):*

8-6A-4B: Where a subdivision borders a railroad right of way or limited access highway right of way, a street approximately parallel to such right of way, at a distance suitable for appropriate use of the intervening property may be required.

*City of Middleton Comprehensive Plan (2004):*

Chapter 4, Transportation: "Access restrictions on specific classes of roads are imposed to preserve safe and efficient travel ways. Street intersections shall not be restricted as except in areas in close proximity to major intersections in keeping with accepted geometric standards. New subdivisions containing lots of less than five acres shall not create lots that front directly onto restricted access roads. Residential traffic approaches should be designed to prevent backing out onto restricted access road."

Transportation Policy 3: Limit direct access to arterial and collector streets from residential lots where possible.

*City of Nampa Zoning Ordinance :*

Section 10-27-6A2a: City Transportation Plan: All streets in the subdivision must conform to the master transportation plan of the city and any adopted neighborhood street plans. Where a subdivision abuts or contains an existing or proposed arterial street or railroad, the commission may require marginal access streets, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

*City of Notus Comprehensive Plan:*

Transportation Policy #4: Work with the Idaho Department of Transportation regarding a redesign of U.S. 20/26 by reducing curb cuts and widen the U.S. 20/26 within the Downtown.

*Canyon County Comprehensive Plan (2005):*

Transportation Policy #3: Analyze specific applications to protect functionally classified rights-of-way. Consider adequate rights-of-way and access control for the integrity of the transportation system.

Transportation Policy #4: Encourage access control and development designs that are consistent with the classification of roads.

*City of Eagle Comprehensive Plan (2004):*

Transportation Implementation Strategy 8.6k: Encourage shared driveways on all arterial collector streets and streets in the Central Business District.

*City of Eagle Zoning Ordinance:*

9-3-2-1F: Frontage Roads: Where a subdivision abuts or contains an arterial street, it shall be required that there be frontage roads approximately parallel to and on each side of such arterial street; or, such other treatment as is necessary for the adequate protection of residential properties and to separate through traffic from local traffic.

*City of Caldwell Zoning Ordinance:*

10-10-01-2A11: Roadway access control that differs from the city's general requirements. Show exceptions where there are special conditions such as unusually heavy turn storage requirements, high speeds and high traffic volumes.

*City of Kuna Comprehensive Plan (2003):*

Transportation Objective #6: Require limited access on Hwy 69 to allow for a high-speed thoroughfare.

Transportation Policy #2: Encourage clustering of uses and limited access points along arterial, minor arterial, and section line roads.

Transportation Policy #15: Require limited access on Hwy 69, access to be at the mile locations. Encourage backage roads.

Roadway Policy #11: Encourage the north-south quarter-mile road, adjacent to Hwy 69.

*City of Star Comprehensive Plan (2004):*

Transportation Policy: Promote minimal access points associated with arterials when approving regulated land uses.

*City of Star Subdivision Ordinance (1999):*

4-1-3: Driveways, Curb Cuts: All driveway openings and curbs shall be as specified by the Ada County Highway District or the Idaho Transportation Department.

*City of Boise Comprehensive Plan (2005):*

Objective 6.1.4: Promote land use policies that limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual development parcels.

Policies

- 1) Support the access restriction policies of the Ada County Highway District.
- 2) Allow full access to parcels abutting local streets, except where adequate alley access exists to individual lots, in which case new developments shall be encouraged to utilize the alley for access.
- 3) Discourage direct lot access to parcels abutting collector streets.
- 4) Limit access to all arterial streets.
- 5) Develop grid systems at commercially zoned arterial intersections, where feasible, in order to support increased traffic.
- 6) Improve access control on existing streets through the review of new developments.
- 7) Alley abandonment shall be discouraged.
- 8) Develop methods, such as cross-access agreements, frontage and backage roads, to reduce the number of existing access points onto arterial streets.
- 9) Work with adjacent jurisdictions to develop more restrictive access limitations than presently exist for arterials and highways of regional transportation importance.

*City of Boise Subdivision Ordinance:*

Section 9-20-07-K-2: Frontage Road: a. Frontage roads, as permitted by the District, and separated from a collector or arterial street by a ten (10) foot wide landscaped median may be permitted.

*City of Meridian Comprehensive Plan (2006):*

Transportation Guiding Policy: The City of Meridian encourages Ada County to adopt the City's access management policy for the future SH16 (from Title 11, Chapter 3, Article H of Meridian's Unified Development Code) pertaining to development within Meridian's Area of Impact that precedes annexation. This policy states that no access shall be allowed except at specific interchange locations as established by the Idaho Transportation Department.

Objective A, Action 12: Develop methods, such as cross-access agreements, frontage roads, to reduce the number of existing access points onto arterial streets.

*City of Meridian Unified Development Code (2005):*

See Appendix A for text of Chapter 3, Article H. Development Along Federal and State Highways.

**Appendix A**  
**Local Access Management Ordinances**

**BILL NO. \_\_\_\_**

**ORDINANCE NO. \_\_\_\_\_**

*AN ORDINANCE OF THE CITY OF CALDWELL, IDAHO, ENACTING A NEW CHAPTER 13, ARTICLE 5, SECTIONS 13-05-01 THROUGH 13-05-17 REGARDING ACCESS CONTROL STANDARDS FOR STATE ADMINISTERED HIGHWAYS; SETTING FORTH A SHORT TITLE; THE LEGISLATIVE PURPOSE AND AUTHORITY; DEFINITIONS; ESTABLISHING ACCESS CONTROL STANDARDS; PROVIDING FOR ADMINISTRATIVE APPEAL; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF IN CONFLICT HEREWITH.*

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF CALDWELL, IDAHO:**

*Section 1:* That Chapter 13, Article 5, Sections 13-05-01 through 13-05-17 of the Municipal Code of the City of Caldwell shall be enacted and shall read as follows:

**ARTICLE 5**

**CALDWELL ACCESS CONTROL STANDARDS FOR STATE ADMINISTERED HIGHWAYS**

**13-05-01: SHORT TITLE:**

This article shall be known and may be referred to as the *CALDWELL ACCESS CONTROL STANDARDS FOR STATE ADMINISTERED HIGHWAYS ORDINANCE*.

