



**Regional Technical Advisory Committee**  
**May 25, 2005**  
**Community Planning Association**

**\*\*\*Minutes\*\*\***

**ATTENDEES:** Greg Abramson, City of Kuna  
 Wendel Bigham, Meridian School District Transportation  
 Kevin Bittner, Valley Regional Transit  
 Lance Evans, City of Boise (for Karen Gallagher)  
 Dean Gunderson, Ada County  
 Leonard Herr, Department of Environmental Quality  
 Don Kostelec, Ada County Highway District, **Chair**  
 Gordon Law, City of Caldwell  
 Bonnie Ford-LeCompte, Canyon County  
 Shawn Martin, Ada County Highway District  
 Sue Sullivan, Idaho Transportation Department-District 3  
 Steve Siddoway, City of Meridian  
 Nichoel Baird Spencer, City of Eagle,  
 Toni Tisdale, COMPASS (*Ex-Officio*)

**ABSENT:** John Anderson, Boise Air Terminal  
 Casey Bequeath, Canyon Highway District #4  
 Mary Berent, City of Middleton, **Vice Chair**  
 Jim Buffington, Nampa Highway District #1  
 Berrin Nejad, City of Garden City  
 Paul Raymond, City of Nampa  
 Pam Sheldon, Capital City Development Corporation  
 Dennis Stegenga, City of Star  
 Sarah Stobaugh, Boise Independent School District

## **OTHERS**

**ATTENDING:** Patricia Nilsson, COMPASS  
Sai Kumar Sarepalli, Holladay Engineering  
Terri Schorzman, COMPASS  
Cindy Thiel, COMPASS  
Charles Trainor, COMPASS  
Jeanne Urlezaga, COMPASS  
Debbie Winchar, COMPASS  
Jay Witt, COMPASS

## **CALL TO ORDER**

Chair Don Kostelec called the meeting to order at 9:03 a.m.

## **CONSENT AGENDA**

### **Approve April 27, 2005 Minutes**

**Gordon Law moved and Sue Sullivan seconded to approve the April 27, 2005 minutes as written. There being no further discussion, the motion was unanimously approved.**

## **ACTION ITEMS**

### **Amend the FY2005-2009 Northern Ada County Transportation Improvement Program – ACHD Commuteride**

After discussion, **Dean Gunderson moved and Gordon Law seconded to recommend the amendment of the FY2005-2009 Northern Ada County Transportation Improvement Program – ACHD Commuteride as presented. There being no further discussion, the motion was unanimously approved.**

## **INFORMATION ITEMS**

### **Discussion about FY2005 Unified Work Program**

Charles Trainor stated that COMPASS staff is preparing the FY2006 Unified Planning Work Program (UPWP). The UPWP is used to establish the budget and planning activities for the upcoming year. This year COMPASS is heavily engaged in *Communities in Motion* (CIM) and a number of other projects, including the Corridor Studies. While in the midst of these tasks, we are also thinking about what needs to be done for the coming year. More COMPASS staff time will be required for CIM in 2006 to help complete direction given by the COMPASS Board. The member agencies are being asked to make suggestions as to which projects/tasks they would like to see in the FY2006 UPWP.

Steve Siddoway commented that the City of Meridian has three items in their budget request which will require COMPASS staff participation. Funds are being requested for:

- Citywide Pathway and Bikeway Plan
- Ten Mile Interchange Area Plan
- South Meridian Plan

Gordon Law asked for clarification on COMPASS' involvement in the GARVEE project selection process. Charles Trainor replied there are two activities in which COMPASS will be involved: CIM and CIM as it rolls forward into the Transportation Improvement Program (TIP).

Gordon Law stated his concern with the GARVEE process and the projects associated with it. COMPASS has never been asked about what should be on the project list but only that COMPASS support the idea of GARVEE bonding. If COMPASS is a planning agency, how do you get more involved in that aspect of the process?

Charles responded that GARVEE bonding still has to be consistent with the adopted metropolitan planning organization plan. There are some inconsistencies at this point in the sense that GARVEE bonding has laid out freeway widening which is outside of the areas identified in the existing plans. This is when CIM will come back in; the extent to which we would include, or not include, the GARVEE bonding projects within CIM.

Patricia Nilsson stated that at a COMPASS Board meeting Charlie Rountree said ITD would have something for COMPASS in June. An update on the GARVEE projects may be a good agenda item for the June RTAC meeting

Dean Gunderson commented when looking at the statewide Federal Highway's Top Survey, it indicated that 18% of the public would be in support of spending nearly 18% of all transportation funds on mass transit.

Patricia stated that RTAC has in the past discussed the need to update respective subdivision ordinances to coordinate the access permits from ITD with development applications. Would this be an area that people would want to develop and put into the UPWP? Toni Tisdale replied that staff has already recommended that it be included. That discussion was carried forward into preliminary plans for the UPWP.

Dean Gunderson commented there are two things that he would appreciate COMPASS investigating. The Top Survey was a statewide survey that indicated strong demographic differences between Idahoans that lived in urban areas and what they would like to see the money spent on versus those living in the rural areas. It would be interesting to see how ITD District 3's raw data would play out if it was analyzed separately. Much of the data came from rural areas that have little or no access to mass transit.

