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**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

*Communities in Motion  
Compliance Supplements*

Report No. 12-2007  
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***Communities in Motion***  
***Compliance Supplements***  
***July 2007***

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## ENVIRONMENTAL MITIGATION AND CONSULTATION SUPPLEMENT

### *Requirement under SAFETEA-LU*

Section 6001 of Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the new transportation bill enacted into law on August 10, 2005, included the following changes to the Federal transportation planning program:

- Metropolitan and Statewide Plans –Environmental Mitigation: Metropolitan and statewide transportation plans (MTPs) must include a discussion of types of potential environmental mitigation activities, to be developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies.
- New Consultations: MPOs and States must consult “as appropriate” with “State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation” in developing long-range transportation plans. Additionally for the Long-Range Statewide Transportation Plan, States must consult with Federally-recognized Tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Regulations implementing SAFETEA-LU were issued in final form on February 6, 2007. 23 CFR 450.322.f(7) states that environmental elements include: “A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;”

The regulations under 23 CFR 450.322.g state that: “The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or
2. Comparison of transportation plans to inventories of natural or historic resources, if available.”<sup>1</sup>

### *Background*

Community Planning Association (COMPASS) adopted *Communities in Motion* in August 2006, while the regulations implementing SAFETEA-LU were still in development. It is important to recognize that the SAFETEA-LU provisions do not apply National Environmental Policy Act (NEPA) provisions to the plans and programs developed by COMPASS. As noted in an evaluation for the Puget Sound Regional Council: “None of the changes in SAFETEA-LU alters how the National Environmental Policy Act (NEPA) relates to an MTP. Typically, MTPs or other regional long-range plans do not involve specific federal approvals or actions that are likely to cause a significant environmental impact. Therefore, MTPs do not need an NEPA Environmental Impact Statement (EIS) to meet the requirements of SAFETEA-LU. However, it is likely that the SAFETEA-LU

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<sup>1</sup> \_\_\_\_\_ . Title 23—Highways, Chapter I--Federal Highway Administration, Department Of Transportation, Subchapter E--Planning And Research, Part 450--Planning Assistance And Standards. Reference found on May 24, 2007 at <http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=0f8840df5afe5beaba4d6d2220f4f8c5&rgn=div8&view=text&node=23:1.0.1.5.11.3.1.12&idno=23>.

requirements were written to provide a more consistent consideration of environmental issues from transportation planning through project development.”<sup>2</sup>

### *Environmental Inventory*

The following environmental elements would be addressed in an environmental discussion of the plan. These elements are derived, as is much of the text, from the Idaho Transportation Department's draft *Environmental Process Manual*.<sup>3</sup>

1. Air Quality
2. Water Quality/Surface Water
3. Floodplain
4. Groundwater
5. Wildlife, Fish, and Vegetation
6. Wetlands
7. Noise
8. Hazardous Materials
9. Wild and Scenic Rivers
10. Agricultural and Farmland
11. Public Lands Section 4(f), 6(f) and forests
12. Historic, Cultural and Archeological
13. Social and Economic Conditions
14. Environmental Justice
15. Visual Impacts - Light and Glare

#### 1. Air Quality

The federal government mandates that any transportation projects using federal funds or deemed to be “regionally significant” in nonattainment and maintenance areas cannot contribute to a degradation of air quality (40CFR93). Thus, transportation plans must “conform” to air quality plans. Transportation conformity is demonstrated when a nonattainment or maintenance area can show, within the applicable guidelines and regulations, that planned transportation projects listed in a transportation program or plan will not cause or contribute to exceedances of the Environmental Protection Agency's (EPA's) health based air quality standards. A finding of nonconformance would prevent the implementation of certain federally funded and/or regionally significant transportation projects.

Only EPA's criteria pollutants are subject to conformity analyses. One of two tests is used in a conformity demonstration:

- Build/No Build: Conceptually, this process is rather simple; estimate the amount of a given pollutant emitted in a region before the programmed projects are built (No Build Scenario) and after construction (Build Scenario). If the emissions from the Build Scenario are equal to or less than the emissions from the No Build Scenario, conformity has been demonstrated. This test is used for nonattainment or maintenance areas when motor vehicle emissions budgets are not established.

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<sup>2</sup> \_\_\_\_\_. *Consideration of Environmental Mitigation in the 2007 Update of Destination 2030*. (DRAFT). Technical Memorandum Prepared for the Puget Sound Regional Council. Parametrix. September 1, 2006. Document found in May 2007 at <http://www.psrc.org/projects/mtp/D2030update/enviro.pdf>.

<sup>3</sup> \_\_\_\_\_. Draft *Environmental Process Manual*. January 2007. Document found in May 2007 at [http://itd.idaho.gov/manuals/Online\\_Manuals/Environmental/Environmental.htm](http://itd.idaho.gov/manuals/Online_Manuals/Environmental/Environmental.htm).

- Budget: State air quality implementation or maintenance plans for nonattainment or maintenance areas will often have maximum limits on the amounts of pollutants that transportation related sources emit. These maximum emissions limits on transportation related sources are known as “budgets”. A transportation conformity budget test consists of a comparison between regional emissions estimates that include the impacts associated with planned transportation projects to the established budget. If the budget is not exceeded by the emissions estimate, then conformity has been demonstrated.

During the preparation of *Communities in Motion*, the Idaho Department of Environmental Quality (IDEQ) was directly involved, sitting on the COMPASS Regional Technical Advisory Committee which received frequent updates on the plan development. IDEQ also received early drafts of the plan and were consulted in the development of the conformity analysis. IDEQ staff sits on the Interagency Consultation Committee (ICC) which oversees the assumptions used in the conformity finding.

A transportation air quality conformity demonstration with budget tests was developed for the Ada County portions of the *Communities in Motion* pursuant to 40CFR93. EPA’s MOBILE6 emissions model and COMPASS’ most current travel demand model were used to estimate pollutant emissions from transportation sources. The Northern Ada County Interagency Consultation Committee on Transportation Conformity (ICC) approved the modeling methodologies and assumptions used in the regional emissions analyses including the Ada County transportation model networks. Additionally, COMPASS’ Transportation Model Advisory Committee (TMAC) approved the calibrated travel demand model used. Demographic assumptions and forecasts used in this demonstration were developed from the *Communities in Motion* endorsed growth scenario (“Community Choices”).

The *Northern Ada County PM10 SIP Maintenance Plan and Redesignation Request* contains motor vehicle emissions budgets for three pollutants: coarse particulate matter (PM10), oxides of nitrogen (NOX), and volatile organic compounds (VOCs).

Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the Ada County portions of *Communities in Motion* and the FY2006-2010 Northern Ada County TIP through the year 2030.

The Carbon Monoxide (CO) Limited Maintenance Plan (Limited Maintenance Plan and Request for Redesignation to Attainment for the Northern Ada County Carbon Monoxide Not-Classified Nonattainment Area) does not contain any motor vehicle emissions budgets. This is because, per the Environmental Protection Agency (EPA), areas under a “Limited Maintenance Plan” are not required to conduct regional emissions analyses to demonstrate conformity. However, COMPASS conducts a CO emissions analysis as requested by the Idaho Department of Environmental Quality (IDEQ) to aid in the regional air quality planning. COMPASS is committed to working through the ICC to identify and implement mitigation measures that will counteract CO emissions increases resulting from anticipated improvements to the regional transportation system should they be requested by IDEQ.<sup>4</sup>

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<sup>4</sup> \_\_\_\_\_ . *Northern Ada County Transportation Conformity Demonstration of Communities in Motion*. Report No. 07-2006. Community Planning Association. August 2006. Most of the information in the section on Air Quality was extracted from this document.

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## 2. Water Quality/Surface Water

Water quality and other surface water issues that must be addressed during development of transportation projects include storm water discharge, work on shorelines or in floodplains, interference with stream flows, use of herbicides, water rights and construction in floodplains, water, or other critical areas.

Water quality standards are implemented through Clean Water Act (CWA) Section 401 permits. Applications for water quality related permits include the National Pollutant Discharge Elimination System (NPDES) permits. The listing of salmonids under the Endangered Species Act (ESA) has triggered the development of new requirements for water quality issues. Planning processes under the ESA, CWA, and NEPA are becoming increasingly integrated. The Environmental Protection Agency (USEPA), Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), U. S. Army Corps of Engineers (COE) and state Department of Environmental Quality (DEQ) are working to ensure that Idaho's water quality permits and procedures meet the goals and requirements of the ESA. As a result, regulations related to threatened and endangered salmonids are in the process of being incorporated into permits related to the CWA.

The State of Idaho is required to identify its polluted water bodies every two years and submit the 303(d) list to USEPA. The list is comprised of "water quality limited" estuaries, lakes, and streams that fall short of state surface water quality standards, and which are not expected to improve within the next two years. USEPA requires the state to set priorities for cleaning up threatened waters and to establish a Total Maximum Daily Load (TMDL) for each. A TMDL, or water cleanup plan, entails an analysis of pollutant loadings to determine how much pollution a water body can take and still remain healthy for its intended beneficial uses. The cleanup plan also includes recommendations for controlling the pollution as well as a monitoring plan to verify compliance with established TMDLs. For certain water bodies, TMDLs have been set; for others, TMDLs are being developed by DEQ.

Once developed, the TMDLs are tied to COE Section 404 and 401 water quality permit requirements. The DEQ web site provides access to a list of approximately 650 water bodies currently identified as impaired or threatened. The list identifies the locations of the water bodies, the water quality standards each exceeds, and by how much the standards are exceeded. Idaho's Final 1998 Section 303(d) list of Impaired and Threatened Water bodies is online via:

<http://www2.state.id.us/deq/water/basins/303dmap.htm> or  
<http://www.uidaho.edu/cfwr/pag/pag14es.html>.

Within Ada and Canyon Counties, there are two bodies of water for which water quality TMDL plans have been developed:

- Lower Boise River - *Lower Boise River TMDL: Subbasin Assessment, Total Maximum Daily Loads*. December 18, 1998. Revised: September 29, 1999.
- Snake River - *Mid Snake River/Succor Creek Subbasin Assessment and Total Maximum Daily Load*. April 2003.

### Lower Boise River.

The lower Boise River is a 64-mile stretch of river that flows through Ada County, Canyon County, and the city of Boise, Idaho. The river flows in a northwesterly direction from its origin at Lucky Peak Dam to its confluence with the Snake River near Parma, Idaho. Major tributaries include

Fifteen Mile Creek, Mill Slough, Mason Creek, Indian Creek, Conway Gulch, and Dixie Drain. (IDEQ has separate documents addressing these tributaries.)

The *Lower Boise River TMDL* states that "The lower Boise River watershed drains 1290 square miles of rangeland, forests, agricultural lands, and urban areas. The lower Boise River is a 64 mile stretch that flows through Ada County, Canyon County, and the city of Boise, Idaho. The watershed also drains portions of Elmore, Gem, Payette, and Boise counties. The river flows in a northwesterly direction from its origin at Lucky Peak Dam to its confluence with the Snake River near Parma, Idaho. Major tributaries include (but are not limited to) Fifteenmile Creek, Mill Slough, Mason Creek, Indian Creek, Conway Gulch, and Dixie Drain."<sup>5</sup> The plan noted that three segments of the Boise River are listed for sediment, with the sections lying primarily from the Glenwood Bridge to the west.<sup>6</sup> It found that two segments of the Boise River, Star to Notus and Notus to the Snake River require the development of TMDLs for bacteria.<sup>7</sup>

Of the seven listed pollutants, only sediment and bacteria require TMDLs. Pollutant targets are based on existing water quality criteria for bacteria and on a numeric interpretation of the state narrative standard for sediment. Because the lower Boise River is a major tributary to the lower Snake River, phosphorus (total and dissolved) will be examined for possible load and waste load allocations after completion and approval of the Snake River-Hells Canyon TMDL.

The study goes on to note:

"Land in the Treasure Valley is rapidly transitioning from agricultural uses to urban uses. Changes in land use will continue to occur throughout the implementation process and into the future. ... The management of impacts from land use changes can result in achievement of the TMDL reduction goals when BMPs are applied. When agricultural activities are the existing land use, the management of development impacts may actually result in a net decrease in pollutant loading. The end result is a load reduction from agricultural land uses and a reduction credit for urban land uses that should be accounted for."<sup>8</sup> Conversely, the plan found that "...development results in impervious surfaces that eliminate the natural retention provided by vegetation and soil in an undeveloped area. Increasing impervious surfaces increases the quantity of water delivered to the water body during storms. This results in increased runoff with more rapid peak discharges. ... An increase in impervious surface also decreases the amount of rainfall available for infiltration. During dry weather periods, urban streams tend to have less flow because groundwater recharge and stormwater infiltration has been diminished. Without infiltration, the groundwater will not be recharged and the stream will lose this potential source of water."<sup>9</sup>

The types of mitigation appropriate are discussed under the Groundwater section.

Snake River.

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<sup>5</sup> \_\_\_\_\_ . *Lower Boise River TMDL Subbasin Assessment, Total Maximum Daily Loads*. Idaho Department of Environmental Quality. December 18, 1998. Revised: September 29, 1999. p.1. Document found in May 2007 at [www.deq.state.id.us/water/data\\_reports/surface\\_water/tmdls/boise\\_river\\_lower/boise\\_river\\_lower\\_noapps.pdf](http://www.deq.state.id.us/water/data_reports/surface_water/tmdls/boise_river_lower/boise_river_lower_noapps.pdf)

<sup>6</sup> *ibid.* p. 58.

<sup>7</sup> *ibid.* p. 69.

<sup>8</sup> \_\_\_\_\_ . *Lower Boise River: Total Maximum Daily Load. Urban/Suburban Source Implementation Plan*. Idaho Department of Environmental Quality. December 2003. p. 14. Document found in May 2007 at [www.deq.state.id.us/water/data\\_reports/surface\\_water/tmdls/boise\\_river\\_lower/boise\\_river\\_lower\\_plan\\_appB.pdf](http://www.deq.state.id.us/water/data_reports/surface_water/tmdls/boise_river_lower/boise_river_lower_plan_appB.pdf).

<sup>9</sup> *ibid.* p. 5.



While the Boise River runs through the heart of the planning area for *Communities in Motion*, the Snake River, representing a far greater flow of water, is geographically peripheral to the region. The *Mid Snake River/Succor Creek Watershed TMDL Implementation Plan*<sup>10</sup> indicates that 72% of the land is owned by the Bureau of Land Management, while 22.4% is privately owned. The State of Idaho owns most of the balance. Of the private lands within the watershed most "... are used primarily for livestock grazing in the mountain areas and farming along lower elevations of the tributary streams and the Snake River."

Given the peripheral nature of the watershed to the region covered by *Communities in Motion* and the near-total agricultural/open space uses in the watershed, no significant ramifications are seen for this area based on the plan. Note that increased urban/suburban development in southwest Canyon County could have implications for this watershed.

### 3. Floodplain

Rivers and streams are prone to periodic flooding due to a number of causes. Building transportation facilities across a river or stream (transverse) or along a river or stream (longitudinal) can trigger a NEPA process. The 100-year floodplain boundary is the trigger point in Idaho. (A 100 year floodplain means that in any year, there is a 1% chance of flooding—not that flooding would only occur once every 100 years.) For work in floodplains that requires permit approval, environmental documentation must explain the impacts the project will have on these areas, and on the resources within those areas. Furthermore, Presidential Executive Order 11988 (May 24, 1977) directs federal agencies to avoid to the extent possible adverse impacts associated with floodplains and to avoid direct or indirect support of floodplain development. Longitudinal intrusions are of special concern.

Within *Communities in Motion*, a number of new river crossings are recommended along the Boise River:

- Vicinity of Franklin Road in Canyon County (Study only).
- SH 16 Extension from SH 44 to I-84. (Environmental work underway.)
- Three Cities River Crossing. (Environmental work completed in 2006.)

Widening of existing river crossings are recommended at:

- Middleton Road.
- Linder Road.

In addition to the Boise River crossings, a number of flood zones along area streams would be affected by the recommended improvements in the plan. See Figure 1 for the general location of floodplains in the region.

### 4. Groundwater

Two regulations are of special significance to groundwater;

- Clean Water Act (CWA) of 1972 - CWA (33 USC §§1251-1387) was enacted to maintain and restore the chemical, physical, and biological integrity of the waters of the U.S. The broader

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<sup>10</sup> \_\_\_\_\_. *Mid Snake River/Succor Creek Watershed TMDL Implementation Plan*. Idaho Department of Environmental Quality. June 2005. p. 9. Found in May 2007 at [http://www.deq.idaho.gov/water/data\\_reports/surface\\_water/tmdls/snake\\_river\\_succor\\_creek/snake\\_river\\_succor\\_creek\\_plan\\_part1.pdf](http://www.deq.idaho.gov/water/data_reports/surface_water/tmdls/snake_river_succor_creek/snake_river_succor_creek_plan_part1.pdf)

jurisdiction under this law includes not only navigable waters, but also most waters of the country and adjacent wetlands.

- National Pollutant Discharge Elimination Control System (NPDES) 1990 - In 1990, the Environmental Protection Agency (EPA) published final regulations for the NPDES storm water discharge permits (40 CFR Part 122). The purpose of this legislation is to improve the quality of the nation's rivers, lakes, and streams by reducing pollution from non-point sources. These regulations are administered by EPA and the Idaho Department of Environmental Quality. Construction activities disturbing more than five acres require a permit for storm water runoff.

Pollutants, notably sediments and transportation-related chemicals, are of concern. So too is the loss of aquifer recharge as permeable surfaces are covered by concrete and asphalt. These concerns exist during construction and on-going operation of transportation facilities.

General mitigation may include:

- Establishing procedures for control of runoff from construction projects.
- Design of storm sewers to catch sediment runoff and prevent it from reaching streams and rivers.
- Use of basins to detain runoff and allow absorption.
- Reduction of materials such as sand on icy roads.
- Increased road/surface sweeping to pick up materials before they can enter the storm sewers.
- Use of permeable surfaces where appropriate to reduce the loss of aquifer recharge.

Many of these measures are currently in use by agencies in the region.

## 5. Wildlife, Fish, and Vegetation

This element relates to wildlife, fish, and habitat that apply to transportation projects, particularly the implications of Endangered Species Act (ESA) species listings. Issues involve threatened and endangered species, critical habitat, wildlife, fish, and vegetation. Wildlife, fish, and sensitive plants require special consideration during project planning and development. In addition to ESA compliance, areas of particular concern include:

- Direct effects from construction such as noise disturbance or other disruption of habitat.
- Interference to essential wildlife functions such as wintering, foraging, migration, breeding and/or rearing.
- Degradation or loss of essential habitat.
- Habitat fragmentation and edge effects.
- Effects related to collisions between vehicles and animals.
- Loss of animal or plant populations.
- Impacts to wildlife food resources.
- Water quality impacts.
- Effects on migration or dispersal of organisms including mammals, reptiles, amphibians, fish, insects, and/or ground dwelling birds, where the project could create or exacerbate barriers to movement.