**13-05-03: PURPOSE:**

The purpose of this article is to provide for the establishment of, and the implementation of, a system of Access Control Standards relating to State Administered Highways within the City of Caldwell, and to the extent permitted by law, in the Area of City Impact of said city. Such a system will preserve the functionality and capacity of critical highway corridors and allow builders, contractors, developers and property owners to know the Standards relating to State Administered Highways, which apply to construction, development sites and other property within the City or its Area of City Impact. The further purpose of this article is to provide for economy and efficiency in the administration of city government and thereby provide for safety, health, prosperity, peace and good order, comfort and convenience of the city and the inhabitants thereof, and protecting the property therein.

**13-05-05: AUTHORITY:**

This article is adopted pursuant to title 50, chapter 3, Idaho Code including, without limitation, sections 50-301, 313 and 314 and pursuant to Article XII, Section 2 of the Idaho Constitution.

**13-05-07: DEFINITIONS:**

For purposes of this article, the phrase " State Administered Highways" shall refer to the following highways located in City of Caldwell corporate limits and Area of City Impact:

- (1) Idaho State Highway 19; also known as Simplot Boulevard.
- (2) U. S. Highway I-84B inclusive of Blaine Street and Cleveland Boulevard.
- (3) Idaho State Highway 55; also known as Karcher Road.
- (4) U. S. Highway 20 coincident with U.S. Highway 26.
- (5) Idaho State Highway 19 coincident with U. S. Highway I-84B; also known as Centennial Way.

**13-05-09: ESTABLISHMENT OF ACCESS CONTROL STANDARDS:**

- (1) For the Idaho State Highway 55, U. S. Highway 20/26, the portion of Idaho State Highway 19 west of the Farmway Road intersection and the State and Federal Highway known as Centennial Way, the URBAN TYPE IV Access Control Standards described in "Idaho Transportation Department, Access Management: Standards and Procedures for Highway Right-of-Way Encroachments, dated April 2001", shall apply. An URBAN TYPE IV Access Control Standard limits access to two approaches per side per mile resulting in a full four-leg intersection every one-half mile. In instances of conflict between subsequent Standards and Policies of the Idaho Transportation Department and the Standard prescribed above, the higher or more restrictive Standard shall apply.
- (2) For the portions of Idaho State Highway 19 and U. S. Highway I-84B not described in paragraph 1 above, the Access Control Standards prescribed in this paragraph 2, shall apply. In instances of conflict between this paragraph 2 and the Standards and Policies of the Idaho Transportation Department, the higher or more restrictive Standard shall apply.
  - (A) The City Access Control Standards shall not exceed those adopted by Ada County Highway District (ACHD) and found in the December 1999 "ACHD Development Policy Manual" unless a higher or more restrictive standard is imposed by the Idaho Transportation Department.
  - (B) A new drive approach shall not be placed in the vision triangle of a street intersection where said vision triangle is defined per Idaho State Statute.
  - (C) If sufficient separation distance between a new drive approach and a street intersection cannot be achieved to meet the "ACHD Development Policy Manual", the new drive approach must be placed as far from the street intersection as physically possible.

- (D) A shared driveway approach is encouraged over individual approaches to minimize the total number of drive approaches ~~on~~ to the State controlled highway.
  - (E) New drive approach width shall be sized for the intended use, subject to the judgment of the City Engineer, and in consultation with the Idaho Transportation Department, but shall not exceed forty (40) feet.
  - (F) A new drive approach shall either align within ten (10) feet of the cross street approach, measured at centerlines, or offset from the adjoining or cross street approach sufficiently to minimize turning movement conflicts, as may be determined to be practical according to the judgment of the City Engineer and in consultation with the Idaho Transportation Department. In making judgments concerning such matters, the City Engineer may rely on guidance from the "ACHD Development Policy Manual".
  - (G) It is the intent of this standard to not perpetuate deficient approaches in situations where a reasonable alternative exists or to permit an expansion or increase in the deficiency of an existing approach. Accordingly, an existing deficient approach may be retained in connection with an application for building permit or land use application, at the same width and location, without deference to these standards, as long as there is not a substantial increase in intensity of use and no reasonable alternative exists for reducing or eliminating the deficiency. Otherwise, the full requirements of these standards shall apply and any request for change shall be considered a request for a new approach and may be accepted, rejected or modified pursuant to the requirements of these standards.
  - (H) In connection with paragraph G above, an existing approach may be relocated on a development site as long as it does not increase its deficiency with respect to these standards. A new deficient approach shall not be approved. An additional new conforming approach shall not be approved for a development site until all existing deficient approaches are either eliminated or brought into conformance with these standards.
- (3) Determinations concerning applicability of Standards to specific development are the responsibility of the City of Caldwell City Engineer. The City Engineer may seek the advice of appropriate representatives of the Idaho Transportation Department as circumstances may require.
- (4) Nothing contained herein shall be construed to remove or limit the authority of Idaho Transportation Department to manage and control highways under their jurisdiction or to countermand the Idaho Transportation Department in setting their own minimum Standards or changing those Standards from time to time. The City Of Caldwell does hereby exercise its prerogative to establish its own minimum Standards for State Administered Highways, which Standards may be applied to development adjacent to said Highways in circumstances where City Standards equal or exceed corresponding Idaho Department of Transportation Standards.

**13-05-11: APPEAL PROCEDURE:**

- (1) Any party aggrieved by a decision of the City Engineer in administering Caldwell Access Control Standards provided for herein may appeal said decision to the City Council by filing a written notice of such appeal with the City Clerk within ten (10) days of the date of such decision.
- (2) Appeals to the City Council shall be processed as a contested case pursuant to [chapter 1, article 5](#) of this code.

**13-03-13: REPEAL AND RESCISSION:**

Any prior ordinance or part thereof, or any prior resolution adopted pursuant thereto, which is inconsistent with or contradictory to this article relating to Caldwell Access Control Standards for State Administered Highways is hereby rescinded and repealed. Provisions of this article are not to be taken as a statement of intent by the city council regarding the meaning or interpretation of any other ordinance.

**13-05-15: SAVING CLAUSE:**

The provisions of this article are hereby declared to be severable. If any provisions of this article or application of such provision to any person or circumstances is declared to be invalid for any reason, such declaration shall not affect the validity of the remaining portion of this article.

**13-05-17: EFFECTIVE DATE:**

This article shall be in full force and effect from and after its passage, approval and publication according to law.

**Section 2:** This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

*Section 3:* This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

**Section 4.** All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2005.

APPROVED BY THE MAYOR OF THE CITY OF CALDWELL, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2005.

