



Regional Technical Advisory Committee
June 22, 2005
Community Planning Association

*****Minutes*****

ATTENDEES: Greg Abramson, City of Kuna
 Mary Berent, City of Middleton, **Vice Chair**
 Karen Gallagher, City of Boise
 Dean Gunderson, Ada County
 Leonard Herr, Department of Environmental Quality
 Don Kostelec, Ada County Highway District, **Chair**
 Shawn Martin, Ada County Highway District
 Sue Sullivan, Idaho Transportation Department-District 3
 Toni Tisdale, COMPASS (*Ex-Officio*)

ABSENT: John Anderson, Boise Air Terminal
 Casey Bequeath, Canyon Highway District #4
 Wendel Bigham, Meridian School District Transportation
 Kevin Bittner, Valley Regional Transit
 Jim Buffington, Nampa Highway District #1
 Gordon Law, City of Caldwell
 Bonnie Ford-LeCompte, Canyon County
 Berrin Nejad, City of Garden City
 Paul Raymond, City of Nampa
 Pam Sheldon, Capital City Development Corporation
 Steve Siddoway, City of Meridian
 Nichoel Baird Spencer, City of Eagle
 Dennis Stegenga, City of Star
 Sarah Stobaugh, Boise Independent School District

OTHERS

ATTENDING: Patricia Nilsson, COMPASS
Nicole Prehoda, COMPASS
Sai Kumar Sarepalli, Holladay Engineering
Aaron Scheff, IDEQ-BRO
Matt Stoll, 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 9:05 a.m.

Introductions were made of all attendees.

CONSENT AGENDA

Approve May 25, 2005 Minutes

No quorum was present and this item was tabled for the next scheduled meeting.

ACTION ITEMS

Review Draft Project List for Final FY 2006-2010 Northern Ada County and Nampa Urbanized Area Transportation Improvement Programs (TIP)

Patricia Nilsson stated that COMPASS received the Idaho Transportation Department's (ITD) project list for the State Transportation Improvement Program (STIP), which had many changes. The COMPASS Board agreed that the COMPASS 30-day public period on the draft project list should coincide with the new ITD schedule in order to make some of these changes and for the purpose of not confusing the public.

There are different categories of funding and Patricia spoke to Scott Frey at the Federal Highway Administration (FHWA) to make sure the federal requirements are met for showing federal funding categories in the TIP. All funding codes were changed because of the GARVEE program. A lot of "mirroring" has to happen in a very short order.

Another project list with all the amendments will be brought back to RTAC at the next scheduled meeting.

Issues may be raised for the conformity analysis. The Interagency Consultation Committee (ICC) will make the decision if there are projects that are regionally significant. Those projects will not be included in the TIP but will go through an amendment to the conformity analysis and amendment to the TIP.

The 30-day public comment period will begin July 18, 2005 and will run through August 16, 2005. An Open House is scheduled for August 3 and an updated letter will be sent to the participating agencies. Detailed questions regarding projects should be referred to Patricia Nilsson or Toni Tisdale.

Don Kostelec stated with regard to the Northern Ada County TIP, the description of Projects 106 and 107 need to match ACHD's Five-Year Work Program.

Sue Sullivan commented on the projects that have not had the opportunity to demonstrate conformity, can the design of them begin? Are they construction related?

Matt Stoll suggested verifying with Scott Frey. There is the possibility that engineering could be included in the TIP and the STIP although it is not a part of the conformity analysis. The issue is once there is commitment towards right-of-way on the actual construction of a project that is where you run into problems.

Karen Gallagher stated that Boise City would like to be involved in examining projects that will widen to five lanes and would like information on the following projects:

- Project 21, Overland Road, Cloverdale Road to Five Mile Road – question regarding the future plans for Overland Road.
- Project 26, Maple Grove Road, Franklin Road to Fairview Ave.
- Project 87, Five Mile Road, Franklin Road to Fairview Ave.
- Project 90, Franklin Road, Touchmark Way to Five Mile Road – the description is unclear.
- Project 94, Franklin Road & Phillipi Street Intersection – This is an intersection issue. Don Kostelec stated the description is wrong.
- Project 104, Franklin Road & Allumbaugh Street Intersection and Project 105, Franklin Road & Liberty Street Intersection.
- Project 111, Orchard Street & Chinden Blvd. Intersection.