Water quality and wetlands are also relevant to consideration of fish and wildlife issues.

If a transportation project involves federal funds or permits, or if it is on federal lands, it is said to have a federal nexus. If the project has a federal nexus, it must comply with NEPA and the ESA,

particularly Section 7. All projects, regardless of funding source, must comply with Section 9 of the ESA. The recent salmonid listings under the ESA have triggered the development of new policies and requirements at all jurisdictional levels. Some of the information mentioned in this section is in draft form and is in the process of being revised. Because agencies and municipalities are actively creating strategies to address the ESA listings, this section will be updated regularly as policies and regulations change.

*Table 1- Listed Species in Ada and Canyon Counties*

<i>Listed Species</i> <sup>11</sup>	<i>Comments</i>	<i>Ada County</i>	<i>Canyon County</i>
Gray wolf ( <i>Canis lupus</i> )	XN - Experimental/Non-essential population	X	X
Bald eagle ( <i>Haliaeetus leucocephalus</i> )	LT - Wintering/Nesting area	X	X
Bull trout ( <i>Salvelinus confluentus</i> )	LT	X	
Idaho springnail ( <i>Pyrgulopsis idahoensis</i> )	LE - Mainstem Snake River Only	X	X
<i>Proposed Species</i>			
None		X	X
<i>Candidate Species</i>			
Yellow-billed cuckoo ( <i>Coccyzus americanus</i> )		X	X
Proposed Critical Habitat for Bull Trout	Yes	X	

LE - Listed endangered  
 LT - Listed threatened  
 XN - Experimental/non-essential population  
 PE - Proposed Endangered  
 C - Candidate

At a regional plan level, the detailed identification of impacts on wildlife habitat, including wetlands, is not possible. Broad identification of winter grazing areas will be made as part of a geographic information system database. Wetlands will also be identified. As with wetlands, the preferred strategy is avoidance of habitat, followed by restoration on-site, replacement and mitigation.

## 6. Wetlands

The term "wetlands" means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands provide important functions and values, including groundwater recharge, flood flow alteration, water quality improvements, erosion control and shoreline stabilization, and fish and wildlife food and habitat. This section includes information on wetland inventory, assessment, mitigation, and related procedures that should be followed when it is anticipated that an ITD project may have an impact on wetlands. It should be noted that wetland issues have the potential

<sup>11</sup> Source: U.S. Fish and Wildlife Service. Informational list on the Internet. Not intended for consultation purposes. Information found on Internet in May 2007 at <http://www.fws.gov/Idaho/IdahoCounties.htm>.

to trigger an analysis of aquatic and terrestrial wildlife and habitat in the vicinity of the wetland (see Section 1000).

Planning processes under the ESA and the Clean Water Act (CWA) are becoming increasingly integrated. The Environmental Protection Agency (USEPA), Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), U. S. Army Corps of Engineers (COE), and state Department of Environmental Quality (DEQ) are working to ensure that Idaho's wetland permits and procedures meet the goals and requirements of the ESA. In turn, ITD is incorporating ESA related issues into its water quality procedures and design standards.

Impacts of transportation projects that may adversely affect wetlands include: sediment loads and deposition; toxic runoff; alteration of natural drainage patterns; water level increases or decreases; wetland filling or displacement; wetland draining due to channel straightening, deepening, or widening; and development in the wetland buffer areas that protect and shield the wetland from adverse impacts to water quality and habitat functions. When wetlands are adversely affected by a transportation project, ITD provides compensation for the impacts by restoring, enhancing, and/or creating wetlands.

The preferred policy is to avoid to the fullest extent practicable any activities that would adversely affect wetlands during the design, construction, and maintenance of the state transportation system. The next level would support federal and state "no net loss" policies by protecting, restoring, and enhancing natural wetlands that are unavoidably and adversely impacted by transportation-related construction, maintenance, and operations activities. The emphasis is to take appropriate action to minimize impacts and to mitigate impacts that cannot be avoided, as required by federal, state, and local laws. In the event of unavoidable impacts, project development would consider the use of mitigation concepts. These include wetland mitigation banking and advanced mitigation such as wetland preservation where no overall net loss of functions will result.

Wetland analysis and impact mitigation are integral parts of the engineering and environmental process. Early review and analysis of project alternatives by regulatory and resource agencies, combined with effective inter-office coordination, are key elements in meeting project schedules and developing a successful wetland management program.

Environmental Evaluations sometimes include information on additional aquatic resources (such as streams) together with wetland issues. In routine wetland practice, the primary discipline reports (Wetland Inventory Report, BE/BA, Conceptual Mitigation Plan, and Wetland Mitigation Plan) provide the basis for responding to wetland issues. To facilitate the production of a wetland discipline report, technical documents that pertain directly to a given discipline report are included as reference documents for that particular report.

## 7. Noise

To help ensure that comparative analyses of project alternatives include consideration for minimizing or avoiding traffic noise impacts, comprehensive planning and coordination should be accomplished as early as possible in the project development process. This could reduce or eliminate the need for costly abatement later in the design process. This section focuses primarily

on environmental noise procedures for highways. The level of noise (defined as unwanted sound) near state highways depends on six things:

- Traffic volume
- Speed of the traffic
- Percentage of trucks in the flow of traffic
- Distance to the highway
- Intervening topography and structures
- Atmospheric conditions

The Federal Highway Administration (FHWA) has established Noise Abatement Criteria guidelines (absolute noise impact) for several categories of land use activities; which include the following Leq noise levels:

*Table 2 – Noise Standards by Land Use*

<i>Type</i>	<i>Noise Level</i>	<i>Land Use Description</i>
Category A	Leq = 57 dBA <sup>12</sup>	Lands on which "serenity and quiet are of extraordinary significance and serve an important public need....."
Category B	Leq = 67 dBA	Picnic areas, recreation areas, parks, residences, motels, schools, churches, libraries, and hospitals.
Category C	Leq = 72 dBA	Developed lands, properties or activities not included in Category A or B (i.e., most commercial and industrial activities).
Category D	Leq = n.a.	Undeveloped lands.
Category E	Leq = 52 dBA	Interior of residences, libraries, etc.

In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit.

Heavier traffic volumes, higher speeds, and a greater percentage of trucks generally increase traffic noise. There are a number of several strategies for controlling transportation-related noise:

- Preserve existing buffer zones. Work with local jurisdictions to retain lands adjacent to highways in open space uses, promote the use of berms, and preserve beneficial topographic features along with the use of trees, shrubs, and other vegetation to soften the landscape.
- Support local jurisdictions in establishing principal routes for buses and trucks.
- Review local land use plans and advise local agencies to help achieve compatible development along highways.
- Identify potential noise impacts and mitigation measures early in the planning and design stages of highway improvements.
- When applicable, purchase R/W for lane additions from the side least affected by noise and other environmental impacts rather than purchasing equal amounts of R/W from each side. This strategy not only reduces environmental impacts, it reduces the number of R/W

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<sup>12</sup> dBA refers to the sound pressure of noise relative to a standard reference level and measured on a logarithmic scale. An increase of 10 dBA would indicate a sound twice as great. Increases or decreases of 3 dBA or less are barely detectable. The subject is extremely complex. More information can be found at an FHWA website [http://www.fhwa.dot.gov/ENVIRONMENT/noise/faq\\_nois.htm](http://www.fhwa.dot.gov/ENVIRONMENT/noise/faq_nois.htm).

negotiations with adjacent property owners and can improve noise levels for residences on the opposite side of the road.

A traffic noise analysis is required by law for Type I federally funded projects. Type I projects:

- Involve construction of a highway on new location;
- Substantially change the horizontal or vertical alignment of an existing highway;
- Increase the number of through traffic lanes on an existing highway.

FHWA policy memorandums have clarified that “increasing the number of through traffic lanes on an existing highway” includes:

- The addition of ramps or ramp lanes at interchange locations;
- The addition of an auxiliary lane between interchanges if the lane is at least 1.5 miles long or if the lane is made continuous through a series of successive interchanges; or
- The addition of a full lane to a highway.

In rare cases, a traffic noise analysis is also required for projects that are not Type I. This occurs when the project itself creates a noise impact, for instance when a side slope or berm is flattened for design purposes and adjacent noise sensitive receptors are affected.

#### 8. Hazardous Materials

Soil and groundwater contamination from hazardous substances and petroleum products is often encountered on transportation projects. Also, some projects may generate hazardous materials. For example, projects with structures (enhancement or bridge projects) may involve asbestos containing materials and/or lead-based paint requiring testing and analysis during project development. During project development activity, an initial site assessment is performed to identify possible or known contamination sources. Results of an initial site assessment may be used to determine applicable regulatory requirements before, during, or after construction.<sup>13</sup>

In some cases, such contamination is known due its association with existing or historic uses such as dry cleaning plants, auto body shops, industrial facilities, or fuel/chemical storage facilities. Often, however, contamination is discovered via site visits and soil testing.

Avoidance of known contaminated sites is the preferred strategy due the high cost of remediation. Figure 2 depicts the identified remediation sites in Ada and Canyon Counties.

#### 9. Wild and Scenic Rivers

Many Idaho rivers are protected or under consideration for protection by a Federal, State, or local government agency. Federal and State legislation protects the wild and scenic values of certain rivers. Transportation projects may adversely affect wild and scenic rivers if they are within a one-quarter mile of a river shoreline and:

- Require an EIS or EA.
- Require new right-of-way, earth moving, grading, or pile driving.
- Involve a bridge replacement.

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<sup>13</sup> \_\_\_\_\_. Project Development Process Manual. Texas Department of Transportation. p. 3-18. Document found in May 2007 at <http://ftp.dot.state.tx.us/pub/txdot-info/gsd/manuals/pdp.pdf>.

For such projects, FHWA encourages early coordination with responsible management agencies. If the river area meets Section 4(f) criteria for protection of certain parks, recreational areas, wildlife or waterfowl refuges, and historic properties, a Section 4(f) report may be required in addition to a NEPA document.

#### Glossary.

- Designated River – River area added to the National Rivers System by an act of Congress.
- Nationwide Rivers Inventory – A national listing of rivers potentially suitable for inclusion in the National Rivers System.
- Recreational River Areas – Rivers or sections of rivers that are readily accessible by road or railroad that may have undergone some impoundment or diversion in the past.
- Scenic River Areas – Rivers or sections of rivers free of impoundment, with shorelines or watersheds still largely undeveloped, but still accessible in places by roads.
- Study River – River area to be studied to determine if it qualifies for addition to the National Rivers System.
- Wild River Areas – Areas or sections of rivers of the United States that are free of impoundment and generally inaccessible, except by trail, with watersheds or shorelines essentially untouched and waters unpolluted. They represent vestiges of America prior to European settlement.
- Modified Natural – River area where the associated natural environment of the river area is relatively undisturbed with little evidence of cultural development and natural resource management. Forest roads, hunters' cabins, and semi-primitive campgrounds may be evident. Natural features dominate the viewscape.
- Primitive – River area that is in pristine condition with minimal evidence of human activity.
- Rural – River area characterized by extensive agricultural and other resource-related activities. Cultural development is typically scattered homes and communities.
- Urban – River area intensively modified by cultural activities and primarily residential or light commercial development. The river has high water quality and highly rated natural features such as historical and archaeological sites, fisheries resources, wildlife, or recreational values.
- Wilderness – Areas defined in the Wilderness Act where "the earth and its community of life are untrammelled by man, where man is a visitor who does not remain...."

The Wild and Scenic Rivers Act (PL 90-542, 16 USC Chapter 28) designates certain rivers for special protection. Federally designated Wild and Scenic Rivers within Idaho are:

- Clearwater River – Kooskia to Lowell
- Lochsa River – Confluence with Selway River to Powell River Ranger Station (part of Clearwater system)
- St. Joe River: - Confluence of the north Fork of the St. Joe River to St. Joe Lake
- Main Salmon River – Mouth of North Fork to Long Tom Cabin
- Middle Fork of the Salmon River –Dagger Falls to the confluence of the Middle Fork and the Main Salmon.
- Snake River – Hells Canyon Dam to section 1, T5N, R47E, Willamette Meridian
- Rapid River – Headwaters of the main stem to National Forest Boundary, and west fork, wilderness boundary to main stem

These Idaho rivers are included on the Nationwide Rivers Inventory and are protected by CEO regulations. In addition, the U.S. Forest Service is proposing several rivers that are not on the National Rivers Inventory for special consideration. This list includes the following:

- Bruneau River -- The entire main stem.
- Moyie River -- The segment from the Canadian border to its confluence with the Kootenai River.
- Priest River -- The entire main stem.
- St. Joe River -- The entire main stem.
- Salmon River -- The segment from the town of North Fork to its confluence with the Snake River.
- Owyhee River, South Fork, Oregon. -- The main stem from the Oregon-Idaho border downstream to the Owyhee Reservoir.
- Snake River, Wyoming. -- The segment from the southern boundaries of Teton National Park to the entrance to Palisades Reservoir.
- Snake River, Washington, Oregon, and Idaho. -- The segment from an eastward extension of the north boundary of section 1, township 5 north, range 47 east, Willamette meridian, downstream to the town of Asotin, Washington.

Based on these existing and potential segments, it does not appear that any Wild and Scenic River issue is triggered by recommendations in *Communities in Motion*.

#### 10. Agricultural and Farmland

The loss of productive farmland to highways, urban sprawl, and other types of development is cause for concern. Highways may increase the pressure for conversion from farming to other uses. By making inaccessible areas more accessible, highways increase potential for development. In turn, development increases land values, tending to make farming economically infeasible. Adjacent development is seen as incompatible with farming, and farming activities may be considered a "nuisance" by newcomers. Additional traffic moving at high speeds creates a safety hazard for slow moving farm machinery. Farmlands may be converted as a result of locating a new road in a farming area, rebuilding and/or enlarging an existing road, or adding an interchange from an interstate highway in a rural area. Conversion may indirectly result when land remaining in a tract partially taken for right of way can no longer be farmed because the project would restrict access, or is converted because of accessibility to a new highway.

Farmlands defined as "prime," "unique," or of state or local significance are protected by federal and state legislation. Early consultation with the Natural Resources Conservation Service (NRCS) and state and local agencies is recommended. During project development, a farmland conversion impact rating process is used, in coordination with these agencies, to determine the degree of impact and whether alternatives or mitigation will be necessary. Environmental documents are prepared based on the results of this rating.

Abbreviations and acronyms used in this chapter are listed below.

- DOA - U.S. Department of Agriculture
- FPPA - Farmland Protection Policy Act
- NRCS - Natural Resource Conservation Service

#### Glossary.

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- Farmland of Statewide or Local Importance – Farmland, other than prime or unique farmland, that is of statewide or local importance for the production of food, feed, fiber, forage, or oil-seed crops, as determined by the state or local government agency or agencies, using U.S. Department of Agriculture guidelines.
- Indirect Conversion – Acres remaining in a tract that is partially taken for right of way which (a) could no longer be farmed because the project would restrict access, or (b) would likely be converted because of accessibility to a new highway.
- Prime Farmland – Land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion. Prime farmland includes land that possesses the above characteristics and may include land currently used as cropland, pastureland, rangeland, or forestland. It does not include land already in or committed to urban development or water storage.
- Site – Any alternative alignment on a highway project, including areas converted directly (within the right of way) or indirectly by a proposed action (see “Indirect Conversion”).
- Unique Farmland – Land other than prime farmland that is used for production of specific high-value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply to economically produce sustained high quality or high yields of specific crops when treated and managed according to acceptable farming methods. Examples of such crops include lentils, nuts, annual cropped white wheat, cranberries, fruits, and vegetables.

*Communities in Motion* emphasizes compact development with the cities’ areas of impact. Figure 3 depicts the location of corridors relative to prime farmlands. Note that the prime farmlands depicted include lands outside the areas served by irrigation. Many of the prime farmlands within the areas affected by the proposed corridors are within areas of impact already identified for urban development.

#### 11. Public Lands Section 4(f), 6(f) and forests

This element regards projects that will affect Section 4(f) public lands and Section 6(f) outdoor recreation lands. These requirements often overlap with those for projects affecting historic properties, and cultural and archaeological resources. The element also projects affecting state and national forest lands, which are designated for timber harvest. Projects affecting public forestlands are not subject to Section 4(f) or Section 6(f); however, other regulations apply.

The major legislative mandates and requirements discussed in this section are:

- Public Lands – Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) applies to projects using a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site (23 CFR 771.135). Section 4(f) may also apply to Wild and Scenic Rivers. Section 4(f) is a federal requirement and needs to be considered in any NEPA document. A NEPA action does not always require a 4(f) evaluation. For example, if there is no Section 4(f) nexus, the NEPA document need only explain that Section 4(f) does not apply to the project.
- Outdoor Recreation – Section 6(f) of the Land and Water Conservation Funds (LWCF) Act applies to conversion of outdoor recreation property acquired or developed with grant assistance from an inter-agency Committee for Outdoor Recreation.

- Department of Transportation Act and Implementing Regulations. Protection of certain public lands and all historic sites was originally mandated in Section 4(f) of the 1966 Department of Transportation Act. This section was repealed in 1983 and later codified without substantive changes as 49 USC 303. However, it is still referred to as Section 4(f) in the FHWA Environmental Procedures (23 CFR 771) and popularly by many ITD staff. Section 4(f) declares a national policy to preserve, where possible, “the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” (Historic properties are identified through consultation with SHPO under Sec. 106 of National Historic Preservation Act. (36 CFR 800)

Transportation projects can cross these special lands only if there is no feasible and prudent alternative and the sponsoring agency demonstrates that all possible planning to minimize harm has been accomplished.

The term feasible relates to practicable (doable) in that the action is capable of being done. The intent of the above statement appears to mean that if avoidance is possible, it must be used. The restrictor is the term “prudent” that implies care or reason. Care and reason are subjective terms that may mean different things depending on perspective. Using the term “extraordinary magnitude” from the 4(f) structure avoidance format, it would seem that a cost or engineering effort of extraordinary magnitude is not required to avoid a 4(f) property. Here again, extraordinary magnitude is subjective but may be easier quantified. For instance doubling the cost of an action may constitute an extraordinary magnitude. Rerouting an alignment to miss an abandoned historic building may be extraordinary magnitude and may not be prudent although it is feasible.

Any time a new alignment or expansion of an existing alignment threaten to impact a 4(f) property, the proposed alternatives must include an avoidance alternative. The avoidance design will document the information needed to determine if avoidance is feasible and prudent and if it may exhibit cost considerations of extraordinary magnitude.