## ARTICLE H. DEVELOPMENT ALONG FEDERAL AND STATE HIGHWAYS

<i>Article H.</i>	<i>SECTIONS:</i>
11-3H-1:	PURPOSE
11-3H-2:	APPLICABILITY
11-3H-3:	PROCESS
11-3H-4:	STANDARDS
11-3H-5:	REQUIRED FINDINGS

11-3H-1:       **PURPOSE:** The regulations of this Article are intended to achieve three purposes: 1) limit access points to federal and state highways in order to maintain traffic flow and provide better circulation and safety within the community, 2) to preserve right-of-way for future highway expansions, and 3) design new residential development along federal and state highways to mitigate noise impacts associated with such roadways.

*11-3H-2:       APPLICABILITY: The following standards shall apply to all development along federal and state highways, including but not limited to State Highway 69, State Highway 55, State Highway 20-26, and Interstate 84. The following standards shall also apply to development along McDermott Road from Chinden Boulevard to Interstate 84 as the City of Meridian's preferred location for a future highway right-of-way for the State Highway 16 extension. If the Idaho Transportation Department determines an alternate location for the State Highway 16 extension, these standards shall no longer apply.*

11-3H-3:       **PROCESS:** Staff shall review all development applications for compliance with these standards. The decision making body may consider and apply modifications to the standards of this section upon specific recommendation of the Idaho Transportation Department (ITD).

11-3H-4:       **STANDARDS:**

*A.       Access to I-84 and McDermott Road: no access shall be allowed except at specific interchange locations as established by the Idaho Transportation Department.*

- B. Access to State Highway 69, State Highway 55, and State Highway 20-26:**
1. **Use of existing approaches shall be allowed to continue provided that all of the following conditions are met:**
    - a. **The existing use is lawful and properly permitted effective XX [insert date of the adoption]**
    - b. **The nature of the use does not change (for example a residential use to a commercial use).**
    - c. **The intensity of the use does not increase (for example an increase in the number of residential dwelling units or an increase in the square footage of commercial space).**
  2. If an applicant proposes a change or increase in intensity of use, the owner shall develop or otherwise acquire access to a street other than the state highway. The use of the existing approach shall cease and the approach shall be abandoned and removed.
    - a. No new approaches directly accessing a state highway shall be allowed.
    - b. Public street connections to the state highway shall only be allowed at:
      - i. the section line road;
      - ii. the half-mile mark between section line roads; and
      - iii. the quarter-mile mark between section line roads where the applicant has agreed to dedicate and construct sufficient area for an acceleration and deceleration lane. Such quarter-mile access points shall be restricted to right-in, right-out only turning movements.
  3. The applicant shall construct a collector street to provide future connectivity and access to all properties fronting the state highway that lie between the applicant's property and the nearest section line road and/or half mile collector road.
    - a. The applicant shall be responsible to construct the segment of the collector road within the applicant's property. This standard is not intended to require off-site improvements.
    - b. The collector street shall meet the collector road standards of the Ada County Highway District.
    - c. The street shall connect to the section line at a distance that is no closer than 660 (as measured from center line to center line) from the intersection with the state highway.
    - d. The collector street shall provide buildable lots between the highway and the collector road. For the purposes of this Article, such streets shall be termed *backage roads*. Frontage streets or private streets may be considered by the Council at the time of property annexation or through the conditional use process.
- C. Design and construction standards for state highways:**
1. The applicant shall have an approved permit from the Idaho Transportation Department for construction of any access to the state highway and/or any construction done in the highway right of way.

2. The width of right-of-way reservations shall be as set forth below or as required by the ITD (whichever setback is greater). All future right-of-ways widths shall be measured from the existing center line of the highway.
    - a. State Highway 20-26. The applicant shall reserve or dedicate eighty-five feet (85') for future highway right of way. As the state highway nears intersections of section line roads or half mile section line collector roads, the applicant shall reserve or dedicate an additional fifteen feet (15'), for a total of one hundred feet (100'), for a distance of five hundred (500') measured from the centerline of the section line road and/or half mile section line collector road.
    - b. State Highway 69 and State Highway 55. As the state highway nears intersections of section line roads or half mile section line collector roads, the applicant shall reserve or dedicate one hundred feet (100'), for a distance of five hundred (500') measured from the centerline of the section line road and/or half mile section line collector road.
  3. Along State Highway 55, the applicant shall be responsible for constructing a ten-foot (10') multi-use pathway and installing streetlights and landscaping consistent with the Eagle Road Corridor Study.
  4. Along State Highway 69 and State Highway 20/26, the applicant shall construct a minimum ten-foot (10') wide asphalt multi-use pathway outside the public right-of-way and approximately parallel to the state highway. The pathway shall meet City of Meridian design and construction requirements for a multi-use pathway. Portions of the pathway may be constructed within the right-of-way with a license agreement from ITD.
- D. Noise abatement for residential uses along federal and state highways:
1. The applicant shall provide traffic noise abatement by constructing a berm or a berm and wall combination approximately parallel to the federal or state highway.
  2. The top of the berm or berm and wall in combination shall be a minimum of ten feet higher than the elevation at the centerline of the federal or state highway.
  3. If a wall is proposed, the wall shall meet the following standards:
    - a. Wall materials shall be impervious concrete or stucco, unless otherwise approved by the Idaho Transportation Department as a sound attenuating material.
    - b. Intermittent breaks in the berm or berm and wall in combination will degrade the function and shall not be allowed.
    - c. The applicant shall not construct a monotonous wall. In order to achieve this standard, the applicant may choose one or both of the following variations:
      - i. The color and/or texture of the wall shall be varied every 300 linear feet. This could include murals or artwork.
      - ii. The wall shall be staggered every 300 linear feet subject to Section 11-3H-4D4 above that prohibits breaks in the wall.
      - iii. The applicant may provide an alternative that meets or exceeds the intent of this standard through the landscape Alternative Compliance procedures set forth in Chapter 5 ADMINISTRATION of this Title.

4. The Director may approve alternative compliance as set forth in Chapter 5 ADMINISTRATION of this Title where the applicant has a substitute noise abatement proposal that has been approved by the ITD.

