



**TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY  
DOWNTOWN POLICY ADVISORY COMMITTEE**

**Monday, March 17, 2008, 3:30 p.m.**

**LOCATION: Ada County Courthouse, Commission Hearing Room,  
200 W. Front Street, Boise, Idaho**

**\*\*AGENDA\*\***

<b>Item</b>	<b>Speaker</b>	<b>Time/ Documentation</b>
1. <b>EXECUTIVE SESSION</b> <i>Pursuant to I.C. 67-2345 (c) (1) Real Property</i>	Dale Higer	
2. <b>Review Minutes</b> <i>Draft minutes from 02-11-08 meeting are attached. Pages 2-5</i>	Dale Higer	<b>5 Min</b> Information Attached
3. <b>Downtown Boise Multi-Modal Transit Center</b> <i>Staff requests concurrence of the technical ranking undertaken for four candidate sites. Status of meetings with property owners and adjacent businesses and property owners. Pages 6-13</i>	Bob Post	<b>45 Min</b> Information Attached
4. <b>Improved Interaction with DTAC</b> <i>The tight calendar requires improved communication between DTAC and DPAC. Discuss how view of DTAC members can best be conveyed to DPAC. Page 14</i>	Charles Trainor	<b>15 Min</b> Information Attached
5. <b>Initial Segment Options Review (DBC)</b> <i>Review initial segment options and provide comments. Pages 15-17</i>	Bob Post	<b>20 Min</b> Information Attached
6. <b>NEPA Documentation Strategy</b> <i>The intent is to seek a Categorical Exclusion. This will require clear documentation upon which FTA can act. Pages 18-19</i>	Bob Post	<b>10 Min</b> Information Attached
7. <b>Next Steps</b>	All	N/A
8. <b>Information Items</b> <i>Updated DPAC/DTAC Schedule, Agenda &amp; Action Items</i>	N/A	N/A



**Treasure Valley High Capacity Transit Study  
Downtown Policy Advisory Committee  
February 11, 2008 Meeting Minutes  
Capital City Development Corporation Conference Room  
Boise, Idaho**

**Attendees:** Rebecca Arnold, Commissioner, Ada County Highway District  
David Eberle, Councilman, City of Boise  
Dale Higer, Private Sector Representative – At Large  
Rob Hopper, Councilman, City of Caldwell, Valley Regional Transit Representative  
Cheryl Larabee, Capital City Corporation Board of Directors  
Paul Woods, Commissioner, Ada County

**Members Absent:** A.J. Balukoff, Community Planning Association Representative  
Ed Dahlberg, Boise Metro Chamber of Commerce Representative  
Monte McClure, Idaho Transportation Board  
Jim Tomlinson, Downtown Boise Association Representative

**Others:** Nancy Brecks, Community Planning Association  
Rosemary Curtin, RBCI  
Kelli Fairless, Valley Regional Transit  
Bryant Forrester, Urban Concepts  
Dean Gunderson, Boise City  
Phil Kushlan, Capital City Development Corporation  
Kathleen Lacey, City of Boise  
Bob Post, URS Corporation  
Charles Trainor, Community Planning Association

**1. Call to Order**

Chair Higer called the meeting to order at 3:35 p.m. Chair Higer stated, due to lack of quorum, the meeting will begin with Agenda Item 2. – Open House Report

## **2. Open House Report (MMC and DBC)**

Rosemary Curtin presented an overview of the January 17, 2008, Open House. She stated 488 people attended. The purpose of the Open House was to build stakeholder support and gather public input on potential Multimodal Center functions, locations and Downtown Circulator alignment and vehicle types.

She reviewed the feedback from participants:

- Nonessential functions - participants commented most often in favor of including a bicycle station, transit information center (dispatch) and an intercity bus depot;
- Essential functions - participants commented most often in favor of including public art, bicycle parking and a plaza/waiting area that includes an information kiosk;
- Multimodal Center site locations - Site C was the preferred site with 56 of the 157 responding participants in favor;
- Downtown Transit Circulator potential alignments - Site C was the preferred site with 21 of the 43 responding participants in favor;
- Downtown Circulator major destinations - 39 participants provided input on the major downtown destinations being considered in the selection of a downtown circulator alignment. The most often repeated comments were: include the BSU Campus, 8<sup>th</sup> Street, the library, parks, the Greenbelt, cultural centers, all major destinations in the Treasure Valley-- not just those in downtown, add North End and foothills neighborhoods, and hospitals.
- Downtown Circulator potential vehicle types - Modern Streetcar was the preferred vehicle type with 24 of the 97 responding participants in favor; and
- Of the 98 general comments received, participants were very supportive of the study and its projects.

Bob Post said the next steps will be to incorporate this information into the criteria for the circulator alignment. Rosemary will include the feedback in the newsletter and each participant will receive a summary of the information and a thank you for participating. Bob stated that a meeting will be scheduled with the Federal Transit Administration to bring them up to-date on the Open House summary.