Also, the Public Participation Committee (PPC) will be a better way of disseminating information to the public but presently there is little opportunity for the PPC to make recommendations on what areas should be investigated further. The PPC should have an opportunity to come up with some of their own ideas.

Charles explained that it was intentional to keep the PPC limited to advising COMPASS on ways to improve public participation and not create the PPC as the old Citizens Advisory Committee (CAC) that advised on what projects should be done and how they should be done beyond public participation.

Charles stated that COMPASS is in the process of hiring a Transit Principal Planner. Kevin Bittner commented that Valley Regional Transit (VRT) staff has discussed what type of transportation planning activities would be at the COMPASS level and then VRT would be responsible for implementation. With the new position, there will be a lot of discussion between COMPASS and VRT regarding planning and implementation.

Leonard Herr commented a request has been made to COMPASS for inclusion into the UPWP. Over the last year an effort has been underway to get a Department of Energy Clean Cities' designation for the Treasure Valley. The Department of Energy's Clean Cities Program is an alternative fuel development infrastructure program put out by the federal government. Approximately 80 cities are designated throughout the country. If an area can obtain a Clean Cities designation, it opens up a significant funding opportunity to develop alternative fuel infrastructure. Primarily, the City of Boise and the Department of Environmental Quality (DEQ) have been co-coordinating this project, although it is a very collaborate group with the involvement of many COMPASS agencies. A designation request will be submitted next month. If successful, the Treasure Valley would be designated in September. One of the requirements of the Clean Cities Coalition is to have a designated person as a coordinator to manage the programs and submit applications for grants. A Steering Committee consisting of several members of DEQ, the City of Boise, and VRT have submitted a letter to Matt Stoll asking that COMPASS consider housing a coordinator and funding this position. It could be self-funded as there is money available through grants to fund position activities and would therefore not be as much of a financial consideration as it would be a time consideration.

Sue Sullivan stated she is ready to start an HOV feasibility study for the interstate and will need the help of Mary Ann Waldinger. Mary Ann's help will also be requested in estimating how much time will be required. Sue would also like to know how RTAC would like to be involved. Four technical advisory committees have been scoped, with one presentation to the COMPASS Board. Status reports could be presented to RTAC or an advisory committee could be created. This will be a feasibility study that will provide data to understand the implications of HOV and different options available. As interstate improvements come on line feasibly in 2011, 2012, 2013, there may be some additional lanes.

Dean Gunderson stated he would like to participate on behalf of Ada County.

Kevin Bittner commented that VRT would like to see this come to RTAC.

Sue stated there will be a level of detail that will add to the scope, which will look at traffic analysis, data collection, meetings with different stakeholders (law enforcement being a key stakeholder), and public survives. This is being done under the Orchard to Gowen project with a kickoff in late June. Data is needed from the parallel arterials such as Franklin, in order to identify what kind of traffic shifts would occur.

Shawn Martin commented that the West Bench Circulation Study will start June 2006 and will continue for a year. This study will require Mary Ann Waldinger's time on modeling.

Don Kostelec stated there has also been discussion regarding Three Cities River Crossing. Regarding the Citywide Pathway and Bikeway Plan (Meridian), one of the recommendations that is likely to come out of the Ped/Bike Transition Plan as it relates to the bicycle network, is the need to go through a good detailed Bicycle Master Plan for the county and possibly the region. Support will be needed.

## **Update on New COMPASS Committees**

### **Public Participation Committee (PPC)**

Terri Schorzman stated the COMPASS Board gave their approval on February 28, 2005 to establish a new Public Participation Committee (PPC). An informational item will be presented to the Board in June with the hope that the Board will give direction to move forward. The PPC will be composed of eight to twelve members who reside in Ada and Canyon Counties and will

meet four to six times per calendar year. The PPC will advise and assist COMPASS staff on the approach and delivery for public involvement activities.

Lance Evans commented that this is a lot of work for a few volunteer members to take on. Has any thought been given to making them members of the committees? Charles Trainor replied that discussion has taken place indicating that the PPC are not necessarily ex-officio members but observers. Terri Schorzman explained that we want people who are interested in the public outreach aspect as opposed to someone who may be technically experienced enough to serve on a committee such as the Demographic Advisory Committee. These would be people who are highly engaged in other aspects of the community.

Kevin Bittner stated the VRT is required in the Title 6 Program to have a Citizens Advisory Committee. Is there any way to combine and have transportation part of the PPC and look at an advisory committee to the VRT as being part of the PPC? This would avoid duplication of efforts.

Steve Siddoway clarified that the PPC, as he understands it, will not weigh in on projects and advise on projects but rather be a committee to advise COMPASS on how to do outreach. Nichol Baird Spencer commented the PPC would take information to the public and provide COMPASS a mechanism to make sure it is being absorbed and understood by the general public.