## **CITY OF KUNA, IDAHO ACCESS MANAGEMENT ORDINANCE**

### **Ordinance 624, 12-16-2002**

#### **5-2A-1: GENERAL APPLICABILITY:**

A zoning overlay district is hereby established for all land within the city of Kuna within one thousand three hundred twenty feet (1,320') of the centerline of State Highway 69. If a parcel is partially or entirely within the one thousand three hundred twenty foot (1,320') overlay, the rules of this chapter shall apply. Any annexations must meet the city of Kuna requirements. The permitted uses, the building site areas, setbacks, and all other regulations imposed by the city of Kuna zoning ordinance in any zone shall continue to apply in areas subject to this chapter. In cases where there are conflicting ordinance provisions, requirements of this chapter shall prevail.

#### **5-2A-2: PURPOSE AND GOALS:**

The purpose and goals behind this chapter are to improve safety conditions along the highway, reduce congestion and delays, provide property owners with safe access to the highway, and promote desirable land use development patterns. Provisions of this chapter shall be used to manage and control access to Highway 69, and require that properties adjacent to the highway utilize or obtain access on other public roads. This chapter is enacted pursuant to the following: Idaho Code title 67, chapter 6501, "Local Land Use Planning Act"; city of Kuna comprehensive plan; and city of Kuna zoning ordinance.

#### **5-2A-3: APPROACHES:**

Approaches directly accessing onto Highway 69 within the overlay district shall be allowed only in the following circumstances:

- A. Access to existing residences on parcels created prior to adoption of this chapter.
- B. Current agricultural field access.
- C. When local fire districts require a secondary access to provide for emergency services, such access shall not be open for nonemergency uses and shall be maintained by the landowner as a closed access except during emergencies.

Approach permits shall be required by the Idaho transportation department and the Ada County highway district. Traffic counts, traffic studies and improvements may be required by either the Idaho transportation department and/or the Ada County highway district and/or the city of Kuna.

#### **5-2A-4: USE OF EXISTING APPROACHES:**

Use of existing approaches as identified on the 2002 ITD access map onto Highway 69 within the overlay zone shall be allowed to continue provided:

- A. Existing use and approach is lawful and properly permitted;
- B. Type of use does not change (for example, a residential use to a commercial use); or
- C. Intensity of commercial or industrial use does not increase. For purposes of this chapter, an "increase of intensity" is defined as additional businesses or an increase in lot coverage greater than twenty five percent (25%), as identified on the 2002 ITD access map; and
- D. The number of parcels served by the approach does not change.

**5-2A-5: ADDITIONAL REQUIREMENTS:**

- A. All structures within this overlay zone shall be set back at least one hundred fifty feet (150') from the highway right of way. All other setback requirements of the underlying zone shall be met.
- B. All new subdivision developments shall obtain access to a public road other than Highway 69.
- C. If there is a change in the use, a special use permit shall be required, reviewed and approved as required by the city of Kuna zoning ordinance prior to the issuance of any new building permits.
- D. When the use is approved for change, the use of the existing approach shall cease and the approach shall be abandoned and removed. The property owner shall acquire access to a public street other than Highway 69 prior to any change of use. The access shall meet the requirements for location, design, right of way and standards of the Ada County highway district, and/or ITD, and/or the city of Kuna. Based on the specific project or specific use, the Ada County highway district may require dedication of the access road.
- E. Traffic count studies and improvements may be required by either the Idaho transportation department, and/or the Ada County highway district, and/or the city of Kuna.
- F. A circulation plan shall be required for any new nonresidential or subdivision plat.
  - 1. Plans shall be designed to create a safe flow of vehicular and pedestrian circulation through the parcel.
  - 2. Plans shall be drawn to scale and include:
    - a. Identification of easements, irrigation easements, new or existing roads.
    - b. Identification and overall design of parking lots, storm water treatment, and sidewalks.

**5-2A-6: EXCEPTIONS:**

Requests for exceptions from any section of this chapter shall follow the standards and procedures as outlined in this code.



## MEMORANDUM

*TO:* Regional Technical Advisory Committee

*FROM:* Toni Tisdale, Principal Planner

*DATE:* October 3, 2006

*RE:* Status Report – Current Transportation Project Information

*ACTION REQUESTED:*

None. Information only.

*BACKGROUND:*

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

*STATUS:*

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

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

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

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

## STATUS OF MAJOR PROJECTS

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

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

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

*Other*

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

SEPTEMBER 2006 - STAFF ACTIVITY REPORT

ITEM VI-B

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

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

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

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

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

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

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## MEMORANDUM

*TO:* Regional Technical Advisory Committee

*FROM:* Toni Tisdale, Principal Planner

*DATE:* October 3, 2006

*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:

Every month, 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 228
- Fax: 208-855-2559
- Email: [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

Recent Changes:

- 30<sup>th</sup> Street Specific Area Plan Study – Added
- Ada County Bicycle Master Plan – Added
- Ada County Park-and-Ride Plan – Added
- Ada County Roundabout Policy Study, Including Amity Road Corridor Roundabout Concept Study – Added
- Cloverdale Road Corridor Study, I-84 to U.S. 20/26 (Chinden) – Added
- Fairview Avenue Corridor Study, Linder to Orchard – Added
- High Volume Intersection Study – Added
- Kuna-More Corridor Study – Added
- Northwest Foothills Transportation Master Plan, Phase I – Added
- Northwest Foothills Transportation Master Plan, Phase II – Added
- Purple Sage – Beacon Light Corridor Study – Added

- Rail Corridor Evaluation – Changed name Treasure Valley High Capacity Transit Study (TVHCTS)
- SH 55 Corridor Plan – Added
- Southwest Boise Transportation Master Plan – Added
- Transit Development Plan (TDP) – Moved to completed plans because the plan has been complete for five years.
- State Street Implementation Study (Phase IA) – Added
- Transportation and Land Use Integration Study (Blueprint for Good Growth Implementation) – Added
- Treasure Valley Intelligent Transportation Systems (ITS) Strategic Plan - Added
- Treasure Valley Truck Freight Travel Study – Added
- US 95 Corridor Plan – Added
- Ustick Road Corridor Study, Meridian Road to Five Mile Road - Added

pc: 856.03 Studies Coordination

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# MEMORANDUM

**TO:** Regional Technical Advisory Committee

**FROM:** John Cunningham, Principal Planner – Transit

**DATE:** August 9, 2006

**RE:** Status Report – Treasure Valley High Capacity Transit Study

ACTION REQUESTED:

None. This item is for information only.

BACKGROUND:

The Treasure Valley High Capacity Transit Study\* consists of three related planning projects:

1. Downtown Boise Circulator Alternatives Analysis;
2. Downtown Boise Multi-Modal Center (includes siting, conceptual design/ environmental); and
3. Priority Corridor (I-84) Alternatives Analysis.