**Quorum reached at 3:50 pm.**

## **3. Review Minutes**

**David Eberle moved and Cheryl Larabee seconded approval of the January 7, 2008 meeting minutes as presented. Motion passed unanimously.**

## **4. System Plan Evaluation and Recommendation (DBC)**

Bob Post reviewed the three alternative Downtown Circulator System plans: A, B and C, and recommendation. He stated the purpose of adopting a preferred system plan is to:

- Establish a vision of how a circulator system could eventually materialize to serve both existing and planned development within the downtown area.

- Set the framework for future potential extensions which might incorporate key developing areas near the downtown.
- Serve as the starting point for the identification of an initial segment of a circulator system that is developed in a manner that does not preclude, or make prohibitively expensive, future extensions.

Based on the ratings of the alternatives against the listed criteria, Bob said the Downtown Technical Advisory Committee adopted a recommendation that System Plan Alternative C be advanced as the preferred system plan and be moved to the next level of evaluation. It provides service to most of the identified key destinations and, due to the simplicity of the alignment, is considered a plan that can be easily communicated to the public. He stated the next step is to identify some combinations of initial segments of the recommended system for downtown.

After discussion, **David Eberle moved and Cheryl Larabee seconded that a hybrid of Alternatives B and C be considered, that “C” not cross the river twice, and that “B” has a couple “u” alignments providing service to the BSU campus, Boise Depot and the Federal campus. Motion passed unanimously.**

#### **5. Site concept review (MMC)**

Bob Post reviewed the Multimodal center site concept designs and discussed how each design would fit interchangeably on each site.

Rebecca Arnold stated that the intent of her request at the January 2008 meeting was not that van pool parking had to be on the sites; street parking would be fine.

Kelli Fairless noted it would be a disincentive for van pool drivers to be required to park the vans at the center and not at their work sites. At the site, dedicated drop and go areas and designated waiting areas would be the most effective.

Charles Trainor stated meetings with property owners of adjacent properties are being planned to get their feedback as well.

#### **6. Mode option presentation (DBC and PC)**

Bob Post provided a presentation on transit modes. The four types applicable to Boise and the Treasure Valley are:

- Bus Transit
- Commuter Rail
- Light Rail Transit (LRT)
- Streetcar

**7. Next Steps/Next Agenda Items:**

Cheryl Larabee requested:

- Add guided light transit to the mode choice options being discussed.
- Compare capital and operating costs between guided light transit and streetcars.
- Bob Post's opinion of the development impact of guided light transit.

David Eberle requested:

- A better definition of a "circulator."
- An Executive Session to discuss land acquisition.

**Next Meeting:**

Monday, March 17, 2008, 3:30 to 5:30 p.m. at the CCDC Conference Room.

**Adjournment:**

**Chair Higer adjourned the meeting at 5:35 p.m.**

MARCH 7, 2008

**Topic: Downtown Boise Multi-Modal Transit Center**

**Summary:**

COMPASS, in cooperation with Valley Regional Transit, is conducting a study to identify a site for the development of a multi-modal transit center in downtown Boise. This project, and area considered for potential sites were previously identified as a part of the Downtown Boise Mobility Study (DBMS). The project team is presenting a ranking of four potential sites based on the technical evaluation that has been completed to date.

**Staff Recommendation/Request:**

Staff requests concurrence of the technical ranking undertaken for four candidate sites.

**Implication (policy and/or financial):**

Priority ranking of the sites is necessary to advance the project in the NEPA process as prescribed by the Federal Transit Administration for federal funding eligibility.

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**Highlights:**

Four potential sites have been identified for the proposed Boise Multi-Modal Transit Center (MMTC). Each of the four sites (See Exhibit A) are located in close proximity to the core of downtown and include three full-block options, as well as one half block that includes the adjacent street right-of-way. For each of the sites, a conceptual plan was developed to determine the feasibility of accommodating the necessary functions for the MMTC. While most of the layouts are not mutually exclusive to a particular site due to the fact that the full-block sites are all of the same size, we have shown one of the options for each of the sites on the attached exhibits B-E.

For each of the sites, we have also undertaken a technical analysis to better understand how each of the sites compares to the others in its ability to serve our needs. The sites were evaluated on a series of criterion summarized into six categories:

Transportation – including access of all modes to and from the site, as well as its ability to connect with future services, such as a downtown circulator;

Site Localization, Size and Configuration – proximity to the downtown core, as well as site size, and the ability to utilize all block faces;

Land Use & Development – includes compatibility with zoning and adjacent uses;

Environmental – potential areas of impact that could affect the ability to develop the site and/or affect others in the area;

Financial – including the value of the site and the ability to have development partners; and

Implementation & Schedule – the ability to maintain a schedule reflective of the availability of federal funds based principally on the ease with which property can be acquired.

The results of the evaluation are summarized in the matrix attached as Exhibit F. Based on the evaluation presented in the matrix, the sites are fairly similar, but are ranked in priority (highest to lowest) order as summarized below:

**Site C**

Site C provides the best opportunity to provide a facility that meets the needs of the DBMS in the closest proximity to the downtown core. It is able to accommodate all necessary functions, in a location on Front Street that would be accessible to the proposed convention center site.

