

**SPECIAL EXECUTIVE COMMITTEE MEETING
APRIL 17, 2009 10:00 AM -12:00 PM
COMPASS CONFERENCE ROOM**

****AGENDA****



I. AGENDA ADDITIONS/CHANGES

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 2 * A. Approve April 3, 2009, Special Executive Committee Meeting Minutes

Page 5 * B. Approve April 10, 2009, Special Executive Committee Meeting Minutes

IV. ACTION ITEMS

Page 8 * A. Prioritize High Priority Projects Subject to Concurrence by the COMPASS Board

INFORMATION/DISCUSSION ITEMS

A. Review Current and Upcoming Legislative Activity

V. OTHER

VI. ADJOURNMENT

**Enclosures Agenda is subject to change.*

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SPECIAL EXECUTIVE COMMITTEE MEETING
APRIL 3, 2009
COMPASS CONFERENCE ROOM

****MINUTES****

ATTENDEES: Phil Bandy, Mayor City of Eagle (via phone)
 Dave Bieter, Mayor, City of Boise, **Chair Elect** (via phone)
 Tom Dale, Mayor, City of Nampa
 Tammy de Weerd, Mayor, City of Meridian (via phone)
 David Ferdinand, Commissioner, Canyon County,
Vice Chair (via phone)
 Carol McKee, Commissioner, Ada County Highway District,
Secretary/Treasurer
 Matt Stoll, Executive Director, Community Planning
 Association, Ex officio
 Fred Tilman, Commissioner, Ada County

MEMBERS ABSENT: Garret Nancolas, Mayor, City of Caldwell, **Chair**
 Vicki Thurber, Mayor, City of Middleton

OTHERS PRESENT: Nancy Brecks Community Planning Association
 Ken Burgess, Veritas Advisors (via telephone)
 Kelli Fairless, Valley Regional Transit
 Amy Luft, Community Planning Association

CALL TO ORDER:

Matt Stoll called the meeting to order at 10:05 a.m.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve March 27, 2009, Special Executive Committee Meeting Minutes

Fred Tilman moved and Phil Bandy seconded approval of the Consent Agenda as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Review Current and Upcoming Legislative Activity

Ken Burgess provided an update on the following legislative activity:

- Enhanced Transportation Funding Legislation

Representative Woods' two cent, one time gas tax increase remained unchanged after discussion in the House Transportation Committee. A vote will be taken on Tuesday, but the feeling is that it may not pass in the House. Ken said the Governor's Office has said that just getting "something" in the way of a gas tax is not an acceptable option. There is a legitimate problem that needs to be addressed.

Ken noted that there are multiple reasons the House isn't supporting a gas tax increase, there are many elements and it is too hard to satisfy everyone.

The registration bill is on hold until after resolution of the gas tax increase.

- STAR Legislation

Governor Otter signed the STAR Legislation on Wednesday, April 1, 2009

- GARVEE

An \$87 million agreement was reached on the next phase of GARVEE. It is still sitting in JFAC and will be attached to the ITD budget request, which has not been submitted yet.

After discussion, Matt was asked to email the Executive Committee a GARVEE update.

- Transit Funding/Local Option Sales Tax Authority

Ken stated the Governor's Office believes that the Democratic caucus will accept nothing short of local option sales tax authority for transit funding.

Kelli Fairless said over the last eight years an evaluation has been done on every source of public funds for transit. There are only three for our region that make it worth pursuing because of the amount needed. It will cost \$19 million a year for just a basic system. We have to come at it from the viewpoint of what will actually accomplish our goals versus what can we get through legislation. If the legislature doesn't approve enough money, then we are stuck with something that isn't workable, and when we come back and say we don't have enough money, the response from the legislature is that they already took care of the problem based on what we said would work and we are stuck for another 10 years with something that doesn't work.

The three options are: a local option sales tax, a gas tax, or a vehicle registration fee, but the latter two options aren't constitutionally allowed. The local option sales tax was picked because the rest of the state doesn't want to fund the Treasure Valley's public transit system.

Matt said as Kelli noted a statewide funding source would not help out the Treasure Valley, but that is what areas like Pocatello, Idaho Falls, and the Sun Valley/Ketchum area are looking for, so that may pull in some of the Democratic caucus in those areas, but it will not help the Treasure Valley's needs.