The basis for initiating the three sub-components of this study is as follows:

The Downtown Circulator Alternative Analysis (AA) and development of the Downtown Multi-Modal Center (MMC) are action items in the *Downtown Boise Mobility Study* (DBMS). The Downtown MMC was an approved project in SAFETEA-LU\*\* (Project No.176 & 652) in the 5309 – Bus and Bus Facility Program with \$9.5 million authorized over four years. The Downtown Circulator is also an approved project in SAFETEA-LU (Project No. 21) although no funding was identified.

The Priority Corridor (I-84) AA was included as a “Next Step” in the 2003 *Rail Corridor Evaluation*. That direction is reaffirmed in the *Communities in Motion* long-range transportation plan. Preservation of that corridor is also an approved project in SAFETEA-LU (Project No. 22) with no identified funding. It should be noted that the Priority Corridor AA may have to be conducted in order for a request for federal corridor preservation funding assistance to be looked on favorably.

These efforts were bundled under one study given their inter-related characteristics. In order to site and design a downtown multi-modal center, the alignment and mode of a downtown circulator needs to be developed. Equally, the design of the downtown circulator system is dependent on the site of the MMC.

In addition, an assessment on the potential to achieve direct transfers to the downtown circulator system at the multi-modal center from a fixed-guideway system along the rail corridor is a component of this effort.

STATUS:

*Consultant Selection:* COMPASS is in the second stage of a two-stage, Request for Qualifications/Request for Proposals (RFQ/RFP), selection process. Two firms (URS and ARUP) responded to the RFQ. The selection oversight committee reviewed and scored the responses and recommended that both firms be asked to respond to the subsequent RFP. The RFP was released at the end of August 2006, responses from ARUP and URS

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

\*\* SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users: Federal surface transportation funding program for highways, highway safety, and transit for 2005-2009.



were received September 29, 2006 and are currently being reviewed and scored by the Joint Technical Advisory (JTAC). The JTAC is comprised of members from the COMPASS Regional Technical Advisory Committee (RTAC) and the Valley Regional Transit (VRT) Regional Planning and Operations Committee (RPOC). A decision on consultant selection is anticipated to be made by the end of October.

*Budget:* The cost of alternative analyses can vary significantly depending on a number of factors including the number of alternatives, the range of potential impacts and whether or not a Federal Transit Administration (FTA) *New Starts* compliant analysis is conducted. The budget will be finalized once a consultant is retained.

The cost for the Priority Corridor AA is estimated to be approximately \$2 million.

The cost for the Downtown Circulator AA is estimated to be approximately \$1.5 million.

Valley Regional Transit's *Regional Operations and Capital Improvement Plan* estimates a cost of \$11.2 million<sup>1</sup> for the Downtown MMC.

As indicated above there are variables that could substantially change the cost of these efforts. These variables will be investigated once a consultant is retained.

A table showing funding identified is immediately below:

Project	FY06	FY07	FY08	FY09
Downtown Circulator Alternative Analysis	\$ -	\$ -	\$ -	\$ -
Downtown Multi-Modal Center	\$ 865,260 SAFETEA-LU (5309) Project# 176	\$ 902,880 SAFETEA-LU (5309) Project# 176	\$ 978,120 SAFETEA-LU (5309) Project# 176	\$ 1,015,740 SAFETEA-LU (5309) Project# 176
	\$ 1,329,000 SAFETEA-LU (5309) Project# 652	\$ 1,381,000 SAFETEA-LU (5309) Project# 652	\$ 1,500,000 SAFETEA-LU (5309) Project# 652	\$ 1,590,000 SAFETEA-LU (5309) Project# 652
	\$ 100,000 Boise City	\$ 20,000 CCDC		
Priority Corridor Alternative Analysis	\$ 277,980 STP-TMA	\$ -	\$ -	\$ -
	\$ 22,020 Valley Regional Transit	\$ -	\$ -	\$ -

Valley Regional Transit has been given authorization to use the SAFETEA-LU funds allocated to the downtown MMC for the conduct of the Downtown Circulator AA. However, other than the amount necessary to support the siting and design of the MMC, it is unlikely that staff will recommend making use of this authorization until it can be demonstrated that it would not compromise the completion of the MMC.

With no funding identified for the Downtown Circulator AA there could be a shortfall of approximately \$1.5 million.

A shortfall of approximately \$1.7 million exists for the Priority Corridor AA.

*Additional Funding:* Considering the shortfall detailed above, COMPASS has been seeking additional funding.

The FTA is currently considering the Idaho Congressional Delegation's request for an allocation of \$2 million under the 5339 Alternative Analysis program. If granted, the funds would be used for the Priority

<sup>1</sup> This estimate includes parking garage, retail floor, transit plaza, signature tower and site improvements. Does not include land acquisition.

Corridor AA. FTA staff has indicated that it is being processed through the appropriate channels and a decision is expected "soon."

As indicated in the last status report on this effort, a critical element of this 5339 request is that of local match funding. A 20% local match is required for funding in the 5339 Program. The possibility of using the City of Boise's purchase of the southeast portion of the Boise cut-off as in-kind match has been discussed. It is not clear whether this will be acceptable to the FTA. Using the purchase of the Boise cut-off as match for the alternative analysis effort would reduce or eliminate the availability of that purchase for match against future funding requests. Future requests could include corridor acquisition, and/or capital costs associated with the development of high-capacity transit service in the corridor.

With further planning and possible development of the rail corridor, local match in the form of cash will eventually be required. This may be the case with the 5339 request as well, in the event it is approved.

#### NEXT STEPS

*Retain Consultant/Finalize Scope of Work & Budget:* Once a consultant is retained, a schedule and final Scope of Work will be developed. Included with these tasks, guidance will be provided on a number of issues which have a substantial effect on the budget and schedule of this effort.

Considering the funding shortfall for this effort, the direction in the draft RFP is that the schedule and budget should be developed such that the tasks and payment milestones will be structured to accommodate incremental identification of funding and the corresponding periodic suspension of work that would likely occur.