**Site B**

Site B provides similar benefits as Site C, but is a further from the downtown core, and does not benefit from the adjacency to the convention center site. In addition, as a utility-owned asset, acquisition may present challenges.

**Site A**

Site A benefits from the adjacency to the convention center, but is the furthest from the downtown core, would require the displacement of an adjacent business, and is adjacent to a single family residence.

**Site C2**

While well situated in proximity to downtown, C2 would require the reduction of traffic capacity on Grove Street, therefore affecting access into businesses on the north side of the site. These impacts, coupled with the lesser size and inability to have frontage on Front Street, make this the least desirable site.

With the concurrence of the technical ranking of these sites, COMPASS staff and the consulting team will continue discussions with area land owners to determine which site should be recommended as the preferred site and initiate the federally required NEPA process.

**More Information / Attachments:**

Contact Bob Post, URS Project Manager at 503 948-7230 or Miguel Gaddi, HDR at 208 387-7000

Attached is a site location graphic, site layouts of each site and an evaluation matrix of the four candidate sites.

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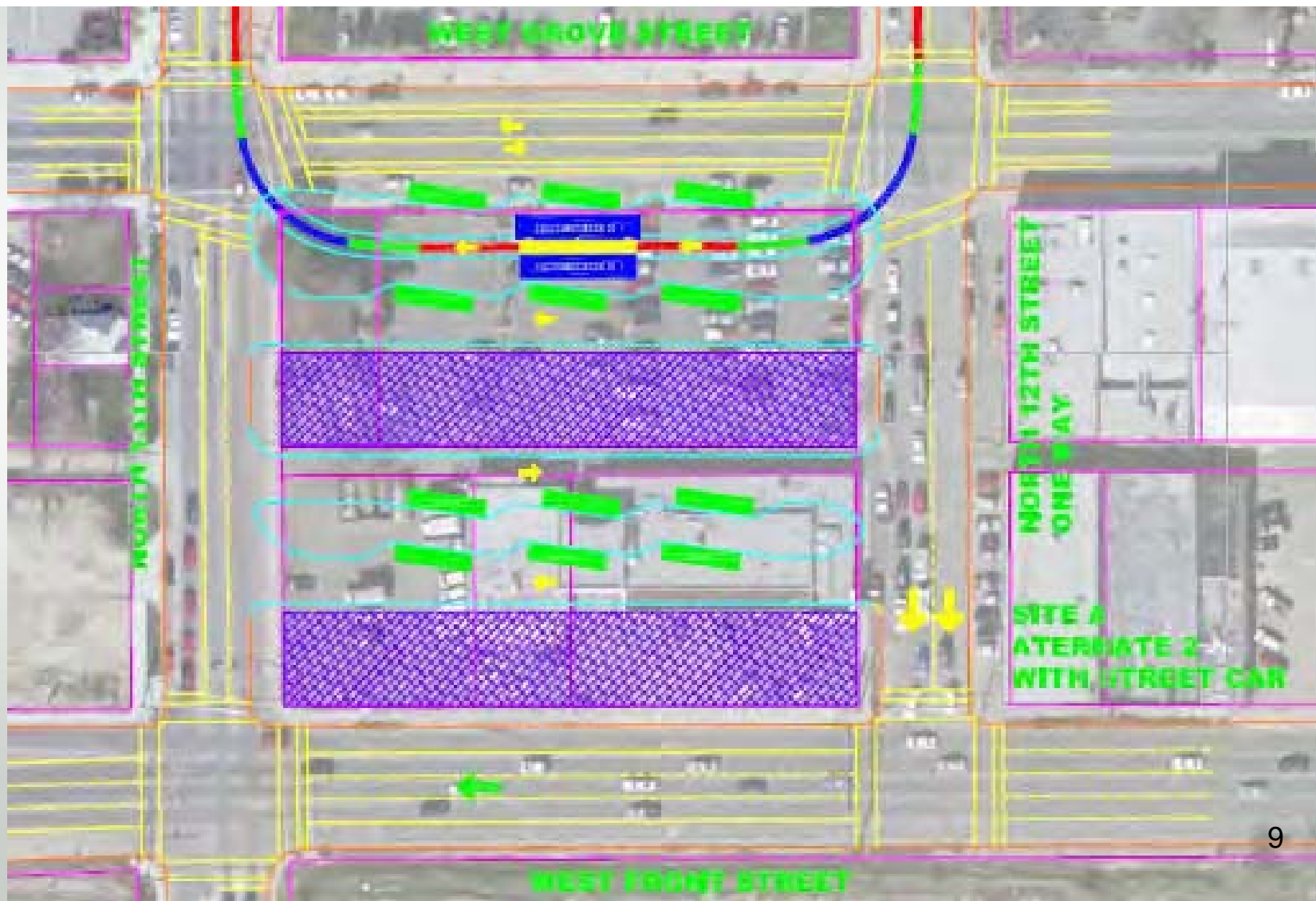
# D R A F T