The question is what revenue streams are you going to take from to meet the needs of the other areas in a time when general revenues are being cut, other than local option, which is a viable option but isn't going to be passed in the short term.

Ken said there is a misconception that there is money in the Stimulus bill. The problem is maintenance and operation, which are ongoing, not capital expenditures and the purchase of buses.

- Design/Build Legislation

The Design/Build legislation is in the amending order. Senator Winder is still optimistic the legislation will move from the House floor to the Senate.

OTHER

ADJOURNMENT:

The meeting was recessed at 10:35 a.m.

Dated this 17th day of April 2009.

APPROVED:

BY: _____
Garret Nancolas, Chair
Community Planning Association

ATTEST:

BY: _____
Matthew J. Stoll, Executive Director
Community Planning Association

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SPECIAL EXECUTIVE COMMITTEE MEETING
APRIL 10, 2009
COMPASS CONFERENCE ROOM

****MINUTES****

ATTENDEES: Dave Bieter, Mayor, City of Boise, **Chair Elect** (via phone)
 Tammy de Weerd, Mayor, City of Meridian (via phone)
 Carol McKee, Commissioner, Ada County Highway District,
Secretary/Treasurer
 Garret Nancolas, Mayor, City of Caldwell, **Chair**
 Matt Stoll, Executive Director, Community Planning
 Association, Ex officio

MEMBERS ABSENT: Phil Bandy, Mayor City of Eagle
 Tom Dale, Mayor, City of Nampa
 David Ferdinand, Commissioner, Canyon County,
Vice Chair
 Vicki Thurber, Mayor, City of Middleton
 Fred Tilman, Commissioner, Ada County

OTHERS PRESENT: Nancy Brecks Community Planning Association
 Ken Burgess, Veritas Advisors (via telephone)
 Sally Goodell, Ada County Highway District
 Caleb Hood, City of Meridian
 Amy Luft, Community Planning Association

CALL TO ORDER:

Quorum was not reached. No action was taken.

INFORMATION/DISCUSSION ITEMS

A. Review Current and Upcoming Legislative Activity

Ken Burgess provided an update on the following legislative activity:

- Enhanced Transportation Funding Legislation

The House killed the 2 cent gas tax increase yesterday. Ken stated the Governor isn't going to give up on a gas tax increase, but the general attitude in the House is that nothing is going to be done this session on enhanced transportation funding because the House will not approve any kind of tax increase.

- GARVEE

The House passed the \$82 million GARVEE bill with a 39-29 vote, which also passed in the Senate. All the projects in this round of GARVEE are in the Treasure Valley.

- Discretionary Funding

The Governor is not happy about the way JFAC split the discretionary funding and there is ongoing discussion with the Governor and JFAC leadership. The House and Senate still need to approve what was adopted by JFAC. Ken said there is a good chance that either the House or the Senate will kill it.

Garret asked how COMPASS would go about getting some of the additional discretionary funding. Matt replied that we need to determine how JFAC's proposal allocates money to the local governments.

Ken will inquire about how to get some of the discretionary money for transportation.

B. Discuss Prioritization Process for High Priority Projects

Matt Stoll thanked Boise City staff for letting him know that the House Transportation and Infrastructure Committee notified Congress that they have between April 27 and May 8, 2009, to submit high priority projects to be included in the marked up version of the authorization bill. Matt noted that the schedule as laid out by the House Transportation and Infrastructure Committee is subject to change based on several factors, but COMPASS needs to be prepared to meet the current deadlines.

COMPASS staff will be coordinating with Congressman Simpson's office on the process that will be used for submitting projects to them for submittal to the House Transportation and Infrastructure Committee. Staff will contact Congressman Minnick's office as well, but Congressman Minnick has taken the stance that he will not submit earmarks, which are the same as high priority projects.

Matt will work with ITD to coordinate any high priority projects on their system to ensure that there is buy in from ITD or there is no reason to submit them.

Matt noted that the match for high priority projects is now 20 percent, but there is a high probability that with the next authorization the match may be as high as 50 percent.