Alternative analyses are generally conducted in four steps which could accommodate a staged approach such as this. Those steps include:

1. Study Initiation
2. Development and Refinement of Alternatives and Technical Methodologies
3. Analysis and Evaluation
4. Selection of the Locally Preferred Alternative

At this point it is anticipated that, for the two AA's, study initiation could be completed. Again, once the consultant is retained; the specifics on the sequence, schedule, and budget will be refined.

pc: File 631 – Rail Corridor Feasibility Study



## MEMORANDUM

*To:* Regional Technical Advisory Committee  
*FROM:* Toni Tisdale, Principal Planner  
*DATE:* October 2, 2006  
*RE:* White Paper Regarding Surface Transportation Program – Enhancement and Congestion Mitigation / Air Quality Programs

ACTION REQUESTED:

None. Information only.

BACKGROUND:

Budgetary constraints resulted in a rebalancing of the FY 2007-2011 State Transportation Improvement Program near the end of the update process. One of the outcomes of rebalancing is that the Surface Transportation Program – Enhancement (STP-E) and the Congestion Mitigation / Air Quality (CMAQ) programs will not advertise for new projects this year for funding in FY 2010.

STATUS:

The delay of requests for new projects has concerned several representatives of our member agencies. COMPASS staff requested ITD staff to create a document explaining decisions regarding the STP-E and CMAQ programs and how federal regulations impact the decisions. ITD staff has documented the process in a white paper, which is attached for your information.

Attachment (1)

pc: File 685.01  
File 685.02

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## 1. Questions: What were the Options for the TE and CMAQ Programs going into year end?

### *General Overview of STIP:*

In August 2006, the draft 2007 STIP was rebalanced prior to taking to the Idaho Transportation Board for approval in September. Federal law requires the STIP to be fiscally constrained, i.e. the projects programmed are based on reasonable estimates of available funding. Rebalancing was necessary because:

- There is a significant increase in the cost to construct projects (project cost estimates were increased by 15% in each year of the STIP over the 5% already planned),
- There was a reduction in anticipated revenues in 2006-2009 due to a smaller than anticipated formula (program) funding in the new Highway Act (SAFETEA-LU) and
- There was a reduction in Idaho's obligation (spending) authority (OA) and an across the board rescissions in apportionments in 2006. A rescission is imposed by Congress and is a permanent reduction to Idaho's portion of the Highway Trust Fund.

The combination of these factors caused a first time ever delay of 2006 construction ready projects into 2007. In the end approximately \$150 million needed to be reduced over the five years of projects programmed in the Draft STIP. All Programs and projects in the STIP were reviewed for project readiness and the available vs. programmed amounts. Transportation funding programs generally share equally in funding reductions. State Planning and Research funds and Metropolitan Planning funds do not share in OA reductions as they employ staff.

Transportation funds do not carry over. Funds available in a year must be obligated in that year. Projects that delay into another year for whatever reason must then use the funding available in that year. Idaho obligated all of the transportation funding available to the state in 2006. All ready TE and CMAQ projects were obligated.

### *TE Program:*

The TE Program is popular with the Idaho Transportation Board and local officials. TE funds apportioned annually to Idaho for this program are available to fund projects which meet federal obligation requirements. Funding is subject to the Board policy as quoted below:

*Excerpt form Board Policy B-11-03 – Enhancement Program*

#### **“Delayed Projects and Unused Funds**

Due to the large number of projects competing for limited funding, projects that are in the Contract Schedule (first fiscal year) of the Transportation Enhancement Program, will not be allowed to delay into a later fiscal year. Any project that is not ready for contracting during the Contract Schedule fiscal year shall be dropped from the program and project sponsors will have to re-apply during the next programming cycle to re-obtain federal-aid funding. An exception may be granted by the Chief Engineer for projects which have most of the development completed and are very close to contracting. ....

The Department will advance other projects to use the obligational authority associated with unused enhancement funds with an emphasis on Transportation Enhancement Program projects where possible. No unused enhancement funds will be carried over into the next fiscal year.”

The TE program is treated similar to other equally important STIP programs. Funding for all TE projects that were ready to construct in FY2006 was secured from the Federal Highway Administration. FY 2006  
10/5/2006

Response to COMPASS Questions about changes to the  
TE and CMAQ Programs in the FY 2007 STIP

projects that were close to being ready to contract were delayed to FY 2007. Out of 14 projects in FY 2006, 9 are being bid or have already gone to bid and are being constructed. Four projects delayed and one asked to be removed from the program. The four projects that delayed meant that 2007 had more TE projects programmed than available estimated federal-aid which meant some 2007 projects would need to delay to 2008 and so on. The enhancement program for 2007-2009 needed to be rebalanced to bring it in line with available funding.

The 2009 construction year contained new projects added to the TE program in the draft. These projects can not begin development activity until the STIP is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). All new projects were delayed to FY 2010 to help rebalance the program. TE is a three year program and the delay of these projects will provide additional development time. For projects that proceed quickly with development there may also be opportunities to advance as our experience indicates that there will be projects that are approved to delay.

The table on the next page shows funding information for the TE program from 2002-2010. The shaded areas in FY 2007 and beyond are estimates. The current Highway Act, SAFETEA-LU expires after FY 2009. ITD programs projects at the apportionment level, as our experience to date shows some projects will drop-out and some delay.

Response to COMPASS Questions about changes to the  
TE and CMAQ Programs in the FY 2007 STIP

*Transportation Funding (Federal-aid only)*

	Actual					Estimates				
	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total
	<i>(shown in thousands dollars)</i>									
TE Apportionment Total	5085	4259	5864	5488	5488	5488	5488	5488	5488	48136
Obligation Authority <sup>1</sup>	93.2%	105.7%	96.0%	96.0%	85.8%	90.0%	90.0%	90.0%	90.0%	
<b>TE Available<sup>2</sup></b>	<b>4739</b>	<b>4502</b>	<b>5629</b>	<b>5268</b>	<b>4709</b>	<b>4939</b>	<b>4939</b>	<b>4939</b>	<b>4939</b>	<b>44603</b>
TE Projects in STIP	4690	4489	5419	5489	5810	5963	5788	1852	5682	45182
TE Obligated EOY	3739	3296	3906	3018	3668					

<sup>1</sup>This is the percentage of funds Congress says we can actually spend in relationship to the annual apportionment. The years 2007-2010 are estimates only.

<sup>2</sup>Does not include any rescissions imposed by Congress. ITD programs TE projects at the estimated apportionment level. Estimates shown are only a guide to what may be available in a given year after Congress sets OA.