In addition, before approving use of these lands for a transportation project, supporting information must demonstrate that there are unique problems or unusual factors involved in the use of alternatives that avoid these properties or that the cost, social, economic and environmental impacts, or community disruption resulting from such alternatives reach extraordinary magnitude. In addition to mandating protection of certain land uses, FHWA rules require that when the project’s impacts in the proximity of the protected area are so severe that the resources’ activities, features, or attributes are substantially impaired, then Section 4(f) is also called into effect even if the project does not actually intrude into the protected use. Impacts may include:

- Resources affected by noise levels.
- Aesthetic features of the resource compromised by the transportation facility.
- Access restricted, substantially diminishing the utility of the resource.
- Vibrations impair use of the resource and diminish the value of wildlife habitat.

Figures 4 and 5 show the location of public parks and cemeteries, respectively, around the region.

## 12. Historic, Cultural and Archeological

This element considers impacts to historic, or cultural, resources subject to the state and federal regulations summarized below:

- National Environmental Policy Act. The National Environmental Policy Act (NEPA), 42 USC Section 4231, requires that all actions sponsored, funded, permitted, or approved by federal agencies undergo planning to ensure that historic and cultural resources are given due weight in project decision-making.
- National Historic Preservation Act, Section 106 and Implementing Regulations (NHPA). The National Historic Preservation Act of 1966, as amended (16 USC 470f, Section 106), requires federal agencies including FHWA to take into account the effects of a project on properties included in or eligible for inclusion in the National Register of Historic Places and, to the maximum extent possible, complete planning and actions necessary to minimize harm to any National Register eligible property.
- Department of Transportation Act, Section 4(f) and Implementing Regulations. Protection of certain public lands and National Register eligible or listed historic and prehistoric properties was originally mandated in Section 4(f) of the 1966 Department of Transportation Act and later codified without substantive changes as 49 USC 303. Section 4(f) declares it a national policy to preserve, where possible, "the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Highway projects can use these special lands only if there is no feasible and prudent alternative and the sponsoring agency demonstrates that all possible planning to minimize harm has been accomplished.
- Design, Arts, and Architecture Program. To further implement NEPA, Sections 106 and 110 (16 USC 470(f)(h-2)) and Section 4(f), the U.S. Department of Transportation inaugurated its Design, Arts, and Architecture in Transportation Program in 1978. The program requires that environmental impact statements document the consideration of design quality in projects which involve public use areas or sensitive locations such as parks or historic districts.
- Inter-modal Surface Transportation Efficiency Act (ISTEA). ISTEA (1991) established a Transportation Enhancement Program (23 U.S.C. 101(g)-133(b)), which offers broad opportunities and federal dollars to take unique and creative actions to integrate transportation into communities and the natural environment. Eligible activities include: acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation, preservation of abandoned railway corridors (including the conversion and use for pedestrian or bicycle trails), control and removal of outdoor advertising.
- TEA-21 Transportation Equity Act for the 21st Century (TEA-21). The Transportation Equity Act for the 21st Century (TEA-21) continues the national transportation policy directions established by ISTEA. TEA-21 was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998- 2003. The TEA 21 Restoration Act, enacted July 22, 1998, provided technical corrections to the original law. ISTEA also mandated creation of a Scenic Byways Program (23 U.S.C. 101(g)-133(e). FHWA has set criteria for designating scenic byways, based upon their scenic, historic, recreational, cultural, archaeological, and/or natural intrinsic qualities. For details on scenic byways, see FHWA's web site: (<http://www.fhwa.dot.gov/> Click on FHWA Programs, then Environment, then Environmental Guidebook, then Scenic Byways. For transportation enhancements information, see: (<http://www.fhwa.dot.gov/environment/guidebook/contents.htm>)
- Archaeological Resources Protection Act (ARPA). The Archaeological Resources Act of 1979 (ARPA) applies to archaeological resources on tribal lands and non-tribal lands under federal jurisdiction; for example: the Bureau of Land Management (BLM), National Park Services, or

U.S. Army Corps of Engineers (COE). Under this legislation, ITD must apply for and obtain a permit when such resources could be impacted by a project (see Section 1800.07).

- Idaho Graves Protection Act. Title 27 Idaho Statutes, Cemeteries and Crematoriums, Chapter 5 - Protection of Graves. This Idaho law requires that graves disturbed by construction or other activities be re-interred at public expense.

A map illustrating properties on the National Historic Register is shown in Figure 6. The list of properties was obtained from the Idaho State Historic Preservation Office published reports.<sup>14 15</sup> It is important to note that this list does not include potential properties that could be listed or properties that could fall under the above regulations. Due to concerns about protecting archeological and some historic sites, these locations are not published and are available only to qualified persons.

Figures 4 and 5 depict public parks and cemeteries in the region.

#### Mitigation Measures.

- Early consultation with the State Historic Preservation Officer (SHPO) and other interested persons and parties during the early stages of planning.
- As with many environment issues the first preferred strategy is to avoid adverse impacts.
- If it is not possible to avoid adverse impacts, minimization and mitigation of impacts would be pursued.
- Relocation, marking and other measures are also listed as measures.

### 13. Social and Economic Conditions

This element addresses considerations related to potential social and economic impacts of a transportation project, including the following categories:

- Social – Impacts on community cohesiveness, changes in neighborhood travel patterns, accessibility, recreation, school districts or community facilities, traffic safety and public safety, and environmental justice issues such as low-income, minority or transit dependent.
- Economic – Impacts to the local economy and long-term impacts that may lead to significant economic loss of business and employment.
- Housing – Impacts on established housing areas.
- Relocation – Impacts that would require relocation of housing or businesses. For related information on environmental justice issues, see Section 2000.

Given the urban setting of *Communities in Motion*, many of its projects would require extensive detail concerning social and economic impacts.

ITD has prepared three report checklists to assist in preparing the social and economic impacts sections of environmental documents. These studies should be performed in coordination with local agencies.

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<sup>14</sup> Davis, Belinda and Swanson. Ann. *The National Register of Historic Places in Idaho*. Idaho State Historical Society. 1997. Found on the Internet in May 2007 at <http://www.idahohistory.net/NatRegister.pdf>.

<sup>15</sup> \_\_\_\_\_. "Register of Historic Places in Idaho: Addendum to Listings. September 1, 1997 through April 30, 2007." Idaho State Historical Society. Found on the Internet in May 2007 at <http://www.idahohistory.net/NatRegisterAddendum.pdf>.

- **Social Elements.** This Social Impacts Report covers such things as community cohesion, recreation, regional and community population characteristics and growth, public services, pedestrian and bicycle facilities, safety, and environmental justice. The “affected environment” covered by this report includes community cohesion (neighborhood population characteristics and linkages with churches, schools and other community facilities); parks and recreation activities and facilities; population characteristics and growth government, religious and social facilities and services; pedestrian and bicycle facilities); and environmental justice.
- **Economic Elements.** The Economic Impacts Report covers such things as the area’s general economic climate, established business districts, and businesses related to transportation facilities. The “affected environment” covered by this report includes: overall economic climate, farm and business activity, employment, property values, and local economy.
- **Relocation.** The Relocation Impacts Report covers the potential for transportation projects to result in relocation of residences or businesses. The “affected environment” covered by this report includes: population characteristics (such as ethnicity and race, handicapped, elderly, family, income level, owner/tenant status); businesses (numbers and types of businesses and farms), employment, availability of replacement sites; and long term stability of the area.

FHWA Resources. The following FHWA publications on community impacts may be useful in analyzing social and economic impacts.

- National Community Impact Assessment Research Design Team – Recommendations for Development of the Strategic Plan. Prepared for FHWA by the Center for Urban Transportation Research, University of South Florida (April 1999).
- Community Impact Mitigation Handbook. Publication No. FHWA-PD-98-024 (May 1998).
- Community Impact Assessment: A Quick Reference for Transportation. Publication No. FHWA-PD-96-036 (September 1996). See description in Section 2000.05.

These documents may in future be available online at FHWA’s web site: <http://www.fhwa.dot.gov/> Click on FHWA Programs, then Environment, then Environmental Justice (under Transportation), then Resources, or <http://www.fhwa.dot.gov/environment/ejustice/lib/index.htm>

#### 14. Environmental Justice

On February 11, 1994, President Clinton signed Executive Order (EO) Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requiring Federal agencies to identify and address disproportionately having and adverse human health and environmental effects, including the interrelated social and economic effects or their programs, policies and activities on minority and low-income populations in the United States. It builds on the principles if Title IV of the Civil Rights Act of 1964 which provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program of activity receiving Federal financial assistance.” U.S. department of Transportation (U.S.DOT) Order 5610.2 and FHWA Order 6640.23 provide implementing guidance on EO 12898.

Appropriate implementation of Title VI, EO 12898, and the U.S.DOT and FHWA orders will be accomplished through implementation of the FHWA NEPA process. As described in Section 200, this process includes identifying social and economic effects that are interrelated with natural or physical environmental effects, considering alternatives, coordinating with agencies, involving the public, and utilizing a systematic interdisciplinary approach. Identifying and addressing the issues,

will prevent discrimination and avoid, minimize or mitigate disproportionately high and adverse impacts. This section summarizes environmental justice (EJ) requirements for ITD projects. See related information in Section 1900.

The EJ analysis requires in-depth studies of communities affected by a transportation project and effective community outreach, in order to correctly identify potential impacts. This process is intended to ensure that the project avoids, minimizes or mitigates adverse effects on minority and low-income populations. FHWA's Community Impact Assessment, and other documents referenced in this section provide guidance for completing this type of study.

#### Glossary.

- Adverse Impacts –The totality or significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of manmade or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion; isolation, exclusion or separation of minority or low income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of U.S. DOT programs, policies, or activities.
- Disproportionately High Impact – The adverse impact is disproportionately high if it is predominately borne by a minority and/or low income population, or will be suffered by the minority and/or low income community and is appreciably more severe or greater in magnitude than the adverse impact that will be suffered by the remainder of the community.
- Environmental Enhancement – May be added to a transportation project to improve community acceptance (see 1990 FHWA Environmental Policy Statement). Environmental enhancements are incorporated into a project as part of routine decision-making to make it more compatible with and sensitive to community needs.
- Environmental Justice – Refers to the process of identifying and addressing disproportionately high and adverse human health and environmental effects on minority and low income populations. Incorporating environmental justice into the project development process entails documenting the demographics of affected minority and low income populations, recognizing any adverse impacts associated with the project alternatives, and identifying avoidance, minimization or mitigation measures for disproportionately high and adverse impacts.
- Low Income – A household income is at or below the Department of Health and Human Services poverty guidelines for that size of household.
- Minority – A person who is:
  - Black (having origins in any of the black racial groups of Africa)
  - Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race)
  - Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands) or
  - American Indian or Alaskan Native (having origins in any of the original peoples of North America, and who maintains cultural identification through tribal affiliation or community recognition).

- Readily Identifiable – Quickly and easily indicated or established.

#### 15. Visual Impacts -Light and Glare

Visual perception is an important component of environmental quality that can be affected by transportation projects. The location, design, and/or maintenance of transportation facilities may adversely affect visual features of the landscape, and concern over adverse visual impacts can be a major source of project opposition.

Because of the public nature and visual importance of transportation projects, both negative and positive visual impacts must be adequately assessed and considered during project development. In discussing and reviewing the visual impacts of a highway project, two views must be considered: the view from the road and the view of the road. Americans have repeatedly ranked pleasure driving on scenic roads as one of their favorite pastimes. Researchers have also shown that the view from the road is the basis for much of what people know about the everyday environment and for their mental image of the landscape. In addition, transportation corridors create a major component of the urban and rural environment.

The view of the road has only more recently been systematically considered, but is equally important. Projects must be carefully planned to ensure that pleasing vistas for travelers are not developed at the expense of views from surrounding areas.

During project development, visual impacts, including aesthetics, light, and glare, should be considered by evaluating the view from the road as well as the view of the road. The visual element of environmental studies has two components:

- Visual Quality Assessment – A description and assessment of the view from the road, using federal criteria.
- Visual Element Study – A graphic and narrative analysis that identifies the visual impacts of the project on the view from the road and the view of the road. It identifies significant adverse impacts and mitigation through design or other design elements.

#### PURPOSE AND NEED STATEMENT

A purpose and need statement is a seminal document in the NEPA process. It establishes the reason why something needs to be done (what issues now and will exist) and builds the framework for evaluating alternatives. It is not a description of what is to be done, however. For example, the statement “The need is to build a new four-lane highway from A to B” describes an alternative rather than describing the reason why a new four-lane highway may be needed.

The purpose and need statement should include a “project status” section which briefly describes project history including actions taken to date, other agencies and governmental units involved, actions pending, schedules, etc. The following list identifies items to consider when developing the purpose and need statement:

- Results of preliminary plans or studies.
- Supporting legislation – Is there a legislative mandate for the project?
- Safety – Is the project necessary to correct an existing or potential safety hazard?
- Transportation system linkage – Does the project provide a connecting link in the transportation system?

- Maintenance and operational deficiencies – Does the project correct existing deficiencies such as substandard geometrics, load limits, roadway cross-section, or high maintenance costs?
- Transportation demand exceeding capacity – What is the Level of Service of the existing and proposed facility? Is the project in conformance with adopted state and urban transportation plan(s)?
- Economic development – What projected economic development or land use changes show the need to improve highway capacity?
- Modal relationships – How will the facility interface with and serve to complement air, rail, and port facilities, mass transit, etc.?
- Include results of preliminary planning studies. (See 1440: Determine need for Major Investment Study).<sup>16</sup>

### GENERAL MITIGATION MEASURES

1. Institutionalize the Environmental Review Process for Plans and Programs. Create a standing notification list for plans and programs regarding environmental reviews. This group would include:

- U.S. Department of Transportation – Federal Highway Administration and Federal Transit Administration
- Idaho Transportation Department
- Idaho Department of Fish and Game
- U.S. Bureau of Reclamation
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- U.S. Bureau of Land Management
- U.S. Natural Resources Conservation Service
- Idaho Department of Environmental Quality
- State and local historic preservation offices

This review would link land use, transportation, and environmental resource planning initiatives through early, interactive agency and community involvement. This step will improve decisions and greatly reduce the time, effort, and cost to reach transportation decisions. Efficiency will be gained by two screening steps and an efficient permitting process built into the transportation planning and project development process.

Challenges:

- Get the "right people" to the table. As many agencies have found, including the Florida Department of Transportation<sup>17</sup>, mid-level staff may have a harder time in accepting new procedures than senior management.

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<sup>16</sup> \_\_\_\_\_. Project Development Process Manual. Texas Department of Transportation. pp. 3-13 to 14. Document found in May 2007 at <ftp://ftp.dot.state.tx.us/pub/txdot-info/gsd/manuals/pdp.pdf>.

<sup>17</sup> \_\_\_\_\_. *Florida's Efficient Transportation Decision-Making Process*. FHWA Case Study. Found in May 2007 at [http://www.environment.fhwa.dot.gov/integ/case\\_florida.asp](http://www.environment.fhwa.dot.gov/integ/case_florida.asp). Much of the language and elements in this strategy have been taken from this example.

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- Overcome status quo decision-making processes.
  - Get more comfortable with the planning level of detail available through GIS and tied to planning-level transportation alternatives.
  - Time and budget requirements. Review time, development of GIS databases, and increased calendar time for plan development will challenge COMPASS and the participating agencies.
2. For each proposed corridor in the draft plan, develop a “purpose and need statement” that can help guide consideration of alternatives. These statements may also be of use in subsequent, project-level NEPA processes.
  3. For each proposed corridor in the draft plan, develop a scope of issues based on known or potential conditions within the general corridor area. This process would involve the appropriate Federal, State and local agencies described above.
  4. Based on the scope of issues, the next update to the plan will note whether the impacts can possibly be avoided, the preferred mitigation strategy, or whether minimization of impacts or compensation (replacement on or off site) is more likely. For wetlands and wildlife habitats, a frequent mitigation measure is the establishment of off-site banks.
  5. Continue to work with processes such as the “Transportation Land Use Integration Plan” to consider corridor design elements (context sensitive design) that promote improvements beneficial to multiple uses, community development and visual appearance.
  6. Develop Geographic Information System Environmental Database that can better identify potential environmental issues early in the planning stage.