Patricia Nilsson stated Project 90 is advanced construction for Project 115. Advanced construction is a funding strategy.

Patricia suggested that if a joint meeting is planned with the Boise City and the Ada County Highway District that might be a good forum to address these issues in detail. Don Kostelec stated some of the projects are designed right-of-ways built for construction next year and other projects have been under design for three years. All of the projects mentioned are identified in ACHD's Capital Improvement Program (CIP) that was adopted two or three years ago. The projects on Franklin and the intersections where Franklin is a four lane is putting the necessary turn bays at those intersections to facilitate the flow. These are general comments but more detail can be discussed at a staff related meeting.

Matt Stoll asked Patricia to coordinate a staff meeting.

Review Draft FY 2006 Unified Planning Work Program and Budget (UPWP)

Matt Stoll stated that COMPASS is required to develop a UPWP every year which outlines the strategy of the work COMPASS will embark upon for the upcoming fiscal year. The format is the same format that was employed for FY 2005. It is the first time the UPWP has been broken down into projects, services, system maintenance, and indirect overhead. The COMPASS Board approved this format and the review teams from the Federal Transit Administration and Federal Highway Administration appreciated the concise outline.

The main focus continues to be on the Regional Long Range Transportation Plan (LRTP), TIP development, the two corridor studies for ITD, and finalizing the Middleton Road connections. The main emphasis is on *Communities in Motion* and getting it finalized next year for

COMPASS Board direction. New topics have been added such as Item 620, Growth and Transportation System Monitoring – the outgrowth of *Communities in Motion* on how the benchmarks and goals are being met. A land use model demonstration project has been added to look at the transportation land use system interaction. Jay Witt stated this would be a tool to do TAZ allocations. Matt commented an I-84 Auto Occupancy Window Survey category has been added to get a better handle on what sort of occupancy rate we have (i.e., single occupancy vehicles, carpooling). A 2006 project has been added to do an ortho photography flight. Ortho photographic flights are updated every three to four years and it is time to do it again as the area has changed. Support will be provided for the ACHD Impact Fee Program and the Clean Cities Coalition Participation. Legislative services and Lobbying efforts have been broken out both at the State and Federal levels.

Direction was given by the Executive Committee and Finance Committee to take this year's level of effort and carry it forward for next year. The level of effort given to public outreach was appreciated and will continue. It is not assumed that the consolidated planning grant is going to increase next year, however, if reauthorization does happen the consolidated planning grant will increase.

This is the first year COMPASS will phase out the use of Surface Transportation Program-Urban (STP-U) funds for the maintenance and core operations of COMPASS (i.e., paying rent, salaries, etc.). STP-U funds will be used as directed by the Board for specific studies and more consulting work.

COMPASS has received a number of requests from members for projects/project support after the UPWP was developed. RTAC is the first committee that has been asked to review these requests and provide a recommendation to the Finance Committee and Board regarding what projects would be incorporated. Any hours dedicated toward this effort would come out of general membership services. Matt reviewed the individual requests.

The request from IDEQ and the City of Boise representing the Treasure Valley Clean Cities Coalition will go before the Executive Committee for direction. This request would require approximately 81 hours of additional work days. Any request requiring more than four staff work days will go before the Board for approval.

A request was recently received from Valley Regional Transit (VRT) that COMPASS take over the Rail Corridor Feasibility Study-Phase 2. Since this is a regional project VRT requested that COMPASS provide those services. Linda Ritter's last work day is June 24 and that position will be converted into a Transit Planner position. Per the suggestion of the Certification Review Team and the request of several of COMPASS' general members, there needs to be more of a transit effort than has been done in the past. At this time COMPASS is actively pursuing experienced individuals for this position.

Direction is needed from RTAC as to which, if not all, projects should be incorporated into the UPWP, which in turn will be conveyed to the Finance Committee and submitted to the COMPASS Board for approval at the August 15 meeting.

Sue Sullivan suggested keeping the I-84 Auto Occupancy Window Survey but revise some of the tasks because some tasks are scoped in the I-84 Orchard to Gown project as a supplemental. There are still things that need to be done and it would be valuable to come up with different tasks. What was not scoped and would be of value is a user's survey to see how many people

would use an HOV facility. This is not included. Sue will speak to Jay Witt and MaryAnn Waldinger to see what would come next after collecting and analyzing the data.