TE apportionments from FY 2000-2004 can be found at:

<http://www.fhwa.dot.gov/environment/te/apportionments2.htm#TEA21>

TE apportionments for FY 2005 can be found at:

<http://www.fhwa.dot.gov/legregs/directives/notices/n4510563a15.htm>

TE apportionments for FY 2006 can be found at:

<http://www.fhwa.dot.gov/legregs/directives/notices/n4510604a10b.htm>

*CMAQ Program*

Board Policy on the CMAQ Program states:

*Board Policy B-11-05 - Congestion Mitigation and Air Quality Program*

**“Funding Distribution and Limitations**

The CMAQ Program shall be funded annually within the range of \$2,000,000 to \$4,000,000 in federal apportionment and obligation authority prior to matching requirements. Any remaining annual Federal CMAQ apportionments and obligational authority will be used as Surface Transportation Program Funds. The CMAQ Program is designed to be a statewide air quality improvement program, and project selection will reflect distribution of funds according to community need and demonstrable air quality benefit.”

In FY 2006 there were 22 CMAQ projects and 21 were funded with one delaying into FY 2007. The CMAQ Program has generally been funded at or above the \$4 million program maximum established in Idaho Transportation Board policy.

The table below shows funding information on the CMAQ program from FY 2002-2010.

**CMAQ (Federal-aid only)**

CMAQ Board Policy	\$2 -\$4 million annually									
	<i>(shown in thousands dollars)</i>									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total
CMAQ Projects in STIP	3631	3501	4133	4163	4264	4288	3904	3998	0	31882
CMAQ Obligated EOY	2627	1828	3945	4167	3857					

Since FY 2003 project delivery in this program has been excellent and very few projects delay. Most of the projects scheduled in a year are obligated by the end of the year. Lead time for CMAQ projects is not as lengthy as for TE projects since most are purchases or studies, neither of which requires environmental reviews and project development and design.

**2.Question: What were the Decisions made Regarding the TE and CMAQ Programs and Why?**

*TE Program:*

As stated earlier the TE Program needed to be rebalanced in August. Several factors caused the need to rebalance:

- 1- Project delays from 2006 to 2007
- 2- The passage of SAFETEA-LU, the federal transportation funding act was two years late. During that time ITD estimated the funding levels for the program in order to continue to add projects. Our estimates were higher for formula funding programs than the Act delivered. This resulted in ITD approving more projects in 2005-2009 than was actually available to fund.
- 3 - The need to assure fiscal constraint over the entire STIP could not justify the continuance of the TE program at its inflated program levels.

In rebalancing the TE program the following decisions were made:

- 1. In reviewing projects to balance 2007 the following guidelines were used:
  - Delay projects into 2008 from districts that had project delays from 2006
  - Whenever possible choose projects that may need additional time to develop and could benefit from the delay.
  - Do not delay projects that came from 2006 or an earlier year as they should be ready to go to bid in the first quarter of 2007.
- 2. In reviewing projects to balance 2008 the following guidelines were used:
  - Delay projects into 2009 from districts that had projects delay from 2008
  - Whenever possible choose projects that may benefit from a delay
- 3. In reviewing projects to balance 2009 the following decision was made
  - Allow a fourth year in the TE program and delay all projects new to the

program into 2010

- Leave room in 2009 for future project delays and to make up for continuing to be over programmed in 2007, 2008 and 2010.
4. There would be no call for 2010 projects as this fiscal year was now somewhat over programmed. This decision also facilitated:
- Restructuring the application process to help project delivery within the 3 years after approval. ITD would like to improve the delivery of TE projects and fully use the available TE funds each year.
  - The institution of an "Intent to Apply" simple form the year prior to submitting an application. This will allow ITD and the MPOs time to work with sponsors to make sure the project is eligible, has a well defined concept and cost estimate.

*CMAQ Program:*

The CMAQ Program by Board policy is a \$2-4 million program. At the August balancing this program was maintained in 2009 as programmed with the decision to not call for projects this October for the 2010 construction year. Projects in this program generally do not require three years to develop. The program will be reviewed in the next STIP update to decide if our call for projects in the fall of 2007 should be for \$2.0 million in 2010 and 2011 or \$4 million in FY 2011. For 2002-2009 the average funding for the program has been approximately \$4 million.

### 3. Question: What are the Implications to the Decision?

There are no implications. The TE and CMAQ programs will remain as long as they are part of future highway funding acts. The STIP must be fiscally constrained. Many of the STIP programs were over programmed due to the reasons detailed on page 1. This had to be corrected. All programs (preservation, restoration and expansion, safety, rest-area, Connecting Idaho-Federal, TE, STP-Local Urban and Rural and TMA) and their project costs needed to be brought within the projected available funding. Each of these programs contains projects important to different constituencies. No projects were removed from either the TE or the CMAQ Programs. This was not the case for some of the other programs in the STIP.

It is not unusual to go through a course correction after the passage of a new Highway Act. SAFETEA-LU was passed in August 2005, when our 2006 five year STIP was being finalized. We did not make changes at that time, but have now done so. In the past, ITD has not solicited new TE projects when it needed to correct the available funding to programmed projects. Solicitation for CMAQ projects has often occurred every other year.

### 4. Question: Please Detail CMAQ and how/when funds can be used.

#### Does Federal Regulation Require a Certain set aside for CMAQ?

Idaho is considered a minimum apportionment state for CMAQ funds as we are not a state with a severe ozone or carbon monoxide non-attainment area. In Idaho all apportioned CMAQ funds can be used as Surface Transportation Program (STP) funds and used for any project eligible under STP funding. Consequently, Idaho Transportation Board policy establishes how CMAQ funds will be used. The appropriate section of the policy to

answer this question can be found quoted under Question 1 of this white paper.  
Additional information can be found on our web site at:  
<http://itd.idaho.gov/planning/reports/cmaq/cmaq.html>

### 5.Question: Please Detail TE and how/when funds can be used. Does Federal Regulation Require a Certain set aside for TE Funding?

The FHWA "Fact Sheets for Highway Provisions" says, Idaho's "TE funding is derived from a set-aside from its annual Surface Transportation Program apportionment. For 2005, the amount setaside for TE will be 10 percent of the state's STP apportionment (after application of the setaside for the State Planning and Research program). After 2005, the TE setaside will be 10% or the amount set aside for TE in 2005, whichever is greater". In the case of Idaho this is the 2005 amount or \$5,488,000. As with the STP program this amount is subject to the overall federal-aid obligation authority (spending limitation).