## Candidate Sites – Vicinity Map



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## Candidate Site A



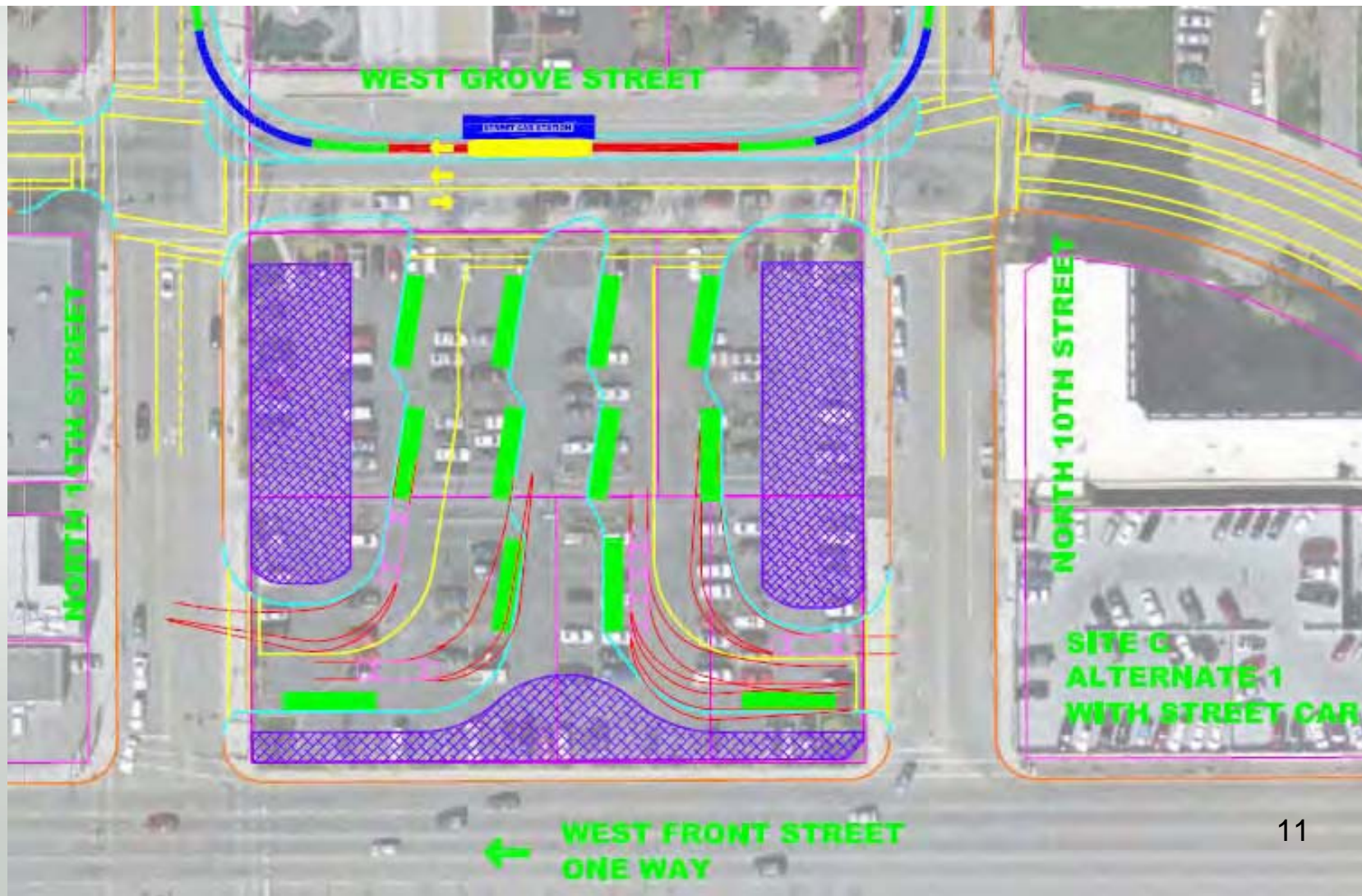
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Candidate Site B