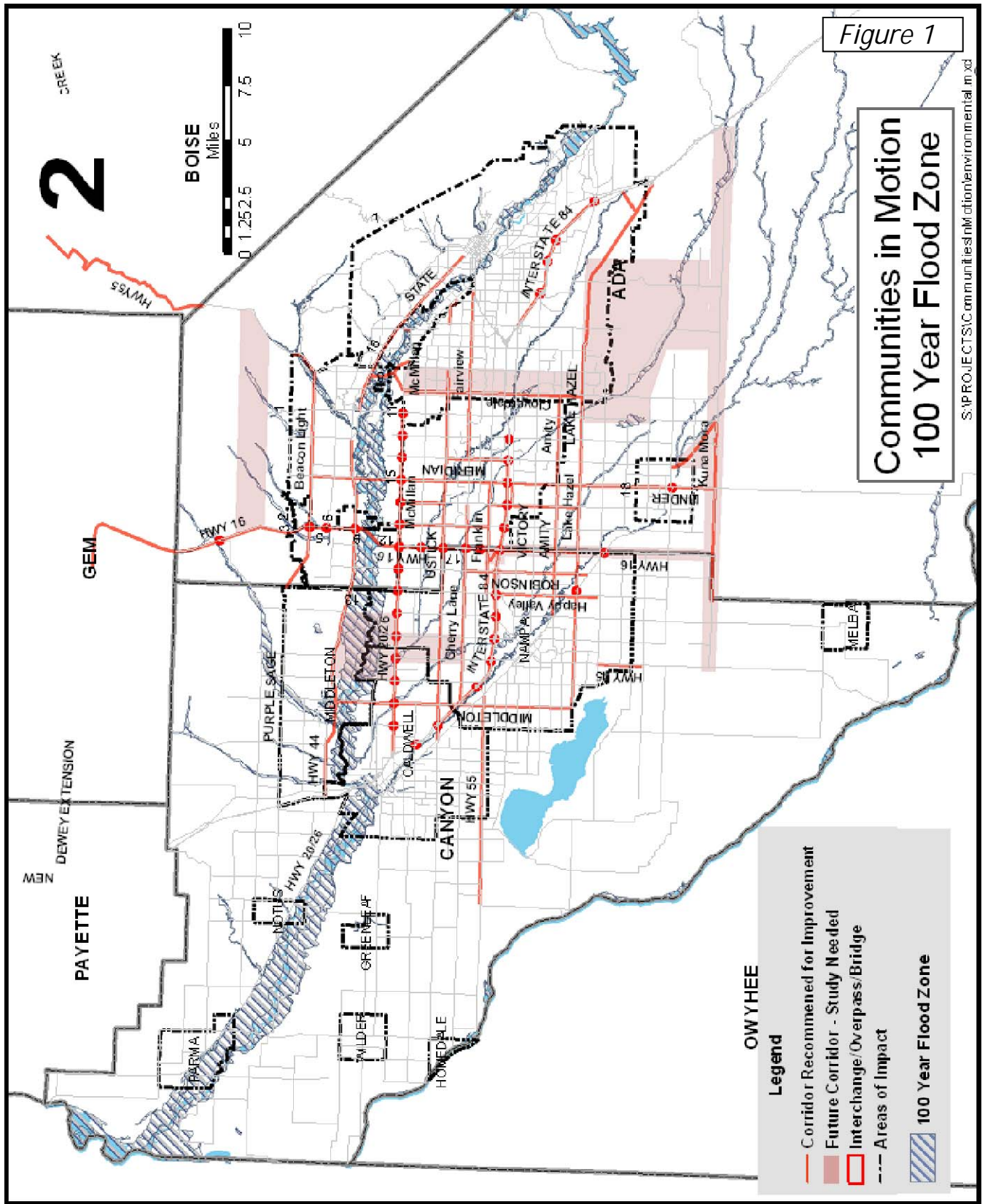
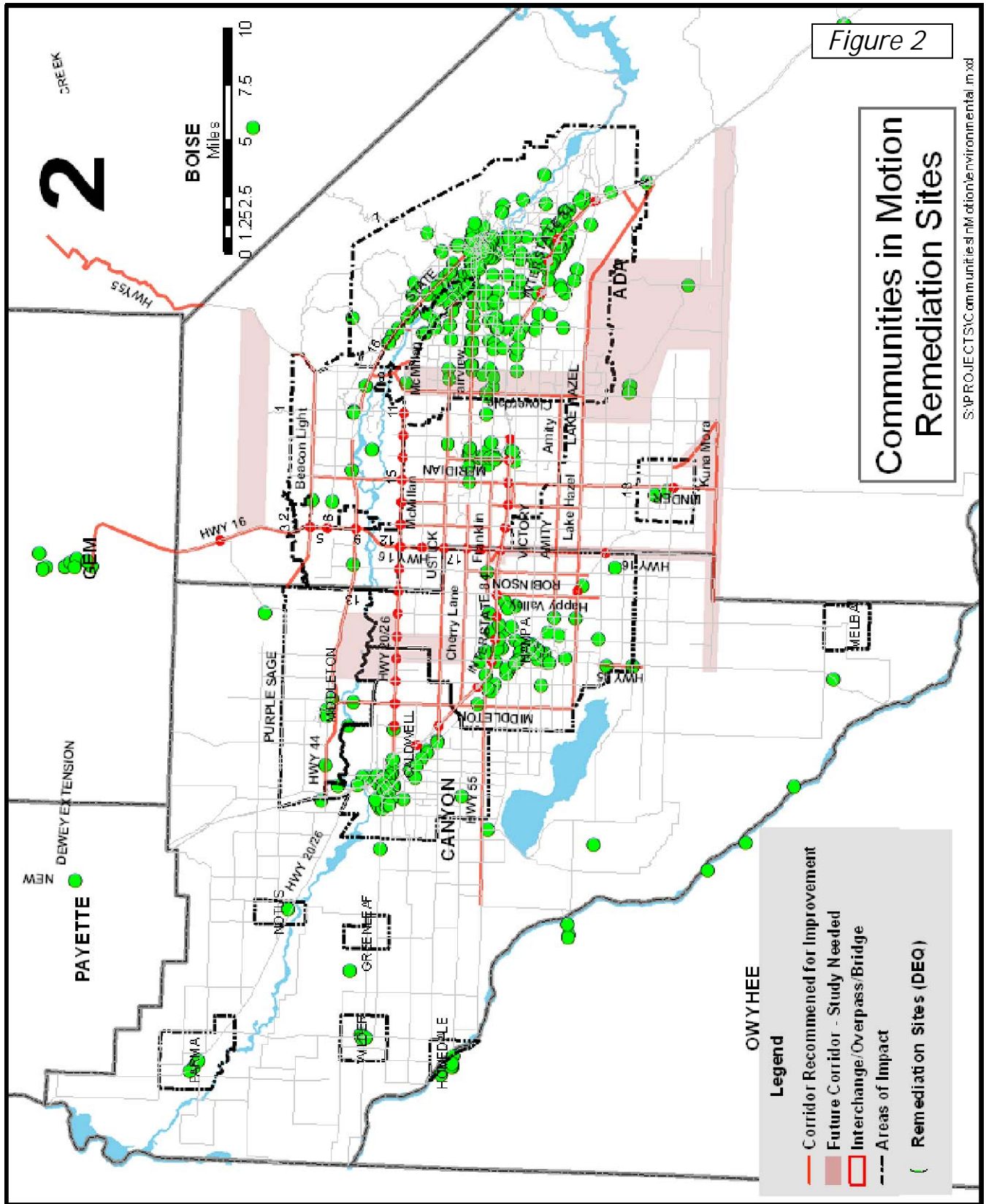
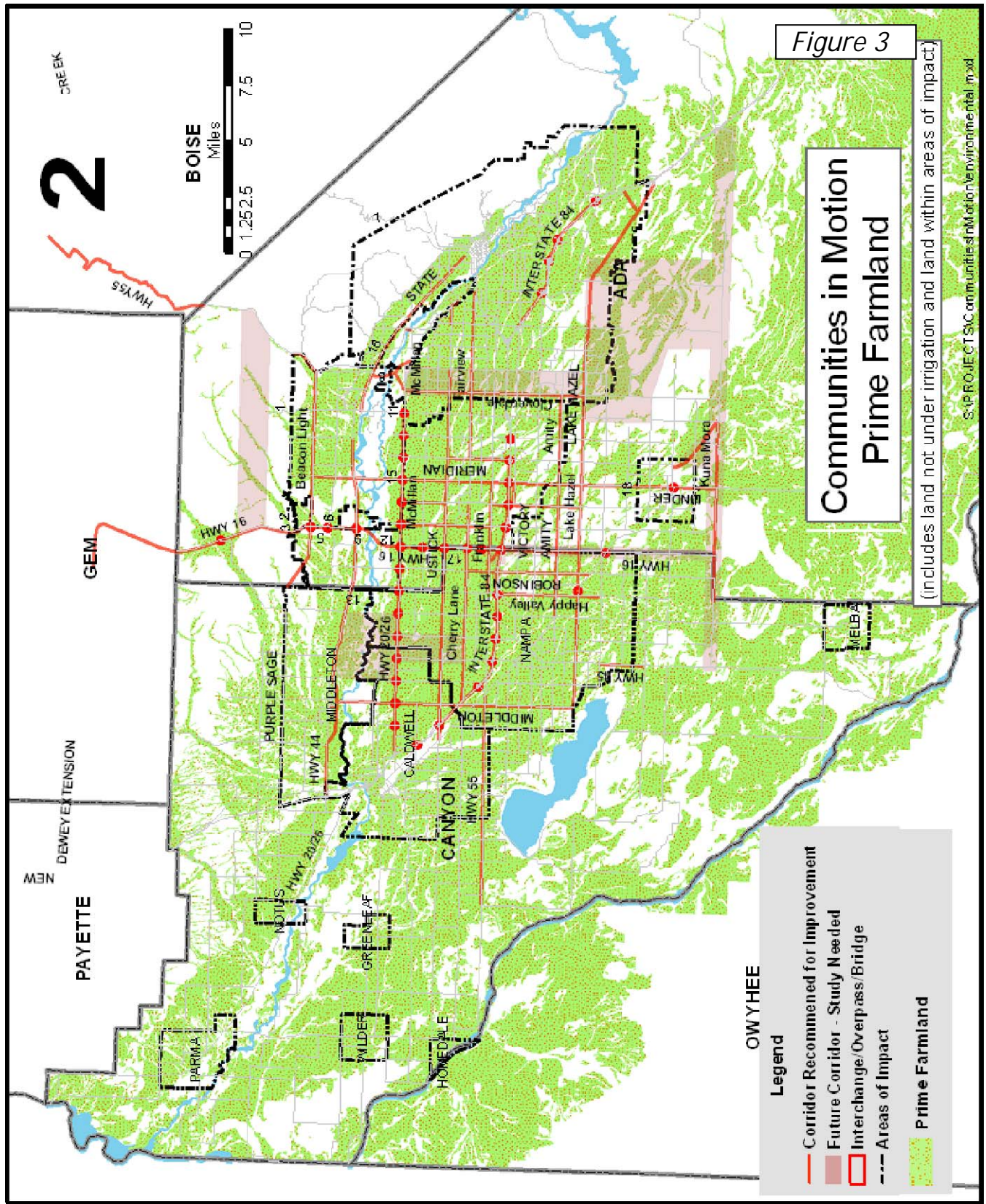


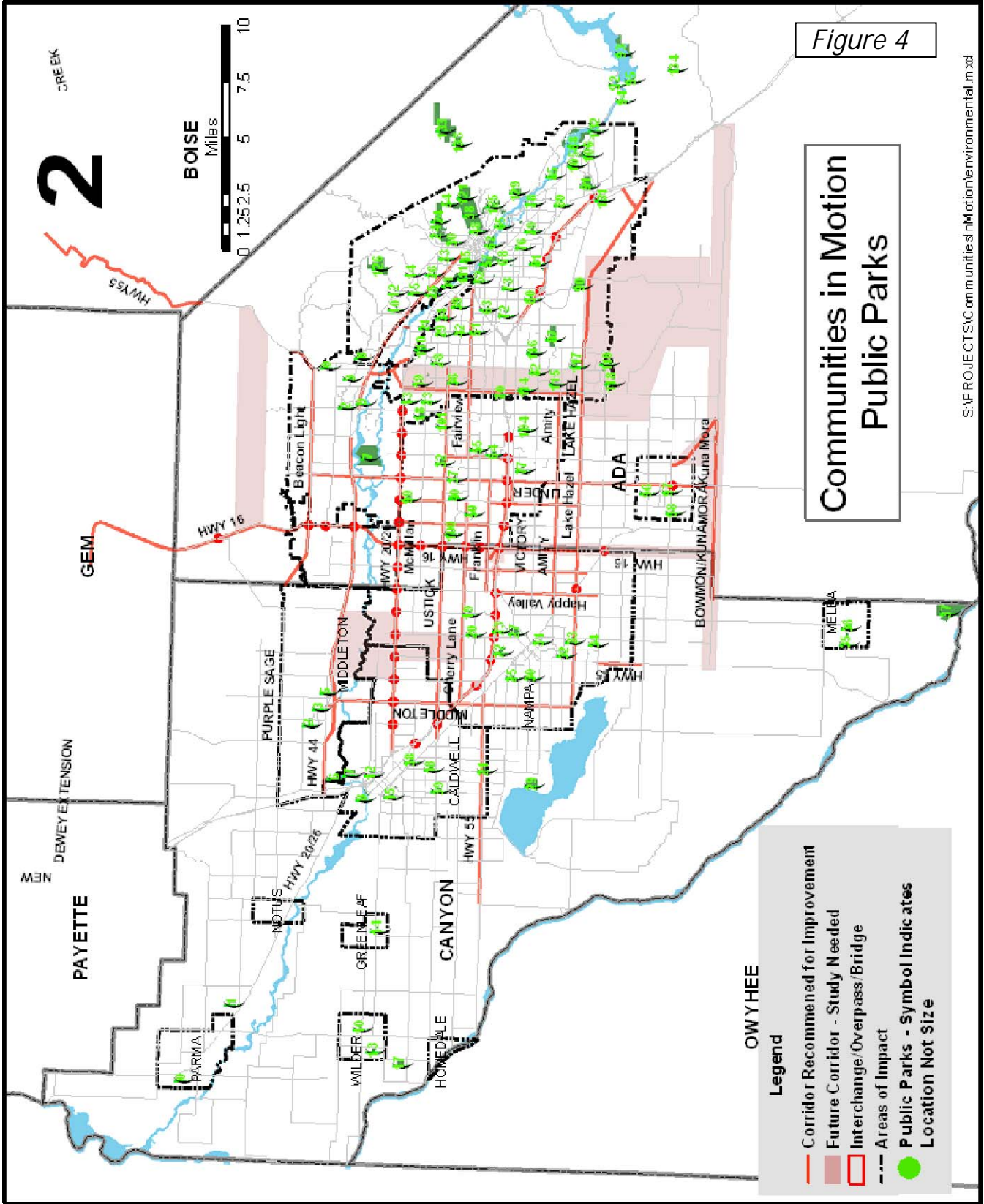
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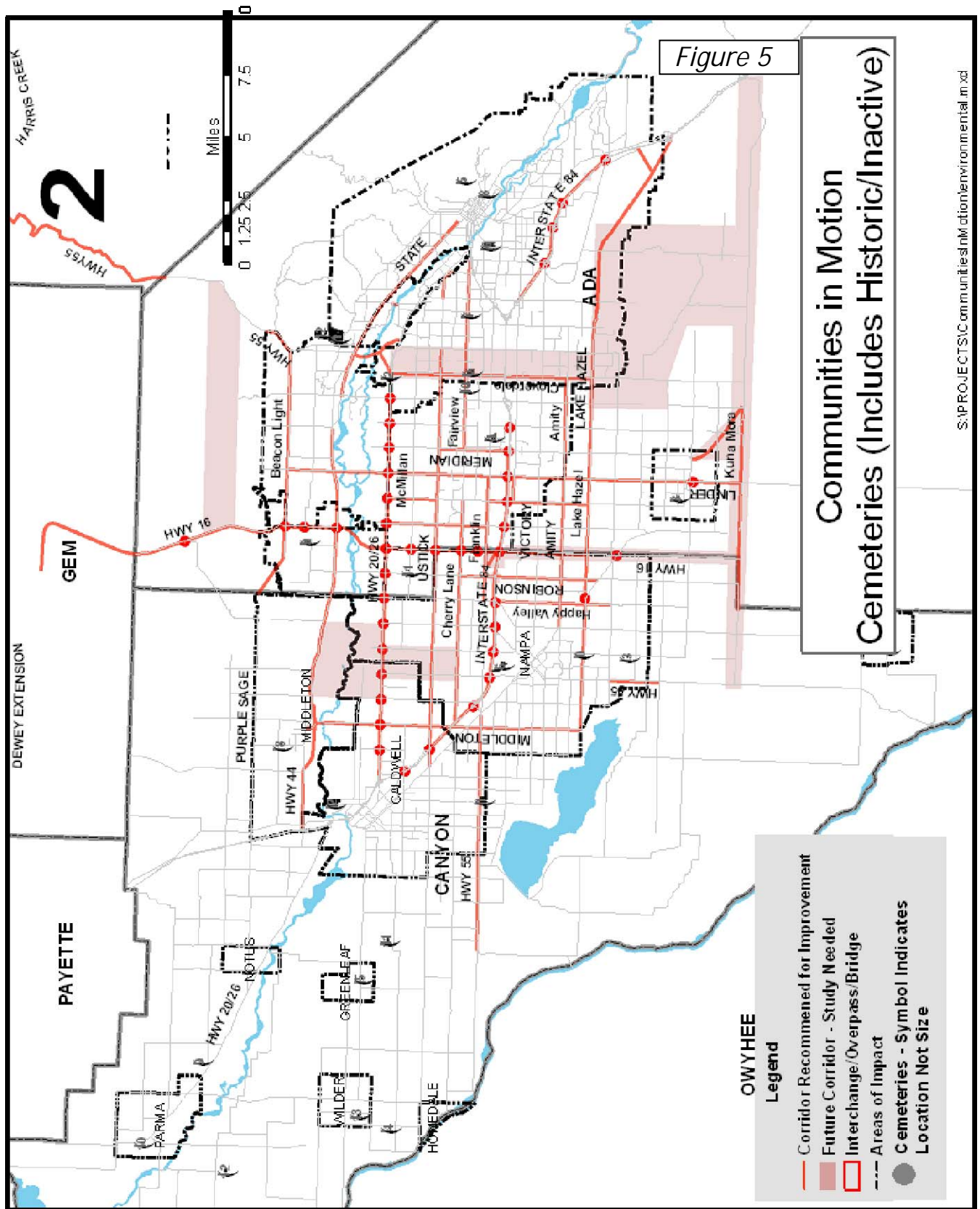
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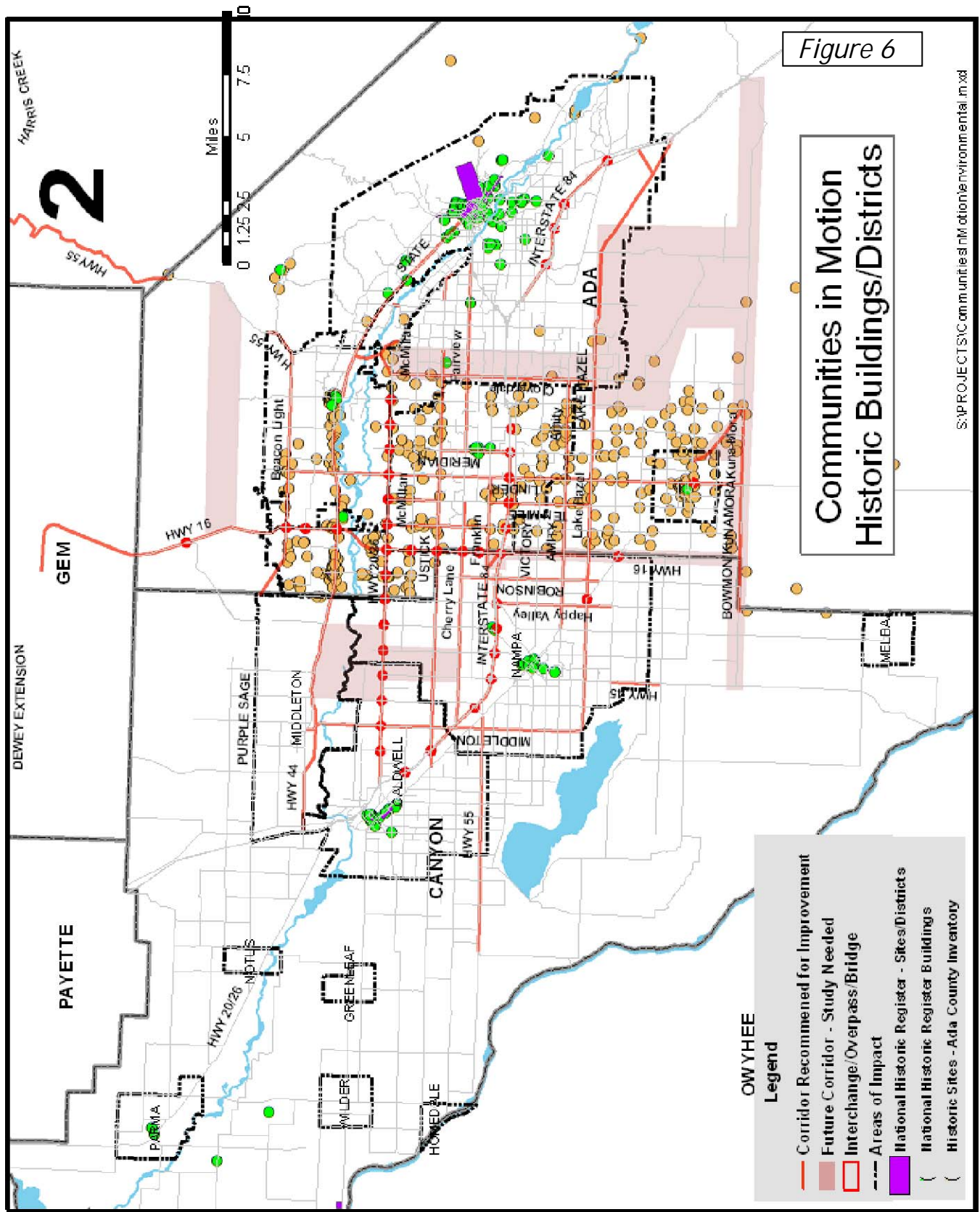
- Legend**
- Corridor Recommended for Improvement
  - Future Corridor - Study Needed
  - Interchange/Overpass/Bridge
  - Areas of Impact
  - 100 Year Flood Zone











## *TRANSPORTATION SYSTEM SECURITY SUPPLEMENT*

### *Requirement under SAFETEA-LU*

Metro planning processes are encouraged... "To the extent practicable" to be coordinated with security initiatives undertaken by the State, MPO transit operators, and localities. Metro plans should include a security element that incorporates or summarizes the priorities, goals, or projects set forth in other transit safety and security planning and review processes, plans, and program. (§306(a) & (h) and 322(h))

### *Transportation System Issues.*

The interstate provides primary access to and from the Treasure Valley. I-84 is the main transportation route for the trucking industry in the northwestern U.S. It also provides a connection from the Treasure Valley eastward to Salt Lake City and beyond. S.H. 44 and U.S. 20/26 are east/west routes connecting I-84 in Canyon County to downtown Boise in Ada County. S.H. 16 and S.H. 55 provide access to Ada County from the north while S.H. 21 and S.H. 69 are gateways to the east and south, respectively. Major Ada County roadways tend to be relatively level and well-maintained with adequate width.