Matt reviewed the guidelines and timelines staff will move forward with for this submittal of high priority projects:

Projects should:

- Be regional in nature
- Be included in *Communities in Motion*
- Have a guaranteed funding source for match (20% or more)
- Have agreement from governing jurisdiction (if outside the jurisdiction of recommending agency)
- Include up to three project priorities in highway and transit each

Timelines (based on preliminary information)

- April 17 – prioritize projects for high priority funding (Special Executive Committee)
- April 20 – Board concurrence on priorities
- April 24 – Final applications due (including letters of support)
- May 8 – Congressional delegation must submit priorities to House Transportation and Infrastructure Committee

Matt reviewed the projects submitted in 2003 for reauthorization under SAFETEA-LU:

- Three Cities River Crossing: Requested \$69 million. Received \$3 million.
- Amity Road Widening: Requested \$15 million. Received \$8.6 million.
- Rail Corridor Preservation Project: Requested \$40 million. No funding was received, but the project was made eligible for New Starts funding.
- Downtown Circulator: Requested \$38 million. No funding was received, but the project was made eligible for New Starts funding.
- Downtown Multi Modal Center: Requested \$8.8 million. Received \$9.6 million
- Multi Modal Center at Boise State University: Requested \$10 million. No funding was received. There is a question as to whether this application was submitted.

ADJOURNMENT:

The meeting ended at 10:45 a.m.

Dated this 17th day of April 2009.

APPROVED:

***BY: _____
Garret Nancolas, Chair
Community Planning Association***

ATTEST:

***BY: _____
Matthew J. Stoll, Executive Director
Community Planning Association***

Proposed Projects for Reauthorization (in alphabetical order)
 April 16, 2009

Project Name	Amount	Description	Sponsor	Co-Sponsors	Implementing Agency Agreement	In CIM "funded"
Proposed Highway Projects						
21 st Avenue Widening: Indian Creek to I-84 Business (Cleveland Boulevard)	\$1.2M	The 21 st Avenue widening from Indian Creek to I-84 BL will complete the widening of the last segment of 21 st Avenue, providing the capacity connection between I-84 at Interchange 29 and US 20/26 to I-804 Business. It also provides enhanced connectivity for other Caldwell streets and to the Fairgrounds, Events Center, and College of Idaho.	Caldwell		Yes (Caldwell)	Yes – minor capital, but not on "funded" corridor
30 th Street Extension	\$9.4M	Realignment and reconfiguring of 30 th Street extending from State Street to Main Street in Boise. The project is at the heart of the 30 th Street Master Plan recently completed by ACHD and the City of Boise, with CCDC assistance.	CCDC		Yes (ACHD)	Yes – minor capital, but not on "funded" corridor
Ada County Intelligent Transportation System (ITS) Corridor Improvements	\$1.05M	This project will install ITS devices and update traffic signal timing on two corridors in Ada County. Project will also upgrade Ada County communications network so these corridors can communicate to ACHD's Traffic Management Center. Corridors include SH 69 and Chinden Boulevard (US 20/26).	ACHD		Yes (ACHD)	Not specifically, but consistent with plan – operational.
Boise River Greenbelt Expansion and Enhancements	\$7.1M	Fill Greenbelt 0.75 mile gap from Fairview Ave to Americana Boulevard (south side). Add new pedestrian crossing at Main Street, Fairview Avenue and Eckert Road. Replace bike/pedestrian bridge linking Julia Davis Park and Boise State University. Complete the new 1.7 mile segment between the East parkCenter Bridge and Eckert Road (north side).	Boise		Yes (Boise)	No – nonmotorized projects were not prioritized, but consistent with plan
Broadway Avenue Bridge Replacement	\$13.1M	Replacement of the Broadway Avenue Bridge on US 20/26 in downtown Boise. The bridge currently has a sufficiency rating of 18.3 out of a 100-point scale. The National bridge Inventory states the bridge is "structurally deficient" and is "basically intolerable requiring high priority of replacement."	ITD	Boise	Yes (ITD)	Yes – minor capital and safety