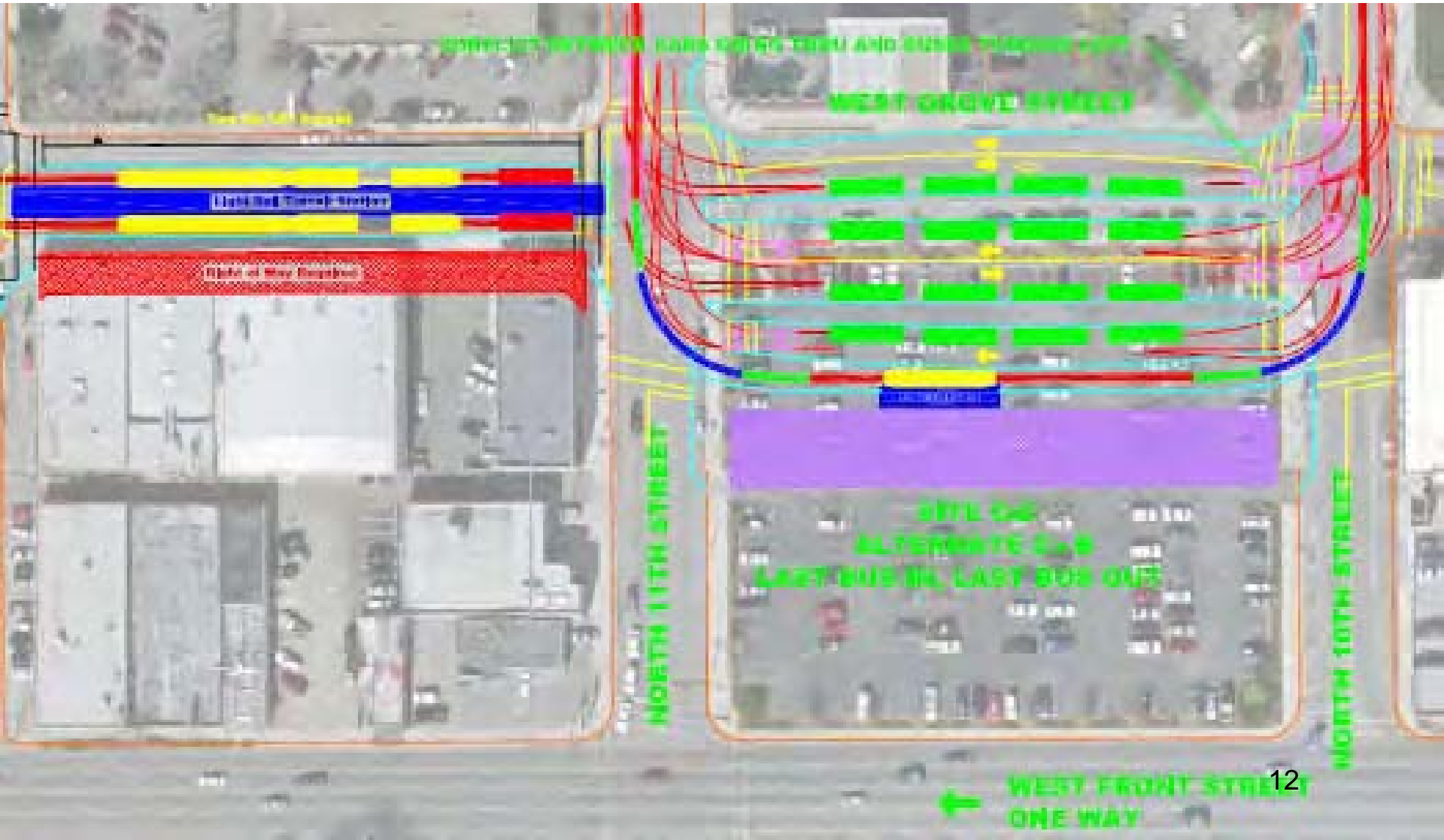
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## Candidate Site C



# D R A F T

## Candidate Site C2



# CANDIDATE SITES ANALYSIS MATRIX

	C A N D I D A T E S I T E								
	A		B		C		C2		
<b>Transportation</b>									
Pedestrian access to downtown core (8th and Main St.)	0.36 mile	○	0.29 mile	○	0.20 mile	●	0.20 mile	●	
Fixed route bus access (schedule impacts)	Low	○	Medium	○	Medium	○	Medium	○	
Ease of circulator access	Medium	○	High	●	Medium	○	Medium	○	
Ease of priority corridor access	Medium	○	Medium	○	Medium	○	Low	○	
Site ingress and egress - Access from and to adjacent roadways		○		●		○		○	
Traffic impacts	Higher impact	○	Least impact	●	Moderate impact	○	Higher impact	○	
<b>Site Localization, Size and Configuration</b>									
Location relative to identified siting area in DBMS*	Adjacent	○	Adjacent	○	Within	●	Within	●	
Site size	78,000 sqf.	●	78,000 sqf.	●	78,000 sqf.	●	63,000 sqf.	●	
Block face utilization potential	Medium	○	High	●	Medium	○	Low	○	
Ability to accommodate essential functions	High	●	High	●	High	●	High	●	
<b>Land Use &amp; Development</b>									
Allowable use under current zoning	Yes	●	Yes	●	Yes	●	Yes	●	
Compatibility with adjacent uses	High	●	High	●	Medium	○	Medium	○	
Adjacent to existing publicly controlled off street parking	No	○	No	○	Yes	●	Yes	●	
<b>Environmental</b>									
Structures / Displacements	2 Structures / 1 Business	○	Parking	○	Parking	○	Parking	○	
Utility impacts	2 light poles/3 phase overhead - No main water lines on site	○	Power vaults & radial switch gear - No main water lines on site	○	Pad mount transformer, power vaults, transformer radial switch gear - No main water lines on site	○	No electrical utilities on site - Main water line on Grove St	○	
Feasibility of Geothermal Power	Medium	○	High	●	High	●	High	●	
Adjacent sensitive development	Medium (SF unit)	○	Medium (Hotel)	○	Medium (Hotel)	○	Medium (Hotel)	○	
Potential hazmat issues	Potential Petroleum & Hazmat	○	Potential Hazmat	○	Potential Petroleum & Hazmat	○	Potential Hazmat	○	
<b>Financial</b>									
Property owners interest in P3	Yes	●	Yes	●	Yes	●	Yes	●	
Land value (estimated market value at \$36 per sqf.)**	\$2,800,000	○	\$2,800,000	○	\$2,800,000	○	\$2,270,000	○	
<b>Implementation &amp; Schedule</b>									
Ease of acquisition	Medium	○	Medium	○	High	●	High	●	
<b>SCORE</b>			<b>65</b>		<b>79</b>		<b>79</b>		<b>75</b>