Dean Gunderson stated that Ada County is going through the consultant selection process for their Comprehensive Plan and they will be relied upon to develop the scope. Dean wanted to make sure there would not be an undue impact on COMPASS' resources next year. Confirmation of how much of COMPASS staff time is needed would be known prior to the August mailout to the Board.

Matt Stoll replied that the reason for bringing the draft version of the UPWP before the Board in July is exactly for that sort of situation. They can voice recommendations that may have come up since bringing it to RTAC and the Finance Committee, present something that has been overlooked, and make a request whether to decrease time or increase time in a given area. If the Commissioners want to make this request at the July meeting or before the mailout, it should be highlighted in what is being forwarded to the Board in July as a probable request, if recommended by RTAC, and it would be adopted in August.

Dean Gunderson stated he had made an earlier request related to the geographical size of TAZs in Southern Ada County and Canyon County, breaking those down into parcels in order to get more accurate data similar to the TAZs in Northern Ada County. We are finding out through *Blueprint for Good Growth* and *Communities in Motion* that the TAZs are quite large in Canyon County and there are five for Southern Ada County. It would be helpful to break them down into more manageable chunks so the traffic data coming out of them is more meaningful. This may impact a number of groups or sub-groups within COMPASS. The amount of staff time needed has not been evaluated.

Charles Trainor replied the population data is so limited that given the small size of the forecast you do not get a lot more information. There is also a lack of physical features (i.e., section line roads, railroad tracks) in order to break it down into manageable chunks.

Dean Gunderson commented one of the things being considered through the comprehensive plan is looking at demographic data and land use data not by individual jurisdiction or through area of impact but by breaking the county down into a thousand foot grid or some other determined grid, which would allow tracking measurements and data based on the grid that would not change over time.

Patricia Nilsson stated a substantial reduction was done around the Kuna area approximately three years. It is a serious effort to reassign demographics and recalibrate the model.

Matt Stoll stated as far as staff time, this is within the demographic population estimate development and maintenance of the Travel Demand Model. From a technical standpoint a recommendation should be sought from the Demographic Advisory Committee and the Transportation Model Advisory Committee. If it is a component of the request to help out with the comprehensive plan as the details are set forth, discussion would then take place as to what would be required from COMPASS staff.

Don Kostelec commented it is imperative that we move with the update of the comprehensive plan and that we undertake from the transportation side a deficiency analysis of what those land uses are telling us so we can provide the proper feedback to the entities that are going to be adopting them.

Don Kostelec stated the Downtown Meridian Transportation Plan which has not yet been adopted, does call for a land use and trip generation study around the Waltman intersection. This request may come from the City of Meridian. It will not be an intensive analysis and would not take four staff work days.

Don requested that just the pages of the UPWP with the incorporated items be included in RTAC's July packet.

RTAC made a recommendation to look at how to incorporate the additional items mentioned with the exception of waiting for the Executive Committee's recommendation on the Clean Cities Coalition Coordination. A consensus was received from all members in attendance.

Matt commented that if the City of Middleton is requesting modeling support next year from COMPASS staff a written request is needed. Mary Berent stated that the city engineer is working on this and she will contact him to confirm.

INFORMATION ITEMS

Update on Communities in Motion

Charles Trainor stated the Plan Coordination Team's (PCT) recommendation was to choose the Blended scenario. The COMPASS Board endorsed the Blended scenario on June 20, 2005. Work now begins on developing optimal transportation systems.

Charles reviewed the deficiency map which the PCT was given to propose initial corridors for improvement for the Trend scenario. Mary Berent requested the map be uploaded online when completed. Charles stated on June 24 the PCT will wrap up work to prepare a Trend system and begin to prepare the same network for the Blended scenario, which has a greater opportunity for public transportation and other alternatives. These systems and evaluations will be presented to the Board in August 2005 and will also go before the public during two open house meetings at the end of August 2005. At that time optimal transportation systems will be drafted for the Trend and Blended scenarios as well as approximate cost estimates for these projects and an estimate of the likely available dollars to do this body of projects.

After further discussion, Patricia Nilsson stated that MaryAnn Waldinger will provide a map of future volumes where we are seeing volumes increase to a point where the center turn lanes are not safe. Don Kostelec commented it is a critical education element for the COMPASS Board in order to help identify future implications. There have been corridors in the past where access control has been implemented and no support has been received from businesses or some of the other entities. Because that decision was not made up front it is now forcing corridors and parallel roadways to be widened.