Project Name	Amount	Description	Sponsor	Co-Sponsors	Implementing Agency Agreement	In CIM "funded"
Capitol Boulevard Improvements	\$2.2M	Significant streetscape improvements to Capitol Boulevard, Idaho's main street, to meet the design standards of the Capitol Boulevard Special Design Overlay District, adopted by the City of Boise, ACHD, and CCDC; covers approximately ¾ mile from Boise River to the Capitol Building.	CCDC		Yes (ACHD)	Yes – minor capital, but not on "funded" corridor
Eagle Road (SH 55)	\$24M	Construction of additional travel lanes, center medians, and public realm improvements along Eagle Road from Franklin Road to Ustick Road.	Meridian		Yes (ITD)	No – listed under unfunded improvements
Interchange 29 Stage III, Phase V, Commercial Way Leg,	\$1.9M	The project complete the final leg of a series of projects meant to enhance safety, reduce congestion, and optimize the recently completed Interchange 29 at the junction of US Highway 20/26 and I-84.	Caldwell	ITD	Yes (Caldwell)	Yes – minor capital, but not on "funded" corridor
Linder Overpass	\$10M	Conduct concept design, environmental documentation, design, right-of-way acquisition and construction for a four-lane bridge over I-84 to connect the two existing segments of Linder Road. The project includes about ¼ mile of roadway south of I-84 to connect to existing paved road.	ACHD	Meridian	Yes (ACHD)	Yes - overpass described in CIM as funded as an operational expenditure based on safety or traffic operations issues.
Meridian Road Interchange Rebuild	\$65M	Reconstruction of the existing Meridian Road Interchange as a single Point Urban Interchange.	Meridian		Yes (ITD)	Yes – to enable I-84 widening
State Street Corridor ITS and Intersection Improvements	\$10M	Project will upgrade traffic signal controllers, re-time existing traffic signals and upgrade the communication system from 23 rd Street to Glenwood. Project will also widen and improve the intersections of State/Collister and State/Pierce Park.	ACHD		Yes (ACHD)	Yes – minor capital and operational improvements, also on "funded" corridor

Project Name	Amount	Description	Sponsor	Co-Sponsors	Implementing Agency Agreement	In CIM "funded"
Three Cities River Crossing (3CRX)	\$110M	The 3CRX project proposed a three-mile roadway with two bridges across the Boise River. It is located ½ way between two existing parallel crossings that are four miles apart, ties directly to a north-south state highway, SH-55, and two east-west highways: one a state highway, SH-44, and the other a US highway, US 20/26.	ACHD		Yes (ACHD)	Yes
US Highway 20/26	\$200M	Construction of US 20/26 from I-84 to Eagle Road (SH 55) as a limited access facility consistent with the Access Management Plan and Report for this corridor.		Meridian Caldwell Nampa Canyon HD4	Yes (ITD)	Yes
Proposed Transit Projects						
High Capacity Transit Network Alternatives Analysis	\$5.5M	This project would complete alternatives analysis on the high capacity transit network that includes the I-84 alternative corridor, the SH 44/State Street Corridor and Boise Street Car. The goal of the project is to look at this from an integrated/systems planning approach to determine the investment and staging for service.	VRT		Yes (VRT)	Yes – included as current project, but cost project required additional scoping.
Park and Ride System	\$4M	Locate and develop park and ride system in Canyon County.	VRT		Yes (VRT)	Not specifically, but consistent with plan.
Western Ada and Canyon Public Transportation Facilities	\$5.5M	Transfer centers, maintenance, and administration offices to support the services of Valley Regional Transit. The facilities will be located in western Ada and Canyon Counties. These are the next phase in regional infrastructure; the first phase is the location, design and construction of the Boise Multi-modal center.	VRT		Yes (VRT)	Not specifically, but consistent with plan.

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SAFETEA-LU Reauthorization

When SAFETEA-LU was drafted, COMPASS provided the following projects for High Priority funding:

Highway

1. Three Cities River Crossing
 - a. Requested \$69 million
 - b. Received \$3 million
2. Amity Road Widening to Kings Overpass Project
 - a. Requested \$15 million
 - b. Received \$8.6 million

Transit

1. Rail Corridor Preservation
 - a. Requested \$40 million
 - b. Received no funding, but eligible for New Starts
2. Circulator and Multi-modal Center
 - a. Downtown Boise Circulator
 - i. Requested \$38 million
 - ii. Received no funding, but eligible for New Starts
 - b. Downtown Boise Multi-Modal
 - i. Requested \$8.8 million
 - ii. Received \$9.6 million
3. Multi-modal Center at Boise State University
 - a. Requested \$10 million
 - b. Not certain this application was submitted

New Transportation Bill

Guidelines:

Projects should:

- Be regional in nature
- Be included in ***Communities in Motion***
- Have a guaranteed funding source for match (20% - or maybe as high as 50%)
- Have agreement from governing jurisdiction (if outside jurisdiction of recommending agency)
- Include up to three project priorities in highway and transit

Timelines (based on preliminary information):

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