TE is one of the many sources of transportation funding a state receives., and there is no minimum application of OA to TE. Except for TMA funds there is no federal requirement that a state use their obligation authority on any specific fund source.

All federally designated TE activities are eligible in Idaho. TE in Idaho is a statewide program governed by Idaho Transportation Board policy. The appropriate section of the policy to answer Question 5 can be found quoted under Question 1 of this white paper. Additional information can be found on our web site at:

<http://itd.idaho.gov/planning/reports/newenhancements/index.html>

#### *One Additional Piece of Information:*

TE and CMAQ projects can also be funded by MPOs through the use of their STP Urban or in the case of the Northern Ada County area of COMPASS, their TMA funds. As managed by ITD, the TE and CMAQ programs are statewide competitive programs. If an Enhancement or CMAQ project is of significant importance to the MPO they could use the spending authority from their urban program to fund the project.



## WORKSHEET FOR RTAC AGENDA

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> <small>1</small>	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time (minutes)</i>	<i>Presenter(s)</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
1.	Approve Minutes from most recent Meeting	Yes		Consent Agenda	3	N/A	Monthly	Monthly
2.	Status Report – Current Transportation Projects	Yes		Status Reports	N/A	N/A	Monthly	Monthly
3.	Status Report - Staff Activity Report	Yes		Status Reports	N/A	N/A	Monthly	Monthly
4.	Status Report – Studies Coordination 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 – Rail/I-84 Downtown Boise Circulator: Alternative Analysis	Yes		Status Reports	N/A	N/A	Monthly	Monthly
7.	Worksheet for RTAC Agendas	Yes		Status Reports	N/A	N/A	Monthly	Monthly
8.	Attendance Sheet	Yes		Status Reports	N/A	N/A	Monthly	Monthly
<i>CURRENT AGENDA ITEMS</i>								
9.	Election of New Vice-Chair	Yes	Our Chairman is leaving his position with the city of Meridian. The Vice-Chair, Mary Berent, will move into the Chair position, leaving a vacant position. This position will be filled until the regular January election cycle.	Action	10	Toni Tisdale	October	N/A
10.	Recommend Approval of the FY 2007-2011 Transportation Improvement Program for Northern Ada County and the Nampa Urbanized Area	Yes	Staff requests a recommendation to approve the FY 2007-2011 Transportation Improvement Program for Northern Ada County and the Nampa Urbanized Area.	Action	20	Toni Tisdale	October	October
11.	Update on Project Prioritization	Yes	Staff will present an update of recent meetings with member agency staff regarding project prioritization.	Information/ Discussion	5	Toni Tisdale	October	N/A
12.	Review Transportation Improvement Program Policies and Procedures Manual	Yes	Policies and procedures for the Transportation	Information/ Discussion	20	Toni Tisdale	October	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> 1	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time (minutes)</i>	<i>Presenter(s)</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
			Improvement Program have been in place since April 2004. However, most have not been implemented. The manual has been updated. Staff will provide an overview and direction.					
13.	Traffic Impact Studies Coordination	No	Staff will present issues related to the conduct of traffic impact studies and the potential role of COMPASS and RTAC.	Information/ Discussion	20	Charles Trainor / Don Kostelec or Lori denHartog	October	November
14.	Alternative Decision Process for US 20/26 Corridor Study	Yes	Consultant will provide process for making decisions on alternatives to be laid out on the US 20/26 Corridor Study.	Information / Discussion	15	Charles Trainor	October	N/A
15.	Access Management	No	Discuss development of intersection photo log and guidebook.	Information/ Discussion	20	John Cunningham	October	N/A
<i>UPCOMING AGENDA ITEMS</i>								
16.	High Volume Intersection Study	No	Discussion regarding process/criteria to select intersections for study & tasks for scope of work.	Information/ Discussion	20	John Cunningham	November	N/A
17.	Update on Functional Classification/Street Typologies Study	No	Staff/consultant will report on progress and findings.	Information/ Discussion	30	Charles Trainor	November	December
18.	Receive the Treasure Valley Congestion Management System Annual Report - 2006	Yes	Staff will present the Treasure Valley Congestion Management System Annual Report – 2006. Board adoption of the 2006 annual report will be sought in January 2007.	Information/ Discussion	TBD	TBD	November	December
19.	Recommend adoption of the Treasure Valley Congestion Management System Annual Report-2006	Yes	Staff will present and seek the 2006 Annual Report for Board adoption in January 2007.	Action	10	TBD	December	January

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> 1	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time (minutes)</i>	<i>Presenter(s)</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
20.	Recommend Acceptance of the Report on Functional Classification/Street Typologies Study	No	Staff/consultant will present a report on functional classification/street typologies.	Action	30	TBD	December	January
21.	Review Growth Projection Options	No	Staff will review options to develop future regional growth. This information will be part of the regional transportation plan update in 2010. Board approval of the options will be sought in June 2007.	Information/ Discussion	30	Charles Trainor	April	May
22.	Review amendments to <i>Communities in Motion</i>	Yes	Staff will present amendments needed for full compliance with the federal rules on transportation plans. These rules are still in draft as of July 2006.	Information/ Discussion	20	Charles Trainor	May	June
23.	Recommend Approval of the amendments to <i>Communities in Motion</i>	Yes	Staff will seek a recommendation to approve the amendments needed for full compliance with the federal rules on transportation plans.	Action	20	Charles Trainor	June	July
24.	Review Financial Report on Transportation	No	Staff will review transportation financing report compiled from information provided by regional agencies.	Information	30	Charles Trainor	June	July
25.	Review draft Monitoring Report	No	Review draft of Monitoring Report.	Information/ Discussion	30	Charles Trainor	July	August
26.	Review Growth Allocation Model Options	No	Staff will present model for use in future growth allocation process.	Information/ Discussion	30	Charles Trainor	July	August
27.	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
28.	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	Information/ Discussion	15	Jared Everett 426-2090	TBD	N/A

<i>ID #</i>	<i>Title/Description</i>	<i>Mandatory</i> 1	<i>Additional Information</i>	<i>Agenda Type</i> <sup>2</sup>	<i>Time (minutes)</i>	<i>Presenter(s)</i>	<i>Proposed Agenda</i>	<i>Board Agenda</i>
			(students and instructors) between the two campuses. BSU has plans to alleviate some of projected problems.					
29.	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	Patricia Nilsson	TBD	TBD
30.	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	Patricia Nilsson	TBD	TBD

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