Charles Trainor stated as an example, confusion between different Citizens Advisory Committees came out a few years ago when COMPASS' Citizens Advisory Committee decided they wanted to meet with ACHD's Citizens Advisory Committee to advise them on how they should be doing their job. They were going outside their area. We recognize there are going to be Citizen Advisory Committees for ACHD and VRT. We do not need a Citizen Advisory Committee to provide citizen comment when there are already a number of those types of opportunities provided. We struggle with the issue of getting our information out intelligently and how to construct our public involvement process to engage the public? This is why we have a very targeted focus on what the PPC should be.

Don Kostelec stated under the targeted area of bicycling, there is a struggle to get a good balance between a commuter cyclist and a recreational cyclist and the different needs of each. One or each of those groups should be targeted.

Dean Gunderson suggested that in the PPC Bylaws under Article VII, Section 1, Representation, the Geographic Information System Committee (GISC) should be changed to the Regional GIS Advisory Committee (RGAC) as reflected in the RGAC draft Bylaws.

Lance Evans stated that the City of Boise has deep concerns about exactly how the PPC will function and requested that a memo or report be provided at the next RTAC meeting outlining how the PPC will be supported. Are we asking the citizens what they think about a Public Participation Committee?

Terri Schorzman explained that an application procedure is being created that will be widely distributed. RTAC will be asked to distribute these applications to their constituents.

Don Kostelec commented that he echoed Lance's concern on an estimate of time.

### **Regional GIS Advisory Committee (RGAC)**

Charles Trainor stated that over a number of years COMPASS has supported an Ada County GIS advisory board. That board was established by Ada County to provide guidance to Ada County Commissioners on the structure of their GIS program. When COMPASS made the change to a two-county agency, there was a need for a broader look at GIS across the two counties. At this point information is being gathered from a six-county area which is often highly diverse and sometimes not suitable to merger together. For both *Communities in Motion* and the Corridor Studies, having good information across a larger regional area is becoming more and more important to successful implementation of our studies.

It has been proposed to not necessarily stop involvement within the Ada County GIS but to establish an advisory committee to the COMPASS Board that could work with the Board on issues across the region, opportunities for improvement, and if having STP funds, looking at investments. Ross Dodge wanted it emphasized that this group will have no authority on any city or county GIS system; will not tell people what to do, but to look for opportunities to improve regional coordination. RGAC will advise the COMPASS Board in order to provide better information for the decision making process. RGAC will also work with the public as an educational component of demographics as it relates to transportation.

Wendel Bigham stated the Meridian School District would like to be able to access the RGAC to obtain demographic information which would be very beneficial to them.

### **Discussion on Transportation Studies Coordination Project**

Toni Tisdale stated that information has been added since the April meeting:

- I-84 Junctions - State Highway 44 to Five Mile
- Urban Land Institute Report
- Interchange Feasibility Study – SH 16 and SH 44

Shawn Martin commented that the Lake Hazel - Gowen Road relocation project will be underway and a five member selection committee is needed to review RFPs. Would COMPASS like to be the 5<sup>th</sup> member on this committee? Staff responded that they would get back with a representative.

### **OPEN DISCUSSION**

Toni Tisdale stated the 2010 functional classification maps do not include minor collectors because we were under the impression that minor collectors could not be funded through federal funds. Toni spoke to Garry Young at ITD who said he was looking at Canyon County, near Melba, and there were no minor collectors that he thought should be included on the map. Gary said that under the current bill 15% of the funds can be moved over in an emergency situation for minor collectors. Toni told Gary that she would not make the change yet but if that provision is still on the new bill, some of the minor collectors will be added.

Don Kostelec commented that ACHD is working with COMPASS on better criteria to define the functional classification overall.

Terri Schorzman distributed note cards for a presentation on “Historic Land Use in the Treasure Valley: A Changing Landscape” being held at the Idaho Historical Museum on May 25, 2005, at 7:00 p.m.

Charles Trainor gave a brief update on *Communities in Motion*. On May 23, the COMPASS Board was requested to approve the Scope of Work and expanded budget to accomplish additional work and also to extend the schedule anywhere from two to eight months. The Board decided to take one of the land use growth scenarios out of the mix, Amalgamated, which leaves Trend, Mixed-Use Corridors, and Blended/Satellites Cities Scenarios. The CIM-Plan Coordination Team (PCT) will work to choose two scenarios that will survive into a full evaluation of transportation. We were not given the authority to seek more funds or to extend the calendar. We are working very quickly to look at the calendar and budget issues. COMPASS staff time will be shifted to accomplish this task and there will be a reduction of certain activities this fall to stay within this budget and calendar.

Don Kostelec quoted:

“It is the Blended amended Trended that no one befriended because it couldn’t be defended on what was not splendid so now it has been suspended.”

Dean Gunderson suggested that the FHWA Top Survey along with the PowerPoint and pdf should be added to the Transportation Studies Coordination website.

Congratulations to Steve Siddoway and Don Kostelec for passing their AICP exam.

**NEXT MEETING:**

Wednesday, June 22, 2005, 9:00 a.m., at COMPASS.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 10:30 a.m.

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