Several highways intersect Canyon County including U.S. 95 and 20/26; S.H. 44, 45, 55, and 19. U.S. 20/26 is the major access road for the communities of Parma and Notus. U.S. 95 along with S.H. 55 and 19 provide the main connections to Greenleaf, Wilder, and Melba.

The following six potential threats to the Treasure Valley transportation system have been identified: snow, fires, dams, earthquakes, landslides, and floods.

### Snow

Southwest Idaho is prone to occasional extreme cold temperatures and severe snow storms. Winter storms can create slick roads and reduce driver visibility, causing transportation accidents. Blowing snow can form large drifts and block important transportation links. Techniques such as installing snow fencing and maintaining snow removal equipment can help ensure movement of traffic along major corridors such as I-84.

### Fires

Wildland fires can impede or prevent traffic flow throughout the transportation infrastructure. Large fuel accumulations occur adjacently to some rights-of-way, particularly in the Boise Foothills. Roadway and railway corridors can be cleared of wildland fuels by employing methods such as mowing, spraying, grazing, and harvesting. ITD contracts for mowing transportation links throughout the six-county region. However, the timing and frequency of mowing along the I-84 corridor have been insufficient to minimize the risk of fire hazards. ITD is currently working with the BLM to explore ways to create a firebreak along I-84 from Boise to Glenns Ferry.

### Dams

IDWR is charged with administering dam safety throughout the state. They regulate impoundment structures 10 feet tall and higher or those storing more than 50 acre feet of water. IDWR inspects each dam at a minimum of once every two years. Every dam inspected is given a risk classification to grade potential downstream losses and damages that could occur from dam failure during typical flow conditions. Black's Creek, Lucky Peak, Arrowrock, and Anderson Ranch dams are all



classified as “high risk” by IDWR. 91 of the 567 dams inspected by IDWR are currently listed as high risk.

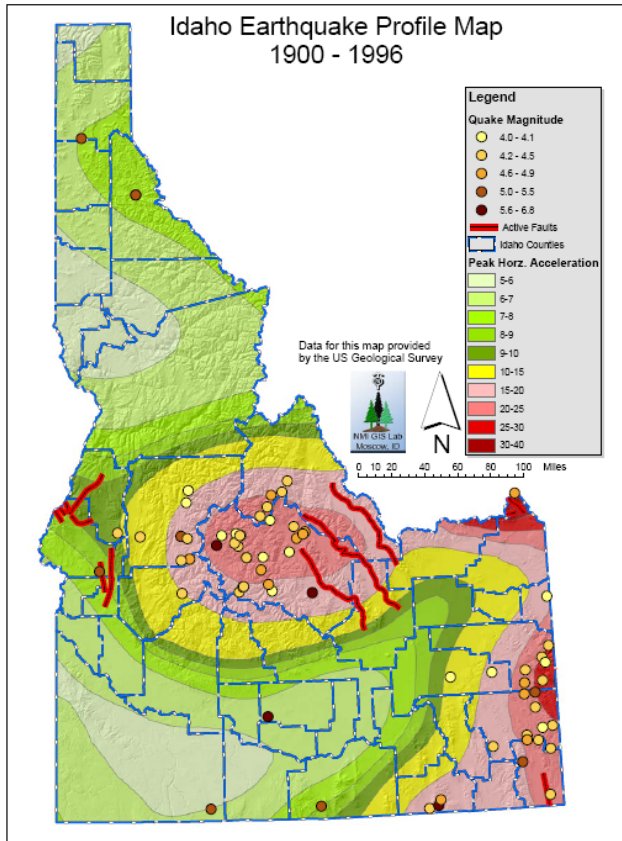


Figure 7 - Idaho Earthquake Profile (AHMP1 - p. 132)

### Earthquakes

Idaho is ranked fifth in the nation for potential earthquake hazards behind California, Nevada, Utah, and Alaska. Ground movement during an earthquake can collapse buildings and bridges, blocking travel corridors. The increased congestion could prevent timely emergency response. Ada County is bordered by two fault zones that show evidence of activity during the current geologic time period. However, most structures in the region were constructed without regard for seismic hazards. Historical records, dating back to 1872, show that Boise has not experienced any damaging earthquakes (Figure 7). Downtown Boise can expect some older multistory buildings to suffer damage or collapse in the event of a moderate earthquake. The structural elements in historic buildings can be reinforced to decrease the potential hazard they pose during an earthquake. All of the cities within Ada County have adopted the International Building Code (IBC). In 2002 the IBC incorporated the 1991 Uniform Building Code (UBC), which sets

construction standards for different areas in the nation based on potential seismic activity. Enforcement of proper land-use and development policies can also reduce the hazards associated with earthquakes.

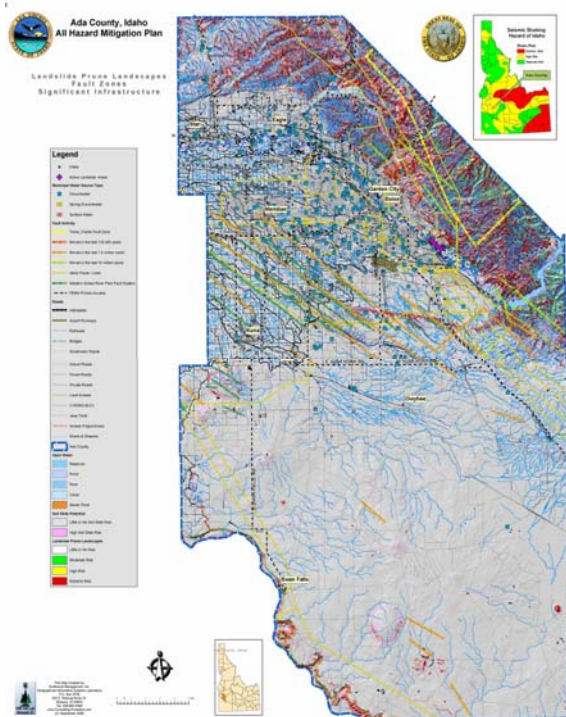


Figure 8 - Landslide Prone Landscapes of Ada County (AHMP1 - p.124)

### Landslides

Large scale landslides in Ada and Canyon Counties are unlikely due to the relative flatness of the region. However, steep terrain in the Boise Foothills puts this area at high risk for landslides (Figure 8). Population growth and planned communities in the Boise Foothills increases the risk of transportation routes being blocked due to soil slides. Residents or county representatives living in landslide prone areas should develop evacuation plans for travel routes. Communities should establish landslide and bank failure locations for use in transportation planning. Proper land-use planning is one of the most effective and economical tools available to avoid hazards caused by landslides. Land-use zoning districts should discourage or restrict development in steep, unstable areas.

### Floods

The Federal Emergency Management Agency (FEMA) identified 319 general miles of road within Ada County flood zones. They also identified 11 miles of primary and secondary access roads in flood zones along with 6.1 miles of railroad tracks. There are 19 motor vehicle bridges crossing the Boise River in Ada County and most have been built to accommodate 100-year flood events. The majority of primary access routes into the Treasure Valley are bordered by moderately sloping or flat rangelands. However, a 100 year flood event would affect a large portion of downtown Boise as well as many roads and bridges. A detour around I-184 through downtown Boise would be problematic in the event of a flood due to the high volume of traffic in and around the area. Alternate routes would be available, although additional time would be required to reach emergency locations. Ada and Canyon Counties could engineer mechanical processes to clean debris from the Boise River at critical river crossings.

### West Nile Virus

The West Nile virus (WNV) was discovered in the U.S. in 1999 and first was detected in Idaho in 2004. It affects many mammals, including humans, although in most cases of human infection, major illness is rare. If an illness does arise, the most common form is mild and may include a fever and/or headache with complete recovery. This is called West Nile fever. Serious illness can occur in a few individuals, typically people over the age of 50 or those with other underlying medical conditions or weakened immune systems. More severe infections are marked by a rapid onset of a high fever, including head and body aches, disorientation, tremors and, in the most

severe cases, paralysis or death. These severe symptoms are due to encephalitis, an inflammation of the brain. Usually, symptoms occur from 5 to 15 days after the bite of an infected mosquito. There is no specific treatment for infection, but hospitalization may improve the chances of recovery. There is no vaccine available for humans.

WNV is transmitted by the bite of an infected mosquito. West Nile virus is maintained in nature in a silent transmission cycle between certain mosquitoes and certain wild birds. Some infected migratory birds, while appearing healthy, can carry the virus into a new area. Local mosquitoes may proceed to transmit virus from these birds to other birds, animals or people by their bite.<sup>18</sup>

In 2006, there were 434 cases reported in Ada and Canyon Counties with symptoms of WNV, of which 79 were "neuroinvasive."

Elimination of breeding conditions for mosquitoes is a major strategy. Shallow, standing water in place over 6-20 days is needed for mosquito eggs to mature.<sup>19</sup> Since drainage swales and storm sewers may often create these environments, designs and maintenance practices that would reduce or eliminate standing water should be considered. Among the measures the Idaho Department of Environmental Quality recommends are:

- Usage of grass swales, porous pavements and sand filters to allow waters to percolate into the soil more readily.
- Designing slopes of swales to carry water off more quickly.
- Inspection of existing storm water facilities to determine if standing water is an issue.
- Introduction of native species of minnows to consume mosquito larvae.
- Conservation of natural drainage and treatment systems.
- Aeration devices such as fountains.
- Maintenance to remove vegetation, clear drains, and fill ruts and depressions that trap water.

### *General Findings*

There are two general themes in the documents reviewed:

- Transportation facilities are subject to damage or destruction from flooding or earthquake threats. The principal transportation facilities threatened would be bridges crossing the Boise or Snake Rivers due to debris piling up on the upstream side of the structures.
- Transportation facilities are critical elements in evacuations. These can be broken into two elements:
  - Roadways – Used for general evacuations in the event of flooding or fires.
  - Transit – Used for populations unable to drive in the event of an evacuation. Security plans specifically note the need to involve Valley Region Transit and other owners of buses, especially those with lift equipment.

The following map depicts the 100 year flood zones in Ada and Canyon Counties. While the multiple bridge crossings represent a potential high risk to structures in the event of a flood, they

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<sup>18</sup> \_\_\_\_\_. Frequently Asked Questions about West Nile Virus. Idaho Department of Health and Welfare. Found on the Internet in July 2007 at <http://www.healthandwelfare.idaho.gov/site/4278/default.aspx>

<sup>19</sup> \_\_\_\_\_. "Appendix F – Mosquitoes and Stormwater Management. Idaho Department of Environmental Quality. Document found on the Internet in July 2007 at [http://www.deq.idaho.gov/water/data\\_reports/storm\\_water/catalog/sec\\_4/appf.pdf](http://www.deq.idaho.gov/water/data_reports/storm_water/catalog/sec_4/appf.pdf).

also provide multiple routes for evacuation in the event of a natural or man-made disaster. Note that the major flood risk represented by the Boise River still allows a very high degree of access north and south for residents on either side of the river.

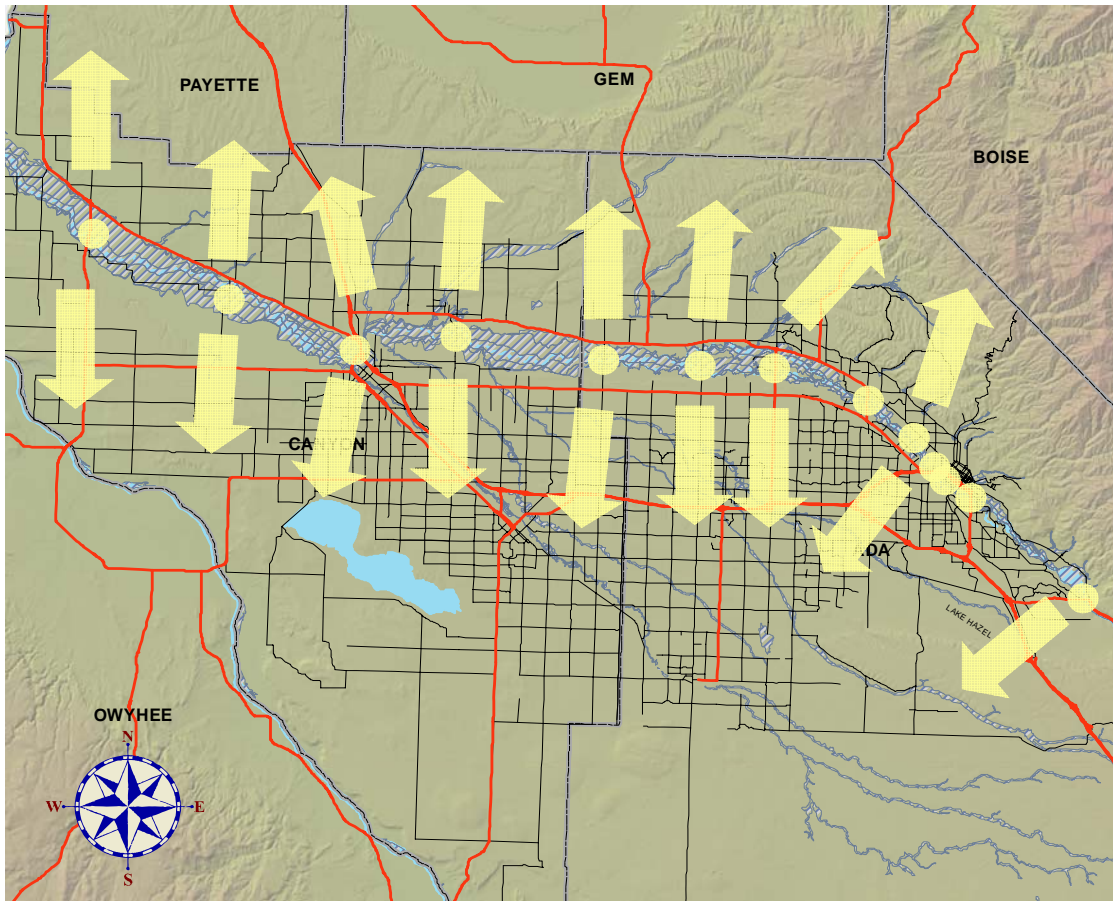


Figure 9: Evacuation Routes and 100 Year Flood Zones

The transportation system, with its extensive grid also provides multiple routes for evacuation in the event of other, more localized disasters such as wildfires or hazardous material spills. Landslides and wildfires are of primary concern in the foothills area north of the developed portion of the region. Some attention should be given to evacuation routes should more growth occur in these areas.