Access Management Ordinances

Patricia Nilsson stated the Cities of Kuna and Caldwell have adopted access management ordinances. A similar ordinance is being considered by the City of Meridian but has not yet been scheduled with the Meridian Council. Sue Sullivan has been involved with the City of Meridian not just in the area of access management but also in a committee looking at an entirely new zoning ordinance.

Patricia stated the Transportation Research Board has updated the Access Management Manual and they have more compilations of research from around the United States. The fundamental

purpose of these ordinances is public safety and research is showing tremendous benefits to safety. Less people get hurt when there is access management. Benefits are also shown economically and esthetically. In businesses because there is a reduction in congestion there is a statistical increase in market area. Esthetically, when implementing access management on Eagle Road for example, there is more area for landscaping as well as esthetic treatment of particular corridors.

Greg Abramson stated the City of Kuna's experience has been fairly limited in that the development has not encroached on Highway 69 to this point other than after making the bend and actually entering into town. A conflict has risen with the ordinance in that new businesses have come in and this ordinance prohibits them from taking direct access onto Applebaum Street. The City of Kuna is looking to modify the legal description of the ordinance to take out that stretch. At the rate Kuna is growing, there have been several inquiries for properties next to Highway 69 on the west side. Kuna is determined to make sure that Highway 69 remains a very smooth and high-speed access to Kuna, which is the only way to get in and out of town. Kuna City Council has given support to insure that this is implemented.

Sue Sullivan stated that the City of Meridian's access management ordinance includes access management for Highways 69, 55, and 20/26. The ordinance has not yet gone to public hearing as discussions are still taking place. In addition to access management there are also items related to the state highway system including noise abatement for residential uses (requirements to be included by the developer), pathway requirements, a requirement that the developer construct the frontage and backage roads on their property, and that it is ultimately designed to provide access to the parcels adjacent to the highway. The ordinance clearly states that once the use is significantly changed, the use of the existing approach ceases and the approach is essentially abandoned. This is very helpful to the Idaho Transportation Department.

Don Kostelec stated the City of Caldwell's access management ordinance has been adopted but the concern on the Ada County Highway District's (ACHD) legal side is that the ordinance referenced the 1999 ACHD Development Policies, which were updated in 2003. Also with 900 subdivisions, calls come in from local developers. There is a concern that ACHD's development staff was going to receive calls from Canyon County developers to answer questions. The ordinances are not understood enough in Ada County much less to have a public record discussion in another county regarding someone else's ordinances.

Sue Sullivan commented from the transportation end she appreciates all the work that has been done and it is very helpful.

Patricia Nilsson stated if anyone is considering an ordinance they should involve the transportation agencies.

Information about Grant Opportunity from Idaho Department of Environmental Quality for Revitalizing Idaho's Brownfields

Aaron Sheff from the Idaho Department of Environmental Quality provided a "Revitalizing Idaho's Brownfield" brochure and gave a brief presentation about the new grant opportunity.

Information about an Association of Metropolitan Planning Organization (AMPO) Grant Opportunity

Nicole Prehoda stated that COMPASS received a grant opportunity from the Association of Metropolitan Planning Organizations (AMPO). It is an incentive grant program for Metropolitan Planning Organizations to undertake innovative safety and security transportation planning initiatives. COMPASS staff held two internal meetings to discuss the possibility of applying. The concept being considered is an I-84 Incident Response Planning Project particularly in the area between Meridian and Nampa where there are no interchanges. COMPASS staff will have discussions with Jim Larsen from ACHD and Doug Hardman from Emergency Management regarding this concept. This may be a good way of improving congestion along that route and also improve congestion along parallel routes when there is an incident.

Sue Sullivan commented there is a committee working on the Traffic Management Center. They are having a lot of these types of discussions as they move forward. A number of different agencies are involved and it may be a good idea to communicate with them. Don Kostelec suggested that Katey Levihn be invited to attend these meetings.

Discussion on Transportation Studies Coordination Project

Toni Tisdale stated the only project added was the Top Survey as suggested by Dean Gunderson.

NEXT MEETING:

Wednesday, July 27, 2005, 9:00 a.m., at COMPASS.

ADJOURNMENT

There being no further business, the meeting adjourned at 11:00 a.m.

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