\*Downtown Boise Mobility Study

\*\*Land area calculation inclusive of public ROW (Site A: Alley ROW, Site C2: Grove St ROW)

Value Scale

- =5
- =3
- =1

**MARCH 17, 2008**

**Topic: Improved Interaction with the Downtown Technical Advisory Committee (DTAC)**

**Summary:**

The tight calendar requires and improved communication between DTAC and DPAC. The schedule put the DTAC ten days ahead of the DPAC. While this may be adequate at times, the last DTAC meeting resulted in some potential changes to the documents that could not be accommodated in time to mail materials to the DPAC on Monday. There are only two weekend days between a DTAC recommendation and the mailout. The original concept may have been to make changes prior to the DPAC mailout, but this has not been practical. The consultant also has noted the difficulty in getting products ready to send to DTAC one week before it meets. With a monthly meeting process, there is little “work” time between a DPAC meeting and the deadline for the next DTAC mailout.

The other issue has been a failure of the management team and the consultants to clearly define the salient issues and needed actions. This has led to a sometimes confusing result and to prolonged discussions. With long agendas and only two hours, we want to focus your time effectively.

**Staff Recommendation/Request:**

1. To allow a realistic amount of time to make changes to documents after DTAC review, hold the DTAC meetings on the morning of the DPAC meetings.
2. Clearly specify on the agendas and in the attached memos what the desired actions are, the range of options, and the implications. Ensure motions are made to ensure that they include all desired changes, directions and other recommendations.
3. DTAC members are encouraged and expected to inform their respective DPAC members about their specific issues and recommendations. This includes individual opinions, not just the official recommendation of DTAC. This would occur prior to the DPAC meeting. DTAC members are welcome to attend the DPAC meeting, but they may only engage in the discussion upon request by a DPAC member and recognition by the DPAC Chair. Unless authorized by DTAC, individual DTAC members are not to speak on behalf of the DTAC.

These measures were discussed and recommended by the DTAC on March 7, 2008.

**Implication (policy and/or financial):**

No policy or financial implications, but the intent is to maintain the calendar for this project.

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**Highlights:**

- Change memo formats.
- Move the DTAC meeting to the morning of the DPAC meeting.
- Improve communication of DTAC concerns to DPAC.

**More Information / Attachments:**

Contact Charles Trainor, COMPASS, at (208) 855-2558 ext. 232 or ctrainor@compassidaho.org

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March 17, 2008

**Topic: Downtown Circulator; Initial Segment Options Review**

**Summary:**

At the February 11, meeting of the DPAC, a modified Alignment Alternative C was adopted as the preferred downtown Boise circulator plan. Discussions have also indicated an interest in an initial segment of a circulator system that would run generally in an east-west alignment serving the selected multi-modal center site, the downtown core and a number of the major destinations directly east of the downtown core. Four alignment options have been identified and are presented in order to initiate discussion of preferences in destinations served and the specific streets that would be appropriate for either a bus or streetcar circulator system.

**Staff Recommendation / Request:**

None at this time, this is intended as a discussion of specific initial segments of the adopted streetcar system plan.

**Implication (policy and/or financial):**

At this early phase, no specific policy or financial implications are suggested other than a reminder that added length of an initial segment will increase both capital and operating costs. Also to be remembered is that the circulator should be viewed as a tool to help reinforce, catalyze and shape desired development in the downtown area.

**Highlights:**

Four options are presented for discussion. The four alignment options would be appropriate for either bus or streetcar technologies. A graphic is attached illustrating the four options. A brief description of each alternative follows:

- **Alignment Alternative 1** - From west to east, this alternative would utilize the 15<sup>th</sup> and 16<sup>th</sup> Street couplet to access the area south of the Connector to River Avenue and take advantage of the grade separation from the Connector traffic. From 15<sup>th</sup> to 10<sup>th</sup>, the alignment would operate bi-directional on Grove, providing access to all four of the candidate multi-modal center sites. The alignment would turn north on 10<sup>th</sup> then east on Main Street and extend through the downtown core to 1<sup>st</sup> Street where it would turn north for one block in the vicinity of the St. Luke's Medical Center. The alignment would follow Idaho Street back through the downtown core to 10<sup>th</sup> where it would turn south to Grove Street.
- **Alignment Alternative 2** - From west to east, this alternative would use a 13<sup>th</sup> and 15<sup>th</sup> couplet to serve the emerging housing areas south of the Connector as well as providing a direct connection to the planned Convention Center. From 13<sup>th</sup>, the alignment would operate bi-directional on Grove to 10<sup>th</sup>, serving each of the four candidate multi-modal center sites. The alignment would turn north on

10th, operating bi-directional to Bannock Street where the alignment would turn east, extending through the northern portion of the downtown core and past the Capitol. At east end of this alignment a one-way loop would be created using 1<sup>st</sup> Street, Jefferson Street and 2<sup>nd</sup>. The east terminus of this alignment would provide direct service to St. Luke's.