## *TRANSPORTATION RELATED REFERENCES FROM SECURITY PLANS*

1. Within Ada County, 319 general miles of road were identified as being inside a flood zone identified by FEMA with another 11 miles of primary and secondary access roads being within a flood zone. In addition, 6.1 miles of railroad were identified as being within a flood zone. AHMP1. p. 75 – Affected facilities
2. Eighteen road bridges crossed the Boise River in Ada County. AHMP1. p. 76 – Affected facilities
3. “The Idaho Transportation Department and the Ada County Highway District have reader boards and signs, as well as alternative power sources to help direct traffic during an emergency. AHMP1. p. 76 - Evacuation
4. “The primary access into Boise is via Interstate 84 from either the east or west. State Routes 55 and 69 provide ingress from the north and south, respectively. All of these routes are well traveled not only by commuters, but also by intra and interstate travelers. Due to the extensive use of these roadways, most water crossings have been adequately built to accommodate 100 year flood events. These routes are bordered by moderately sloping or flat rangelands throughout the Treasure Valley. There are numerous alternative routes to these primary routes; however, due to the volume of traffic in and around Boise, bypassing Interstate 84 or 184 through the city center as a result of a flood event would be problematic.” AHMP1. p. 88- Evacuation
5. “A large portion of downtown Boise as well as numerous roads and bridges would be greatly affected by a flood event. Alternative routes would be available during most floods; however, this can add additional time to reach a desired destination or emergency location.” AHMP1. p. 88- Evacuation – Boise River
6. “Access into the Boise Foothills is provided by several different roadways. Hill Road and State Route 21 travel along the base of the foothills with secondary routes splitting off into many of the main drainages where development has occurred. Seamans Gulch Road, Pierce Park Road, Stewart Gulch Road, Bogus Basin Road (Crane Creek), Mile High Road (Hulls Gulch), and Rocky Canyon Road (Cottonwood Creek) are the main access routes in the Foothills. Many of these roads continue on towards the Boise National Forest and therefore, provide residents only one way out into the valley. Currently, there are 1,036 points in the Boise Foothills where a road is within the zone of influence (crossings or immediately adjacent) of a stream.” AHMP1. p. 93 - Evacuation – Foothills
7. “The primary access into Garden City is via Interstate 84 or State Route 44 from either the east or west. State Route 55 provides ingress from the north and south. All of these routes are well traveled not only by commuters, but also by intra and interstate travelers. Due to the extensive use of these roadways, most water crossings have been adequately built to accommodate 100 year flood events. These routes are bordered by moderately sloping or flat rangelands throughout the Treasure Valley. There are numerous alternative routes to these primary routes; however, due to the volume of traffic in and around Boise and Garden City, bypassing Interstate 84 or 184 through the city centers as a result of a flood event would be problematic.” AHMP1. p. 96 - Evacuation – Boise River
8. “The primary access into Eagle is via State Routes 44 and 55. All of these routes are well traveled not only by commuters, but also by intra and interstate travelers. Due to the extensive use of these roadways, most water crossings have been adequately built to accommodate 100 year flood events. These routes are bordered by moderately sloping or flat rangelands throughout the Treasure Valley. There are numerous alternative routes to these primary routes;

- however, due to the volume of traffic in and around Eagle, bypassing these main thoroughfares as a result of a flood event would be problematic." AHMP1. p. 100 - Evacuation – Boise River
9. "Many of the bridges over Dry Creek are not adequate to withstand a 100-year flood. Specifically, the bridge on State Street, which is also the identified emergency evacuation route, will bottleneck and cause flooding of a large portion of downtown Eagle. Larger culverts and better engineered bridges are needed to alleviate this problem." AHMP1. p. 101 – Infrastructure
  10. "The primary access routes for Meridian are Interstate 84 from the east or west and State Routes 55 and 69 from the north and south. Meridian Road is also a main thoroughfare through the downtown area. Due to the high volume of traffic on these routes, most bridge and culvert crossings are engineered to withstand a 100-year flood event. There is a multitude of alternative routes throughout the area; however, closing one of these main roadways due to a flood event would cause considerable traffic problems." AHMP1. p. 104 – Evacuation
  11. "The primary access routes into Star are State Route 44 from the east and west, State Route 16 from the north, and Star Road from the south. All three of these routes and several others maybe affected by flooding. There are numerous alternative routes throughout the area, but due to relative flatness of the landscape, many of these routes may be affected by flooding as well." AHMP1. p. 106 – Evacuation
  12. "The primary access into Kuna is provided by State Route 69 from the north and Kuna Road from the east and west. There are also numerous secondary routes throughout the area that could provide safe evacuation/emergency routes if the primary roadways were compromised." AHMP1. p. 109 – Evacuation
  13. "The Boise Foothills contain or contribute to nearly all of the potential landslide impact area of Ada County." AHMP1. p. 121 – Landslides
  14. "As the population of the Treasure Valley, including Boise, Garden City, Eagle, and Star, has exploded in recent years, many individual residences and planned communities have been developed along the outskirts of the cities. Additionally, many of the drainages have become populated as well. Much of the Boise Foothills area is at a high risk of both landslides and soil slides, which could be disastrous for thousands of homeowners." AHMP1. p. 125 – Boise Foothills
  15. "Document all landslides, bank failures, "washouts", and manmade embankment failures. Each failure should be located on a map with notations about time of failure, repair (if made), and descriptions of the damaged area. This could become a County directive to the road and bridge crews." AHMP1. p. 126 - Establish a Countywide landslide hazard identification program
  16. "Land-use planning is one of the most effective and economical ways to reduce landslide losses by avoiding the hazard and minimizing the risk. This is accomplished by removing or converting existing development or discouraging or regulating new development in unstable areas. Buildings should be located away from known landslides, debris flows, steep slopes, streams and rivers, intermittent-stream channels, and the mouths of mountain channels. In the State of Idaho, restrictions on land use generally are imposed and enforced by local governments by land-use zoning districts and regulations." AHMP1. p. 126 – Restricting development in landslide prone landscapes
  17. "Residents or county representatives who live and work in landslide prone areas should follow these recommendations prior to a storm event: ... Develop emergency response and evacuation plans for individual communities and for travel routes. Individual homeowners and

business owners should be encouraged to develop their own evacuation plan." AHMP1. p. 128 – Public Education

18. "All of the communities in Ada County have similar risks to severe weather. Extremely cold temperatures and severe snow accumulations are not commonplace, but they do occur occasionally. Due to the large traffic flows that occur along Interstate 84 and through the main population centers, snow removal equipment should be maintained and available throughout the county." AHMP1. p. 151 – Individual Community Assessments
19. "2006 review the bridge crossings and culverts along primary access routes in the county to determine restrictions in cases of flooding. 2006 Develop replacement needs list to make crossings suitable to allow flood water passage or road relocations where needed." 2007 Create implementation plan for making changes. AHMP1. p. 165 – Table 8.3. Action Items for Infrastructure Enhancements.
20. "Transportation Infrastructure (road and rail networks): Wildland fire poses little direct threat to roadways. However, ignitions along highways and roadways contribute significantly to fire load across the county and should be address as part of the implementation of this plan. Various alternatives from herbicides to intensive livestock grazing coupled with mechanical treatments have been suggested. A variety of approaches will be appropriate depending on the landowner, fuels present, and other factors.  
Many roads in the county have limiting characteristics, such as steep grades, narrow travel surfaces, sharp turning radii, low load limit bridges and cattle guards, and heavy accumulations of fuels adjacent to some roads. This is particularly true in the Boise Foothills. Roads that have these characteristics and access homes and businesses are the priority for improvements in the county. Furthermore, alternate access routes into populated areas are absent. Access improvements should be made where possible.  
There are a number of active railways that pass through Ada County. The routes generally traverse relatively level rangelands with few curves, grades, or sidings; however, the potential for an ignition due to sparks, hot stack carbon, or blown brake shoes emitted by a train is significant. Care should be taken to keep the railroad corridor clear of wildland fuels by mowing, grazing, harvesting, or other means." AHMP2 p. 138 – Transportation Infrastructure
21. "BLM fire and fuels managers, in cooperation with the Idaho Transportation Department, are currently exploring methods and means to treat the right-of-way fuels and create a firebreak on both sides of, and in the median, of the Interstate from near Boise to Glens Ferry. ITD currently contracts for mowing rights-of-way in a larger geographic area and the timing and frequency of mowing in the Boise-to-Glens Ferry strip has not been sufficient to minimize fire hazards and ignitions." AHMP2 p. 147 – Interstate 84 Corridor
22. "The main highways weaving through the county are U.S. 95, 30, 20, and 26; State Route 44, 45, 55, and 19; and Interstate 84. Interstate 84 traverses the northeastern corner of the county entering near Nampa, passing through Caldwell, and exiting near Sand Hollow. I-84 provides adequate on/off ramps for easy access to all communities. I-84 provides the main transportation route for the trucking industry in the northwestern section of the United States. I-84 also provides good connections eastward to Salt Lake City and points beyond. U.S. Routes 20 and 26 provide access to the communities of Notus and Parma west of the main urban center. U.S. 95 and State Routes 55 and 19 connect Greenleaf, Wilder, Huston, and Roswell to the main arterial roadways as well as other communities. State Highway 45 travels south from Nampa to the communities of Bowmont, Melba, and Walters Ferry. Many access points along the Snake River are also reached via this route. These are all two lane highways that not only

provide a transportation network, but also provide quick access in emergency response situations." CAHMP1 p. 30 – Highways

23. "Smaller roads maintained by the County provide access to the adjoining areas within the county, including recreational areas and rural agricultural hubs. Many roads in the county were originally built to facilitate farming and ranching activities. As such, these roads can support trucks and emergency response equipment referenced in this document. Many of the new roads have been built for homesite access, especially for new subdivisions. In most cases, these roads are adequate to facilitate emergency response equipment as they adhere to county building codes. County building codes for new developments should be adhered to closely to insure this tendency continues." CAHMP1 p. 37 – Transportation
24. Canyon County needs to develop a landslide hazard identification program which includes a review of landslide hazard mapping when developing County transportation and comprehensive plans. CAHMP1 p. 120 – Proposed Activities table
25. Canyon County needs to "enforce a policy to engineer bridge and culvert crossings on canals with the same standards as river and stream bridges and culverts." CAHMP1 p. 122 – Action Items in Safety and Policy
26. Canyon County needs to "develop a replacement needs list to make crossings suitable to allow flood water passage or road relocations where needed." CAHMP1 p. 124 – Action Items for Infrastructure Enhancements
27. Canyon County needs to engineer a mechanical process to clean debris from the Boise River channel at critical river crossings. CAHMP1 p. 126 – Action Items for Infrastructure Enhancements
28. "Many roads in the county have limiting characteristics, such as steep grades, narrow travel surfaces, sharp turning radii, low load limit bridges and cattle guards, and heavy accumulations of fuels adjacent to some roads. Roads that have these characteristics and access homes and businesses are the priority for improvements in the county. Furthermore, alternate access routes are absent in many areas. Access improvements should be made where possible. Specific recommendations for these roads are enumerated in Table 5.3." CFMP2 p. 118 – Infrastructure
29. "Nineteen motor vehicle bridges cross the Boise River within Ada County. The Idaho Transportation Department (ITD) and the Ada County Highway District (ACHD) maintain these bridges as indicated below.
  - Highway at Star – ACHD
  - Eagle Highway (South Channel) – ITD
  - Eagle Highway (North Channel) – ITD
  - Broadway Avenue – ITD
  - Eckert Road (Barber Park) – ACHD
  - Linder Road (South Channel) – ACHD
  - Linder Road (North Channel) – ACHD
  - Glenwood Street – ITD
  - Veteran's Memorial Parkway (South Channel) – ACHD
  - Veteran's Memorial Parkway (North Channel) – ACHD
  - Main Street – ACHD
  - Fairview Avenue – ACHD
  - Interstate 184 Connector, eastbound – ITD
  - Interstate 184 Connector, westbound – ITD
  - Americana (Sixteenth Street) – ACHD



- Eight Street – ACHD
- Capitol Boulevard – ACHD
- East ParkCenter – ACHD
- Highway 21 – ITD

ACFRP p. 5-6 - Boise River

30. "ValleyRide may provide transportation for pedestrians and people with disabilities, time permitting. Evacuation bus routes should be as follows: 8th-9th streets, 13th-15th streets, Harrison Boulevard-21st Street, 26th-28th streets. See IP-3.01." ACFRP p. 18 – Evacuation Zone Descriptions
31. "The Department of Transportation (DOT) collaborates with DHS on all matters related to transportation security and transportation infrastructure protection, and is additionally responsible for operating the National Airspace System. DOT and DHS collaborate on regulating the transportation of hazardous materials by all modes (including pipelines)." NIPP p.22
32. "Requires DHS to develop and implement a National Strategy for Transportation Security and transportation modal security plans; enhance identification and credentialing of transportation workers and law enforcement officers; conduct R&D into mass identification technology, including biometrics; enhance passenger screening and terrorist watch lists; improve measures for detecting weapons and explosives; improve security related to the air transportation of cargo; and implement other aviation security measures;" NIPP p. 139 - Intelligence Reform and Terrorism Prevention Act of 2004<sup>36</sup>
33. "Reduction of Visibility. Blowing snow and reduced sunlight during winter storms can make travel, walking and driving, dangerous. Transportation accidents (automobile and other vehicle) are the leading cause of death during winter storms." SHMP p. 63
34. "Strategy SHMP-HM04: Control Upstream Sediment and Debris Sources Actions Address road-related sediment and debris by: Implementing watershed restoration programs which will eliminate roads at high risk of failure and/or no longer needed for the forest transportation system. Encouraging landowners to stabilize abandoned roads and remove unnecessary and non-functioning culverts." SHMP p. 138
35. "Strategy SHMP-IS01: Improve Bridge Safety Actions Evaluate the potential of future flood damages during the base flood discharge to existing bridges and overpasses in flood hazard areas. The assessment should identify those transportation structures at risk and develop appropriate retrofitting options. Work with local and other agencies that have transportation structure oversight responsibilities. Implement aggressive retrofitting programs for at-risk bridges and overpasses. Evaluate and, if found appropriate, authorize by executive action, the use of more conservative event frequencies for design criteria for bridges and culverts. The designs of many older bridges do not meet current engineering standards. These bridges may be susceptible to failure in the event of significant flooding. In addition to posing immediate health and safety issues, the loss of even a single bridge could cause significant disruptions for isolated communities. Consideration should also be given to adopting more conservative standards for design to allow for a greater margin of safety in newly constructed bridges." SHMP p. 156
36. "Strategy SHMP-IS09: Install Snow Drifting Controls in Critical Areas Actions Install snow fencing and/or related technologies in areas where important highways are at-risk of blockage during storm events. Background & Contribution to Strategy Winds during winter storm events can form large drifts from even small amounts of snowfall, blocking important transportation

links. Snow fencing and similar techniques are minor investments in maintaining clear roads.”  
SHMP p. 159

References:

1. *National Infrastructure Protection Plan*. Department of Homeland Security. 2006. (NIPP)
2. *Ada County, Idaho All Hazards Mitigation Plan. Volume I*. Northwest Management, Inc. October 2006. (AHMP1)
3. *Ada County, Idaho All Hazards Mitigation Plan. Volume 2 - Ada County, Idaho*
4. *Wildland-Urban Interface Wildfire Mitigation Plan*. Northwest Management, Inc. 2006. (AHMP2)
5. *Ada County, Idaho All Hazards Mitigation Plan. Volume 3 - Appendices*. Northwest Management, Inc. October 2006. (AHMP3)
6. *Ada County Wildfire Response Plan*. Ada City-County Emergency Management. June 2006. (ACWRP)
7. *Ada County Flood Response Plan*. Ada City-County Emergency Management. January 2006. (ACFRP)
8. *Ada County Hazardous Materials Response Plan*. Ada City-County Emergency Management. March 2006. (ACHMRP)
9. *The Idaho State Hazard Mitigation Plan*. State of Idaho Military Division. Bureau of Homeland Security. 2004. (SHMP)
10. *Canyon County, Idaho All Hazards Mitigation Plan. Volume I*. Northwest Management, Inc. June 2006. (CAHMP1)
11. *Canyon County, Idaho, All Hazards Mitigation Plan. Volume II - Canyon County Wildland-Urban Interface Wildfire Mitigation Plan*. Northwest Management, Inc. June 2006. (CFMP2)
12. *Canyon County, Idaho, All Hazards Mitigation Plan. Volume II - Appendices*. Northwest Management, Inc. June 2006. (CAHMP3)

## TRANSPORTATION SYSTEM SAFETY SUPPLEMENT

### *Requirements under SAFETEA-LU:*

Metro plans are encouraged to be consistent with the State's Strategic Highway Safety Plan (SHSP) and other transit safety and security planning and review processes, plans and programs. (§306(a) & (h) and 322(h))

### *Transportation Safety Issues*

The Draft *State of Idaho Strategic Highway Safety Plan* was issued in early 2007 and has not yet been approved by the Idaho Transportation Board. The following materials have been excerpted from the draft.

"Deaths and injuries resulting from traffic crashes are a serious public health concern and are not conducive to the high quality of life expected in the State of Idaho. In 2005, there were approximately 1.43 million people residing in Idaho, nearly 1 of every 520 thousand was killed and 1 of every 104 thousand was injured in a traffic-related crash. Furthermore, traffic crashes continue to be the leading cause of death in children and young adults between the ages of 3 and 33. The economic loss due to traffic crashes in Idaho in 2005 is estimated at \$1.8 billion. This substantial impact within local communities relative to medical costs, lost wages, insurance costs, taxes, police, fire and emergency medical services, legal and court costs, as well as property damage, is significant.

In 2005, there were 275 people killed in 243 fatal crashes. The corresponding traffic-related death rate was 1.84 deaths per 100 million annual vehicle miles traveled (AVMT) while nationally the average rate was 1.46 deaths. From 1996 to 2005, there has been a reduction in the Idaho fatality rate, but more must and can be done to eliminate this terrible loss of life and suffering. Deaths and injuries resulting from traffic crashes are a serious public health issue." p. 3 – Executive Summary

"Statewide Mass Casualty Incident (MCI) plan Develop a statewide field operations plan that coordinates multi-agency EMS response to scenes involving many injured patients; currently each local EMS agency's plan varies for the on scene practices for multi-vehicle and/or multi-victim crashes." p. 18 – Sample of Recent Implemented Strategies

### Highway-Rail Grade Crossings

"Idaho has approximately 1665 miles of railroad line and 1439 public highway-railroad grade crossings. Of these crossings, 1260 or 88 percent, are on the local system. Furthermore, there are 1184 private highway-rail grade crossings and 16 pedestrian-railroad grade crossings in the State.

The railroad safety environment in Idaho is characterized by intense use of both the rail and highway systems. Rail ton-miles of travel, as well as highway vehicle miles traveled, have both increased substantially over the past 10 years. In the same time frame, the number of rail-related incidents has declined by approximately 68 percent.

In 2005 there were no fatalities due to crashes at public highway-rail grade crossings. While vehicle-train crashes are not as frequent as other types of traffic crashes, they tend to be more severe than a typical vehicle-vehicle crash. A vehicle-train crash is over 40 times more likely to result in a fatality than a crash not involving a train.

## The Problem

- Train-vehicle collisions are rare, yet are often severe when they occur.
- Of the 20 collisions in 2005, 10 (50 percent) resulted in an injury.
- The majority of train-vehicle collisions occur in rural areas. Rural railroad crossings typically do not have gates or flashing lights to indicate an approaching train.
- Nationally, approximately 50% of all train-vehicle collisions occur at crossings equipped with flashing lights or flashing lights and gates
- Collisions with trains cost Idahoans almost \$930,000 in 2005. This represents less than 1 percent of the total cost of collisions in Idaho.” p. 19 – Highway-Rail Grade Crossings

## Sample of Recent Implemented Strategies

- “Educate motorists on the hazards of highway-rail grade crossings and the motorists’ responsibility to comply with existing laws.
- Enforcement of crossing laws.
- Improved highway-railroad warning systems with highway traffic signal systems.
- Performed comprehensive engineering grade crossing reviews, including corridor-based studies.
- Initiated a statewide project to upgrade all crossings marked with only passive crossbuck warning signs with Ida Shields.
- Initiated a light emitting diode (LED) signal upgrade program.
- Experimental use of polymer concrete bridge panel and edge beam crossing surface with flashing in-roadway warning lights.
- Experimental use of directional Wayside Horn warning system.
- Installation of crossing gates, signs and signals at crossings.
- Upgrading crossing signal equipment circuitry to constant warning time.” p. 22 – Sample of Recent Implemented Strategies

## Intersections

“Although intersections only constitute a small portion of the overall highway system, in Idaho they are the location of 33 percent of all traffic crashes in urban areas and 8 percent of those occurring in rural areas. The majority (59 percent) of all fatal crashes occur at non-intersection locations, suggesting that the severity of intersection crashes is lower than elsewhere. Furthermore, it is expected that crashes are concentrated at intersections, since they create numerous conflict points where differing traffic movements converge in one place.”

*Table 3 - 2005 Idaho Fatalities*

<i>All Intersections</i>	53
<i>Rural Intersections</i>	
<i>Stop Sign</i>	25
<i>Traffic Signal</i>	1
<i>Unsignalized</i>	5
<i>Urban Intersections</i>	
<i>Stop Sign</i>	15

<i>Traffic Signal</i>	4
<i>Unsignalized</i>	3

Sample of Recent Implemented Strategies

- “Increased roadway safety enhancements:
  - LED signals
  - In-pavement lighting
  - Interconnected signals
  - Experimental use of flashing yellow arrows
  - Exclusive left-turn lanes
  - Roadway lighting
  - Audible pedestrian signals
  - Countdown pedestrian crosswalk signals
  - Blue “tattle tale” lights
  - Also see Aggressive Driving for behavior related strategies”
- p. 37 – Intersections

Roadway Departure

“Each year, roadway departure crashes account for more than 183 deaths, or about two-thirds of all Idaho highway fatalities. One of the most serious lane departure crashes is a “head-on” crash, which occurs when a vehicle departs its travel lane and collides with an oncoming vehicle. Another lane departure crash that often results in fatalities and life-altering injuries is a “run-off-road” crash, which occurs when a vehicle departs its travel lane and collides with a fixed object or overturns.

The ideal solution to roadway departure crashes is to keep vehicles from leaving the travel lane. One means of doing so is to identify cost-effective strategies that reduce unintentional lane departures. For events when departure is imminent, the primary objective is to alert the driver beforehand. The secondary objective is to assist the driver in safely returning to the travel lane and minimize the consequences of departure by creating clear zones along the roadside. The most common fixed objects involved in run-off-road crashes are trees, and the results of such crashes are generally quite severe.”

p. 38 – Roadway Departure

Work Zone

“Each year, hundreds of work zones present hazards, inconveniences, and delays to motorists. The definition of a work zone-related motor vehicle crash is a crash that occurs in the vicinity of a work zone (construction, maintenance, or utility) or within an area marked by appropriate signing. This designation does not imply that the crash was caused by the work activity or zone. Most work zone crashes that occur on US and State Highways, involve passenger vehicles (96%), and occur between 8:00 AM and 4:00 PM. To improve work zone safety, increased communication, coordination, and cooperation among stakeholders is necessary. To facilitate this process, ITD formed a Work Zone Safety Team in response to high-profile fatal crashes and includes a wide range of stakeholders.”

p. 46 – Work Zone

Sample of Recent Implemented Strategies

- “Training and certification of traffic control personnel and flaggers.
- Development of a policy to address worker/traveler safety and mobility.  
Annual safety evaluation of work zones” p. 48 – Work Zone

***Elements in Communities in Motion Consistent with the draft State of Idaho Strategic Highway Safety Plan***

While *Communities in Motion* was adopted months before the issuance of the *State of Idaho Strategic Highway Safety Plan*, there are consistent areas between the two documents:

- *Communities in Motion* includes a number of grade-separated rail crossings on several corridors, including Linder, Lake Hazel, Kuna/Meridian (SH 69) and McDermott Roads.
- Consideration of the Boise Cut-off between the Nampa railyard through Boise for commuter services will entail review of the crossings, with a strong likelihood that any implementation of services will require most or all crossings to be equipped with gates.
- Access management along arterial roads is a high priority in *Communities in Motion*. One benefit of access management is the reduction in the number of conflict points at intersections.
- *Communities in Motion* also recommends some major corridors be evaluated and developed as expressways, with grade-separated intersections at the major traffic crossings.
- A policy in *Communities in Motion* calls for the evaluation of high-volume intersection designs that can improve traffic flow and reduce accidents. This study will commence in Summer 2007.
- *Communities in Motion* includes a policy that maintenance and safety projects should have priority over new construction or widening. The project prioritization process incorporates consideration of safety benefits.
- The plan emphasizes multi-modal transportation and the prioritization process includes points for projects which promote/enhance walking, biking and transit. Where projects would promote pedestrian or bicyclist safety via measures such as audible signals, embedded crosswalk flashers, and other features, additional points would be granted.

## OPERATIONAL AND MANAGEMENT STRATEGIES SUPPLEMENT

### *Requirement under SAFETEA-LU*

SAFETEA-LU provisions state long-range transportation plans and congestion management plans must include “operational and management strategies to improve the overall performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.” Recently, COMPASS completed and adopted its first six-county regional long-range transportation plan in August 2006.

### *CIM Strategies and Summary*

*Communities in Motion* (CIM), the regional long-range transportation plan, includes eight strategies and summary principles<sup>20</sup> which are intended to inform and guide the direction of CIM. Three of the eight strategies support the SAFETEA-LU Planning and Operations provisions.

3. An essential outcome of the plan must be the establishment of a regional transportation investment prioritization system to provide and maintain a safe, efficient, multi-modal transportation system.
5. Maintenance and safety of the transportation system are highest priority when considering funding allocations.
8. Performance standards, including Levels of Service, may vary depending on a corridor’s context (e.g., a downtown area versus a suburban area).

The strategies were further defined by four goals, several objectives and tasks<sup>21</sup>. All the goals acknowledge the important role of management and operations in maintaining the performance of the transportation system, whether by providing better connectivity or improving coordination among the agencies planning activities and data gathering. For example, the Connections goal is to “provide options for safe access and expanded mobility choices in a cost-effective manner in the region”. Each goal is accompanied by objectives which provide more detail. The Connections goal is followed by five objectives and each objective is followed by specific tasks. These tasks are mechanisms or activities intended to achieve the established objectives. Many of these tasks are measurable and also assign responsibility.

Objective 1.2 is to “maintain the existing transportation infrastructure to provide an interconnected transportation system for the movement of people and goods.” Under this objective are specific tasks that will assist in reaching this goal. The tasks that are needed to achieve this objective from developing criteria for scoring projects for the Transportation Improvement Program to tracking conditions on the existing transportation system. Another side to managing the transportation system focuses on the demand to travel. Objective 1.4 clearly focuses on this issue and states “develop and implement transportation alternatives and land use patterns to achieve an average mode split of 5% of all trips”. This can be accomplished by developing new land use ordinances that support the use of public transportation and endorse Valley Regional Transit’s quest to secure dedicated funding to expand and improve transit.

The CIM Annual Performance Monitoring Report is designed to track progress towards the established goals and objectives. This report includes data on various items such as building permit activity, percentage of households within walking distance to a bus route, and travel times on selected primary east-west corridors. The travel time data collection process was established in

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<sup>20</sup> *Communities in Motion*, page 41

<sup>21</sup> *ibid.*, pages 42-48

2003 and is documented in congestion management process (CMP) formally referred to as congestion management system.

*Congestion Management System Plan*

One option for addressing management and operations strategies in the planning process is through the development of a congestion management process (CMP) formally referred to as congestion management system.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) required metropolitan planning organizations in Transportation Management Areas (TMAs) to implement a congestion management system plan. An urbanized area is designated a TMA when its population exceeds 200,000. The results of the 2000 Census indicated that the population of the urbanized area in Northern Ada County was 272,625. Therefore, on July 8, 2002 the Federal Highway Administration officially designated the urbanized area in Northern Ada County as a TMA.

A document outlining the elements of the Treasure Valley’s congestion management system, *The Treasure Valley Congestion Management System Plan*<sup>22</sup> (CMP), was adopted by the Community Planning Association (COMPASS) Board with Resolution 10-2005 on March 21, 2005. Treasure Valley’s CMP outlines how travel time data will be collected and used. Specific definitions for congestion and a “toolbox” of mitigation strategies are also part of the plan. It was designed using universal management system framework. Long-range transportation plans and transportation improvement programs establish a plan for achieving a desired regional transportation system. To achieve the desired transportation system, the Treasure Valley CMP collects travel time data, conducts analysis, and reports annually on the performance of the transportation system. Once deficiencies are identified, the transportation agencies that COMPASS serves can then determine how best to improve the transportation system’s performance. Through project development, transportation agencies mitigate congestion. These projects or program are then included into transportation plans and eventually implemented through project construction or policy implementation. Transportation system impacts associated with implementation can then be measured during the following year travel time data collection.

The Treasure Valley CMP provides guidance on mitigation measures to the local transportation agencies in the form of a “Toolbox”. As more data are collected, further quantitative and/or qualitative evaluations of the “Toolbox” may be possible.

*Table 4 - Congestion Mitigation Measures*

<i>Mitigation Measures</i>	<i>Local Status and Progress</i>
Access Management policies	COMPASS was awarded an AMPO grant to develop an Access Management “Toolkit”. This document is complete and provides different mechanisms with which to manage access. COMPASS will assist member agencies in developing access management ordinances.
Employer Based Strategies	ACHD’s Commuteride Marketing and Outreach staff works with employers, governmental agencies, community groups and transportation professionals throughout the Treasure Valley to reduce traffic congestion and improve air quality by promoting alternatives to

<sup>22</sup> *The Treasure Valley Congestion Management System Plan.*

<http://www.compassidaho.org/documents/prodserv/reports/TreasureValleyCMSFinal.pdf>



Table 4 - Congestion Mitigation Measures

Mitigation Measures	Local Status and Progress
	driving alone. More information is available at <a href="http://www.commuteride.com/">http://www.commuteride.com/</a>
Intersection Improvements	Signal re-timing in Downtown Boise, Meridian, and the addition of over 120 signals over the past 7 years
New or increased access to transit	Percent of households with walk distance to a bus route is reported in the CIM Annual Performance Monitoring Report
Intermodal Project integration / design	Transportation Land Use Integration Plan roadway design standards in both Ada and Canyon counties that conform to existing and planned land uses, new method of defining functional classification, long-range corridor preservation plan.
Comprehensive Plan land use strategies Zoning Ordinance Standards	The Blueprint for Good Growth project involves the development of a plan and specific tools to implement the Blueprint for Good Growth Phase I Goals. These tools include, for example, Adequate Public Facility (APF) Ordinances, Area of City Impact, Open Space Preservation Techniques, Transit Oriented Zoning and Transportation Corridor Overlay Districts, Right of Way Preservation, and Access Management. More information is available at <a href="http://www.blueprintforgoodgrowth.com/">http://www.blueprintforgoodgrowth.com/</a>
Intelligent Transportation Systems*	Since 1998 the following ITS deployments have been accomplished: 63 Closed Circuit Televisions 33 Freeway Speed Monitoring Stations 7 Dynamic Message Signs 35 ACHD Arterial Signal Video Detection
*More information on the development of the recent ITS plan is below.	
Non-motorized Mode Improvements	ACHD's Pedestrian-Bicycle Transition Plan is complete, and the Roadways to Bikeways Bicycle Master Plan for Ada County is underway. More information is available at <a href="http://www.achd.ada.id.us/Departments/PP/RoadwaysBikeways.aspx">http://www.achd.ada.id.us/Departments/PP/RoadwaysBikeways.aspx</a>

The Treasure Valley Intelligent Transportation Systems Strategic Plan<sup>23</sup> (ITS Plan), developed by McFarland Management, LLC in association with Iteris, was completed in September 2006. The COMPASS Board adopted the recommendations<sup>24</sup> listed in the ITS plan in Section 7 on with Resolution 03-2007 on October 16, 2006. This plan completely replaces the 1999 *Intelligent Transportation Plan* due to the significant growth in population, resulting traffic, and progress in the deployment of ITS technology and related infrastructure. The Treasure Valley's population has increased by nearly 30 percent from 2000 Census to 2006 and added more than 120 traffic signals. Another indicator of population growth and resulting congestion is apparent in the miles of roadways categorized with "high" levels of congestion based on the travel time data collected. The *Annual Congestion Management System Report*<sup>25</sup> for 2006 travel time data indicates an increase in the roadway miles that are highly congested from 24 to over 38 miles (both directions) from 2005 to 2006.

<sup>23</sup> *Treasure Valley Intelligent Transportation Systems Strategic Plan*. Found in May 2007 at [http://www.compassidaho.org/documents/planning/studies/tv%20ITSstrategicplan\\_final.pdf](http://www.compassidaho.org/documents/planning/studies/tv%20ITSstrategicplan_final.pdf)

<sup>24</sup> *ibid.* pages 7-1 and 7-2

<sup>25</sup> *Annual Congestion Management System Report*  
<http://www.compassidaho.org/documents/prodserv/reports/2006cms.pdf>

In the past eight years, significant progress in the deployment of ITS technology and related infrastructure has been made throughout the Treasure Valley prolonging the efficiency and improving the operations of existing facilities (Section 2.0 includes the more details regarding many of the items listed below). Some of the major accomplishments and on going efforts include:

- Expansion of the ACHD Transportation Management Center, including software to manage ITS assets and providing a regional Internet webpage with comprehensive traveler information
- Significant growth in the traffic signal network, centralized control, and management sophistication
- Signal re-timing effort completed for 96 signals in Downtown Boise and signal timing for special events
- Deployment of Closed Circuit Television (CCTV) cameras, Dynamic Message Signs (DMS), traffic monitoring and other field devices
- Strengthening of the link between transportation agencies and emergency responders, including the sharing of CCTV camera images used to enhance incident management activities
- Deployment of communications infrastructure supporting data transmissions and operations
- Formation of Valley Regional Transit (VRT), the regional transit authority, who is focusing management efforts and laying the foundation for true regional transit services linking major population and business areas
- Planning for a regional center to enhance the coordination and collaboration of transportation and emergency response operations
- ACHD's Commuteride van pool service expanded to 70 vans
- Congestion Management Process plan developed and approved in 2006
- Annual travel time data collection on state highways and principal arterials since 2003
- Access Management Toolkit under development includes different mechanisms with which to manage access. Rather than a "one size fits all" approach this would allow jurisdictions to pick and choose strategies that are appropriate for their jurisdiction. COMPASS staff will be responsible for assisting jurisdictions in developing access management ordinances and policies.
- Interagency Regional Operations Center Phase 2 funded by ITD and is near completion. This phase encompassed a range of items such as opt-in status by agencies to the level of security needed for each co-locating entity.
- Transportation Improvement Program Prioritization Process development includes a category and point system for projects for congestion management, ITS projects and Transportation Demand Management.

As areas growth and transportation systems mature, managing and maintaining the operation of facilities becomes increasingly important - especially those facilities where capacity expansion is too costly and not an option. Potential benefits of ITS deployment range due to size of the area, the ITS technology deployed, extent of the application and system integration (ITS plan page 1-3).

Below is a table from the ITS Plan summarizing the quantitative benefits of specific ITS projects and programs around the country.

*Table 5 - Travel Time Benefits of ITS Measures*

<i>Potential Benefit</i>	<i>Measurement Range</i>	<i>Involved Jurisdictions</i>
Reduction in travel time	4% - 18%	Seattle, Cincinnati, Boise, Fargo
Reduction in delay time	4% - 17%	Seattle, Tucson, Cincinnati, Boise
Reduction in incident response times	20%	San Antonio
Reduction in crashes	3% - 41%	Seattle, Tucson, Cincinnati, San Antonio
Reduction in incident duration time	12% - 36%	Fort Lauderdale, Salt Lake City
Reduction in vehicular stops	6% - 27%	Boise and California
Reduction in transit trip time	24% - 30%	Seattle, Tucson
Benefit-cost ratio	6:1 - 31:1	Seattle, Tucson, Cincinnati, Boise, Houston, Fort Lauderdale, and California

Sources: Various studies conducted by the jurisdictions listed encompassing partial and full ITS deployments. Data includes actual before and after evaluations, as well as model forecasts using the ITS Deployment Analysis System (IDAS) software.

One way the Treasure Valley can monitor the effectiveness (or deterioration) of the transportation system with actual data is through travel time data collection. Each year since 2003, ITD and COMPASS staff drive Treasure Valley interstates and principal arterials a minimum of four times in each direction during the AM peak, then again during the PM peak (6:30 to 8:30 AM and 4:00 to 6:30 PM). The period with the highest average travel time is compared to the free flow, or ideal travel period (2:00 AM to 5:00 AM). A computer program and strict driving procedures are utilized to ensure data reliability, reproducibility, and comparability. The ratio of peak travel time to free flow travel time is used to produce an index which classifies congestion.

The travel time data also provides additional monitoring especially those corridors that experience over a 50% change in the travel time from the previous year. Potential reasons for these changes are identified in the annual report. Only a few roadway segments experience a decrease in travel time by more than 50%. Several more roadway segments are listed in Appendix B which have decreased (or increased) by more than 20%. For example, Eagle Road between St. Luke's Lane and Franklin Road decreased by 47% due to the addition of a median that restricted left-turns to the signalized intersection. All Treasure Valley Annual Congestion Management System Reports and tables of historical travel time data<sup>26</sup> are available on the COMPASS website. The travel time data collection effort and results provide information on the existing system and performance. However, it is important to identify strategies needed to manage and maintain the system in the future – short and long term.

Based on discussions and meetings with the ITS Plan participants and stakeholders a series of needs and functional requirements to further manage and improve the system were developed and include the following:

- Freeway Management Systems

<sup>26</sup> Treasure Valley congestion management plan, annual reports and historical travel time data, COMPASS, URL: <http://www.compassidaho.org/prodserv/cms-intro.htm>

- Traffic Signal Control Systems
- Transit Management Systems
- Incident Management Systems
- Regional Traveler Information Systems
- Emergency Management Systems
- Operations and Maintenance

The ITS Plan goes further and specifically identifies the need for 100 projects and programs at an estimated cost of \$102 million<sup>27</sup>. The projects and programs are grouped into short, medium or long term, include detailed description of the projects, cost estimates, ITS category and identify key stakeholders. Implementation of ITS technology, corridor management and other architecture is not without challenges. Although, ITS may be a cost effective way to improve the efficiency of our system it must compete for funding – even against capacity expansion projects. Once the TIP Prioritization Process goes into effect (starting with 2013 funds) ITS projects will compete for funding against only public transportation, non-motorized pathways, and studies.

The Treasure Valley has made tremendous progress in recognizing and investing in the management of the existing system. This is supported by the numerous ITS project completed in the past eight years and the continued focus on how to use technology to further the operations of the system. However, many of the Treasure Valley's priority corridors, interstate and state highways, are still maturing and in some cases capacity expansion is the top priority.

Starting with the 2007 CMS Annual Report an additional section addressing the previous year's efforts in congestion management, ITS project deployment, infrastructure investment, plans and programs will be developed. If possible, quantitative measurements will be included for tracking progress.