- **Alignment Alternative 3** - From west to east this alternative would utilize a loop consisting of 16<sup>th</sup>, 15<sup>th</sup> and Front as the western terminal point. The alignment would utilize Grove in a bi-directional operation to 10<sup>th</sup> Street, serving any of the four multi-modal center candidate sites. At 10<sup>th</sup>, the alignment would turn north and then utilize the Main and Idaho couplet through the Downtown Core, the mixed use development and terminate on 1<sup>st</sup> Street in the vicinity of St. Luke's.
- **Alignment Alternative 4** - From west to east this alternative would have a western terminus at either multi-modal center sites A or B in the vicinity of 12<sup>th</sup>/13<sup>th</sup> and Grove Street. The alignment utilizes the Main and Idaho couplet through the Downtown Core, the Mixed Use Area 3 and St Luke's. This alignment then uses Broadway to extend south past the Courthouse Corridor area and terminating in a loop utilizing Myrtle and Front Streets, serving the Mixed Use Area 4 and the office complex in the southeast portion of the downtown area. If either site C or C2 are chosen as the preferred multi-modal center site, this alignment could be modified to utilize 10<sup>th</sup> and 11<sup>th</sup> Streets verses 12<sup>th</sup> and 13<sup>th</sup> to serve as the western alignment terminus.

The next step in the process of identifying an initial segment for a downtown circulator is to narrow the list of options to two or three candidate alignments and then define each in more detail. Included in the next step will be the development of more detailed layout within the street right-of-way including cross-sections, identification of stop locations as well as identification and resolution of traffic and access impacts. Also explored will be the location of a maintenance and storage yard for options involving streetcar technologies.