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<sup>27</sup> *Treasure Valley Intelligent Transportation Systems Strategic Plan. Section 6 pages 6-8 through 6-32*

## *PUBLIC INVOLVEMENT ("PARTICIPATION") PLAN SUPPLEMENT*

### *Requirement under SAFETEA-LU*

MPOs are to develop, adopt and utilize "participation plans" that:

1. Provide reasonable opportunities for interested parties (including users of transportation services and recipients of transportation assistance) to comment on the plan and program;
2. Be developed in consultation with all interested parties; and
3. Afford participants an opportunity to comment on the plan prior to approval 45 day comment period). (§316(a))

### *Provision of reasonable opportunities for interested parties, including users of transportation services and recipients of transportation assistance, to comment on the plan and program*

COMPASS developed the Stakeholder Outreach Plan for Communities in Motion: Regional Long-Range Transportation Plan 2030 in concert with members of the public, with the "regional technical advisory committee," with the COMPASS Board, and with the project consulting team. In preparing the plan, COMPASS intended it to be comprehensive, effective, and meaningful. Plan was a dynamic document that was modified in response to emerging issues and data and was tied to thematic phases that built and enhanced public participation throughout the planning process. These included communication protocols and materials, public events such as presentations and workshops, media activities, surveys, and public meetings. Specifically, Communities in Motion public involvement:

- Provided an open planning process with many opportunities for public participation.
- Communicated accurate, understandable, and timely information to the public.
- Gathered input by providing people with meaningful opportunities to participate.
- Complied with requirements of Title VI Civil Rights Act of 1964 and ensure all citizens regardless of race or income have the opportunity to participate.
- Built upon previous COMPASS Communities in Motion public involvement efforts.

A key goal for CIM was to engage the public more significantly and more creatively that had been done with past plans, particularly in light of thousands of new residents. The COMPASS Board adopted the plan on August 21, 2006. Local elected officials commended the agency's unprecedented effort to involve the public in the planning process.

A strong visual image and educational opportunities were essential to the public involvement approach. During the three-year project, over 2000 residents participated in:

- Twenty business leader forums
- Five community cafés
- Two sets of workshops (four-five sessions in each workshop event)
- Two sets of open houses
- Five educational presentations
- Forty speaker's bureau presentations
- A final public hearing (in both Ada and Canyon counties)
- The culminating (and original) "Communities in Conversation" special event. Nicknamed "Meeting in a Bag", this event allowed groups to take the materials, set up meetings at their times and locations, and use the materials to craft their own responses to the draft plan.

These opportunities drew thousands of people and elevated the level of discussion about the importance of long-range planning. Process and results are documented on the project's website: [www.communitiesinmotion.org](http://www.communitiesinmotion.org) (including a film produced about the process).

### *Consultation with all interested parties*

COMPASS developed the Stakeholder Outreach Plan for Communities in Motion: Regional Long-Range Transportation Plan 2030 in concert with members of the public, with representatives of neighborhood associations, with the "regional technical advisory committee," with the COMPASS Board, and with the project consulting team. Also, COMPASS developed materials in Spanish, and met with special needs communities. The Stakeholder Outreach Plan for CIM identified many key groups which COMPASS contacted during the planning processes.

### *Opportunity to comment on the plan prior to approval 45-day comment period*

In the mid-1990s, COMPASS officials decided that a public involvement policy, rather than a specific plan, was a more effective tool for public involvement initiatives. The policy outlines elements that must be included in each public involvement plan (PIP) developed – or tailored – for transportation planning projects. These resulting PIPs are subject to review by public officials from affected areas, their representatives, and/or representatives from affected constituent groups.

COMPASS updates the public involvement policy every three years. The most recent update, in October 2006 came as a result of the most significant effort made to include interested stakeholders in the development of the policy. This included:

- Convened COMPASS administrative and planning review team to evaluate process and policy, and to develop comment form
- Convened members of the COMPASS Public Participation Committee to review the policy and comment form
- E-mail sent to 1345 people on August 23, 2006, titled: "COMPASS requests comment on revision to its public involvement policy"
- Legal Notice appeared in the Idaho Statesman and the Idaho Press Tribune on August 25, 2006
- Display ads appeared in the Idaho Statesman and the Idaho Press Tribune from August 24, 2006 – August 27, 2006
- Posted "request for comment" on the COMPASS website (including comment form)

The comment period ran from August 23, 2006 – October 6, 2006.

Examples of policy implementation at the plan level:

- Public Involvement Plan for Corridor Study: US 20/26 (March 2006)  
This Public Involvement Plan guided the Community Planning Association of Southwest Idaho (COMPASS) and the Idaho Transportation Department (ITD) District 3 on public engagement for the U.S. 20/26 Corridor Preservation Study. This plan included public involvement goals and activities that took place to meet those goals. COMPASS and ITD reviewed and approved the concepts. Public involvement was crucial to the success of this study. The U.S. 20/26 corridor is located in two counties, several cities and two local highway districts. In order for the corridor to be preserved and the outcomes of this study to be implemented, the U.S. 20/26 study team engaged, informed, listened to, and gained consensus from the local jurisdictions.

Input and acceptance from the public and stakeholders (residents, business owners, commuters, developers, etc.) was an important element of this study. COMPASS and ITD were committed to providing the local communities with ongoing communications and meaningful opportunities to participate in the decision-making process for this study. The public involvement plan for this study meets the requirements set forth in the National Environmental Policy Act (NEPA) and the guidelines of ITD and the Federal Highway Administration.

- Public Engagement Plan for Treasure Valley High Capacity Transit Study (in development)  
In May 2007, the project team began developing the public involvement approach for the TVHCTS, which included site location for the multi-modal center in downtown Boise, the alignment for the downtown circulator, and the rail connection to downtown. The public involvement plan built on planning efforts of the past several years and took public input from those efforts into account. The COMPASS Public Participation Committee (comprised of 15 people representing many different groups) reviewed and provided input on the draft public engagement plan.

#### *Review/update process for the participation plan*

The next update of the Public Involvement Policy will be in 2009. To do so, COMPASS will:

- Continue to work with the Public Participation Committee.
- Identify groups with special transportation needs.
- Review the effectiveness of public involvement activities in Communities in Motion, the corridor studies, the Treasure Valley High Capacity Transit Study, and others, to accommodate new issues, approaches, and techniques.

#### *Consultation with all interested parties*

COMPASS will consult with interested parties in updating its Public Involvement Policy and all public participation plans by:

- Identifying and listing groups (many are listed in current public involvement planning documents – see below)
- Identifying and listing individual contacts within groups
- Contacting groups
- Bringing groups together to review the approach for updating the document(s) and asking how they best receive and give information during a planning process

Table 6 - Examples of Groups for Consultation in Updating the Public Involvement Policy

**Federal Officials and Agencies**

Federal Highway Administration  
 Federal Departments  
 Department of Energy  
 Department of Labor  
 Environmental Protection Agency  
 Department of Agriculture  
 Bureau of Land Management  
 Department of Homeland Security

**Environmental Justice**

Low income  
 Minority  
 Disabled  
 Elderly

**State Officials and Agencies**

Governor's office  
 State legislators  
 Idaho Transportation Board  
 Department of Commerce  
 Department of Health and Welfare  
 Rural and Community Economic Development  
 Department of Education  
 Department of Environmental Quality  
 Idaho State Police  
 Department of Parks and Recreation  
 Idaho Tax Commission  
 Department of Water Resources  
 Women's Commission  
 Idaho Automobile Dealers Advisory Board  
 Motor Carrier Advisory Committee  
 Idaho Transportation Department (headquarters and District 3)  
 Idaho Commission on the Arts

**Local Officials and Agencies**

Mayors  
 City council members  
 Highway district commissioners  
 Planning and zoning commissioners  
 Staff  
 Sheriff  
 Police Chief  
 Fire Chief  
 Public works  
 Transportation committees  
 COMPASS staff/board

**Airports and Rail**

Boise Airport  
 Nampa Airport  
 Caldwell Airport  
 Idaho Northern Pacific Railroad  
 Union Pacific Railroad

**Public Transportation Providers**

Valley Regional Transit  
 Commuteride  
 Contract services  
 Community Transportation Association of Idaho  
 Public Transportation Advisory Council

**Utilities**

Idaho Power  
 Intermountain Gas  
 United Water

**Bike and Pedestrian Organizations**

ACHD Bicycle Advisory Committee  
 Boise City Greenbelt Committee  
 League of American Bicyclists  
 Southwest Idaho Mountain Biking Association  
 Treasure Valley Cycling Alliance  
 Federal Aid Committees



### *Local agencies/associations*

Sage Community Resources  
Idaho Smart Growth  
Local Highway Technical Assistance Council (LHTAC)  
Association of Realtors  
Association of Idaho Cities  
Association of Idaho Counties  
Central District Health  
Southwest District Health

### *Arts and Culture*

Boise Art Museum  
Discovery Center of Idaho  
Idaho Historical Museum  
Black History Museum  
Preservation Idaho  
Zoo Boise  
The Cabin (literary center)  
Boise Philharmonic  
Idaho Human Rights Education Center  
Hispanic Cultural Center of Idaho  
Idaho Shakespeare Festival  
Boise City Arts Commission

### *Education*

Boise State University  
Albertson College  
Northwest Nazarene University  
Parent Teacher Associations  
School boards and staff

### *Businesses/employers*

Top 10-20 employers/businesses  
Regional Transportation Task Force  
Idaho Association of Commerce and Industry  
Chambers of Commerce  
National Federation of Independent Business

### *Freight Movers*

List of freight movers in the Treasure Valley  
Trucking Associations

### *Major Regional Attractions*

Bogus Basin Ski Resort  
World Center for Birds of Prey  
Idaho Steelheads  
Idaho Center  
Roaring Springs  
Boise Hawks  
Boise Centre on the Grove  
Bank of America Center  
Boise State University Athletics and Events

### *Downtown Associations*

Boise  
Nampa

### *Civic and Community Organizations*

Minorities and Low Income  
Migrant councils  
Idaho Independent Living Commission  
Idaho Commission on Hispanic Affairs  
Idaho Commission for the Blind  
National Assoc for the Advancement of Colored People  
Developmental Disabilities Council

### *Seniors*

Commission on Aging  
Senior centers  
American Association of Retired People

### *Healthcare Providers*

St. Alphonsus Regional Medical Center  
St. Luke's Regional Medical Center  
Primary Health  
Mercy Medical Center  
Walter Knox Memorial Hospital  
Terry Reilly Health Services

### *Environmental Groups*

Idaho Conservation League  
Sierra Club  
The Nature Conservancy  
Snake River Alliance  
Idaho Rivers United

### *Tourism*

Southwest Idaho Travel Council

Boise Convention & Visitors Bureau

*Verification that the policy and process will involve (or attempt to involve) users of transportation services and recipients of transportation assistance (e.g., and local school districts)*

COMPASS will review the list (above) and amend it where we lack identified groups, especially those who have special transportation needs. COMPASS will make certain that these groups are contacted (including letter and one-on-one meetings) and will verify contact by keeping a written record of all communication.

## *COORDINATED PUBLIC TRANSIT/HUMAN SERVICES PLAN SUPPLEMENT*

### *Requirement under SAFETEA-LU*

SAFETEA-LU includes a new coordinated planning requirement which applies to the following funding programs, 5310, 5316 and 5317. The new coordinated planning requirement states that all projects funded under these three programs must be "derived from a regional coordination plan". Although guidance was provided regarding the development and content of the coordination plan, substantial latitude was given to local jurisdictions regarding the specifics.

### *Measures Taken:*

Valley Regional Transit (VRT) formed the Regional Coordinating Council (RCC) in January 2006. COMPASS has a seat on this group. The RCC is an advisory committee that is responsible for advising on VRT's coordination efforts. Consistent with this responsibility, the RCC advised on the development of a scope of work used to select a consultant to assist with the development of a coordination plan in response to the requirements in SAFETEA-LU.

Consistent with the FTA guidance, COMPASS (in the role of Metropolitan Planning Organization) was substantially involved in both the development of the plan and in the conduct of the outreach of the plan. The project selection process will be conducted with the assistance of COMPASS. This is again responsive to FTA guidance. The VRT Board adopted the SAFETEA-LU required portion of the coordinated plan on May 16, 2007.

The Region 10 FTA office provided specific advice regarding integration of the coordinated plan with the long range plan. This will take place during amendments and updates to the long range plan, as recommended.

*Analysis by FHWA of Needed Compliance Materials – April 2007*

The following table was prepared by Scott Frey, FHWA-Idaho Office, using the February 2007 regulations to review the *Communities in Motion*. Highlighted sections indicate where supplemental materials were deemed necessary.

<i>SAFETEA-LU Provisions</i>	<i>Regulatory (23 CFR 450) Requirements and References</i>	<i>Recommendations</i>	<i>Actions Underway</i>
Metro Plan Cycles:	Maximum Plan Cycles: 4 Yr Plan AQ Areas 5 Yr Plan Otherwise (§322(c) & (i))	4 yr plan cycle. Plan expires Aug. 2010.	
TIP Cycle and Scope:	TIP Cycle and Scope: Max TIP Cycle = 4yrs Min TIP Scope = 4yrs (§324(a))	Currently 1 year cycle and 5 year scope.  No changes or additions needed.	
Environmental Mitigation:	Metro Plan shall include a discussion of potential environmental mitigation activities (at the policy and/or strategic levels). Develop in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation. (§322(f)(7))	Current plan (Ada Co) addresses noise, air, wetlands, historic, and wildlife.  Recommend: Documentation of consultation and identification of potential mitigation activities.	An addendum regarding environmental issues and mitigation strategies will be developed.
Expanded Consultation:	Plan to be developed, as appropriate, in consultation with State, Tribal, and local agencies responsible for land use mgmt, natural resources, environmental protection, conservation and historic preservation (§316(b), 322(g),	Not addressed in current plan.  Recommend: Expand and document consultation process, as appropriate to address the cited agencies.	No formal consultation process was used with these agencies. Will document whether notice was provided to these agencies. Will also submit the corridor recommendations to the appropriate agencies and seek their input on the environmental issues and mitigation strategies.

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<p>Planning Factor: Promote consistency with State and local planned growth and economic development patterns.</p>	<p>Plans should promote consistency with growth and development patterns through coordination with local and regional planning and economic development agencies. (§306(a))</p>	<p>Current plan and process are generally consistent with this requirement.</p> <p>No changes or additions needed.</p>	
<p>Planning Factor: Increase the security of the transportation system for motorized and non-motorized users.</p>	<p>Metro planning processes are encouraged... "To the extent practicable" to be coordinated with security initiatives undertaken by the State, MPO transit operators, and localities. Metro plans should include a security element that incorporates or summarizes the priorities, goals, or projects set forth in other transit safety and security planning and review processes, plans, and program. (§306(a) &amp; (h) and 322(h))</p>	<p>Current plan and process do not specifically address this.</p> <p>Recommend: Expand plan consultation to include Idaho Homeland Security and Idaho State Police. Develop new safety element for the plan to incorporate or summarize safety and security plans, policies, and strategies.</p>	<p>Obtained plans from State and local agencies. Will extract those transportation elements that bear upon regional transportation planning and programming.</p> <p>A special chapter on safety and security issues will be created.</p>
<p>Planning Factor: Safety</p>	<p>Metro plans are encouraged to be consistent with the State's Strategic Highway Safety Plan (SHSP) and other transit safety and security planning and review processes, plans and programs. (§306(a) &amp; (h) and 322(h))</p>	<p>Current plan does not specifically address this. State's SHSP will not be completed until October 2007.</p> <p>Recommend: Coordinate with State in development of SHSP and incorporate and reflect this document in the plan when it is completed.</p>	<p>Will coordinate with ITD regarding SHSP process. Identify any conflicts or gaps between the two documents (transportation plan and SHSP)</p>

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Operational and Management Strategies	The plan shall include operational and management strategies to improve performance of existing transportation facilities. As an example, address the identification and implementation of TSM/TDM strategies. (§322(f)(3))	Current plan addresses this issue by reference to the MPO's Congestion Management System.  Recommend: Add a new chapter or sub-chapter addressing TSM/TDM or expanding this subject in the CMS.	Will amend the CMS plan to include TSM/TDM strategies.
Participation Plan	MPOs are to develop, adopt and utilize "participation plans" that: 1. Provide reasonable opportunities for interested parties (including users of transportation services and recipients of transportation assistance) to comment on the plan and program; 2. Be developed in consultation with all interested parties; and 3. Afford participants an opportunity to comment on the plan prior to approval 45 day comment period). (§316(a))	The MPO has a public involvement policy in place which directs it to develop specific public involvement plans for its many planning activities. The certification review commended the MPO for its current process.  Recommend: The MPO should revisit/update its participation plan. This update should be done in consultation with all interested parties. Also, verification should be made that the MPO policy and process specifically address outreach to users of transportation services and recipients of transportation assistance (e.g., Idaho Offices of the Aging and Health and Welfare, and local school districts)	Will review participation process with assistance of the COMPASS Public Participation Committee. COMPASS will ensure notification and outreach to transportation service users and recipients of transportation assistance.

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Visualization Techniques	Development of the transportation plan and TIP shall, to the maximum extent practicable, employ visualization techniques to describe these plans and TIPs. Examples might include orthophotos, GIS-based composite mapping, and other visual representations such as before and after renderings. (§316(a)(1)(iii))	The development and representation of the current transportation plan and TIP utilize various visualization techniques.  Recommend: The MPO should continue its use of visualization techniques including the incorporation new systems and approaches as they become available.	No explicit action needed
Internet Site	MPOs should publish and make available on the internet its plans and TIPs.  (§316(a)(1)(iv))	The MPO has an established internet site where it provides current information including its transportation plans and TIPs.  No changes or additions needed.	No action needed.
Congestion Management Process	Transportation Management Areas are to develop and utilize Congestion Management Processes (formerly Congestion Management Systems) in the development of their plans and TIPs  (§320)	The MPO was commended during the recent TMA certification review for the quality of its Congestion Management System.  No changes or additions needed.	No action needed.

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TMA Certification Cycle	Transportation Management Areas are to have certification reviews at least every four years.  (\$334(b))	The MPO had its first TMA Certification Review in April 2005. The next review should be conducted by April 2009.	No action needed.
Coordinated Public Transit/Human Services Plan	As a prerequisite to receiving FTA funds for: 1. Special Needs and Elderly. 2. Job Access and Reverse Commute. 3. New Freedom (5310, 5316, and 5317 funds), proposed projects much come from a public transit / human services transportation plan. This plan should be coordinated and consistent with the metropolitan transportation planning process.  (\$306(g))	Recommend: Incorporation of a public transit / human services transportation plan into the area's existing transit plan.	Work is underway on a human services transportation plan between COMPASS, Valley Regional Transit, and relevant state, local and private entities.

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