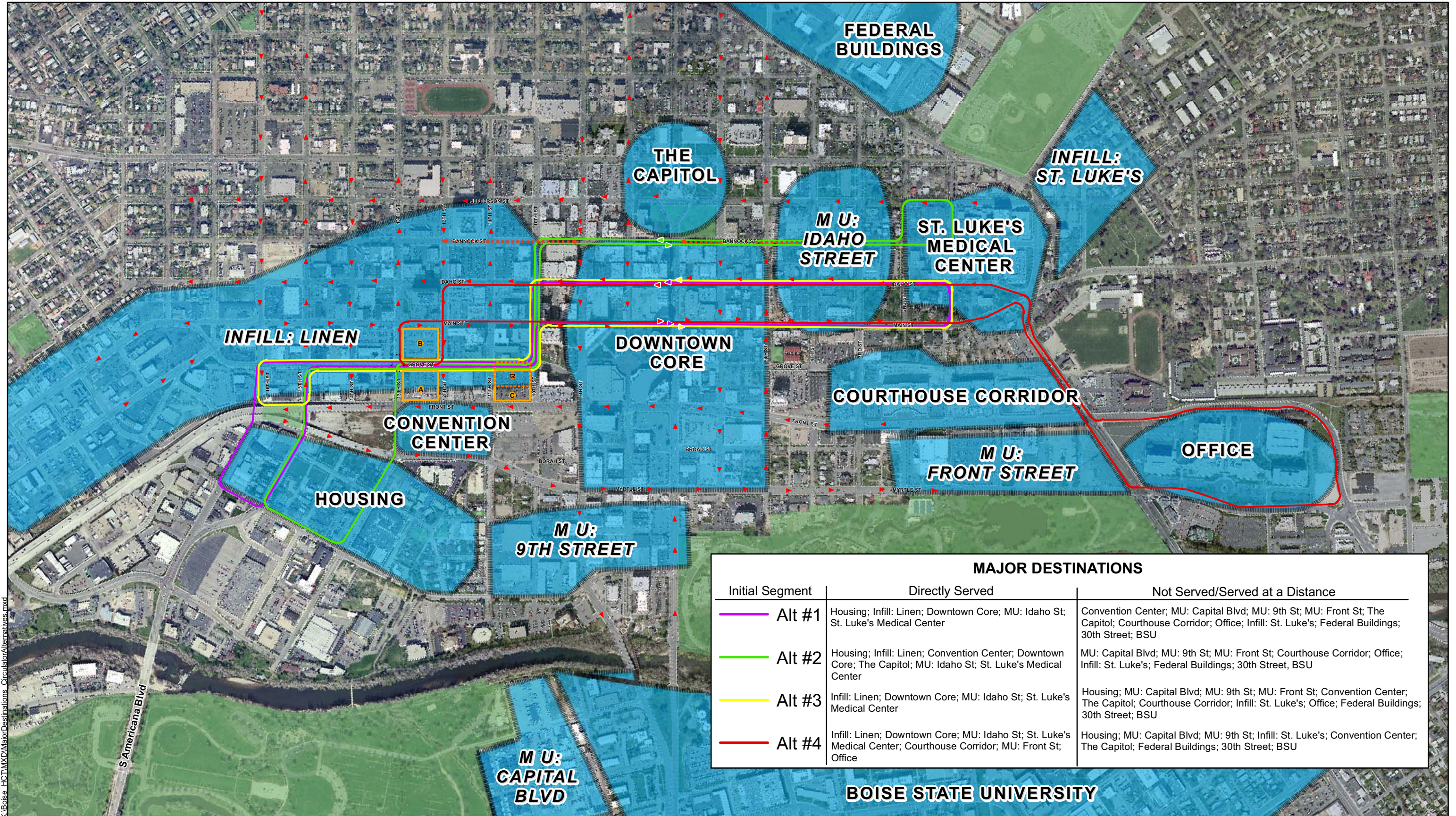
**More Information / Attachments:**

Contact Bob Post, URS Project Manager at 503 948-7230.

Attached is a graphic illustrating the four alignment options.

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# Major Destinations and Potential Circulator Alternatives



MAJOR DESTINATIONS		
Initial Segment	Directly Served	Not Served/Served at a Distance
<p>— Alt #1</p>	Housing; Infill: Linen; Downtown Core; MU: Idaho St; St. Luke's Medical Center	Convention Center; MU: Capital Blvd; MU: 9th St; MU: Front St; The Capitol; Courthouse Corridor; Office; Infill: St. Luke's; Federal Buildings; 30th Street; BSU
<p>— Alt #2</p>	Housing; Infill: Linen; Convention Center; Downtown Core; The Capitol; MU: Idaho St; St. Luke's Medical Center	MU: Capital Blvd; MU: 9th St; MU: Front St; Courthouse Corridor; Office; Infill: St. Luke's; Federal Buildings; 30th Street; BSU
<p>— Alt #3</p>	Infill: Linen; Downtown Core; MU: Idaho St; St. Luke's Medical Center	Housing; MU: Capital Blvd; MU: 9th St; MU: Front St; Convention Center; The Capitol; Courthouse Corridor; Infill: St. Luke's; Office; Federal Buildings; 30th Street; BSU
<p>— Alt #4</p>	Infill: Linen; Downtown Core; MU: Idaho St; St. Luke's Medical Center; Courthouse Corridor; MU: Front St; Office	Housing; MU: Capital Blvd; MU: 9th St; Infill: St. Luke's; Convention Center; The Capitol; Federal Buildings; 30th Street; BSU

March 17, 2008

**Topic: NEPA Documentation Strategy**

**Summary:**

The Downtown Multi-Modal Center project will incorporate the use of federal funds administered through the Federal Transit Administration (FTA). As such, the project will require that a National Environmental Policy Act (NEPA) document be prepared. The type of NEPA document required for a project will be determined by the extent of impacts and the degree such impacts can be mitigated. The desire for the multi-modal project is to pursue, if at all possible, the use of a Categorical Exclusion or Documented Categorical Exclusion NEPA process, both of which require substantially less time and resources to complete. The determination of the type of document required will be made by the Region 10 (Seattle, WA) office of the FTA. Representatives of VRT, COMPASS, CCDC and the URS consultant team are meeting with FTA on March 5, to review a preliminary environmental review of the four candidate sites.

**Staff Recommendation / Request:**

No recommendations at this time, this is an update report that will include any indications of the direction the Regional 10 FTA staff may be headed on the question of the type of NEPA document they might require.

**Implication (policy and/or financial):**

The current project budget and schedule assume concurrence by FTA that a Categorical Exclusion-type NEPA document will be sufficient for this project. If a determination is made that either an Environmental Assessment or a full Environmental Impact Statement are required, additional time and budget will be necessary.

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**Highlights:**

The consultant team has prepared a preliminary FTA Categorical Exclusion checklist for each of the four candidate multi-modal center sites and has assembled the findings into a single checklist for ease of discussion with FTA staff. The review was based on available documentation regarding the sites, a search of applicable records and a visual review of each site and the surrounding area. The initial conclusion of the review is that although there are issues associated with each site and there are some topics that will require additional investigation, it does appear that a case can be made for the project to be handled as a Categorical Exclusion or Documented Categorical Exclusion, regardless of which of the four sites are selected. A final determination will be made after a site is selected. There are specific areas that the consultant team feels could require more detailed information in order for a final determination to be made on the type of environmental documentation required. Areas most likely to require added focus are:

- Noise and vibration - specifically focused investigation relative to adjacent existing land uses such as the hotels and motels in the vicinity of some of the sites.

- Hazmat - FTA could very well ask for additional information/clarification regarding either some of the site specific prior uses or the underlying plume from the abandoned railyard.
- Traffic - an area FTA often focuses its attention on given the urban nature of the project surroundings.

**More Information / Attachments:**

Contact Bob Post, URS Project Manager at 503 948-7230.

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