



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

BOARD PACKET

April 18, 2011

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

COMMUNITY PLANNING ASSOCIATION
Board Meeting Calendar
May 2011 – October 2011

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
Monday, May 16, 2011 12:00 p.m.	Meridian City Hall 33 E. Broadway Ave. Meridian, Idaho	Annual COMPASS Board Retreat
Monday, June 20, 2011 1:30 p.m.	Meridian City Hall 33 E. Broadway Ave. Meridian, Idaho	Approve Release of the Draft FY2012-2016 Regional TIP for Public Involvement Approve End of Year Request Priorities Approve Federal Position Statements
Monday, July 18, 2011 1:30 p.m.	Meridian City Hall 33 E. Broadway Ave. Meridian, Idaho	Receive 2011 Performance Monitoring Report
Monday, August 15, 2011 1:30 p.m.	Meridian City Hall 33 E. Broadway Ave. Meridian, Idaho	Adopt Resolution Approving the FY2012-2016 Regional Transportation Improvement Program and Air Quality Conformity Demonstration Approve Protocol Categories in the Regional Transportation Improvement Program Adopt Resolution Approving the FY2012 Unified Planning Work Program-Final
Monday, September 19, 2011 1:30 p.m.	Meridian City Hall 33 E. Broadway Ave. Meridian, Idaho	Approve Mirroring Changes to the FY2012-2016 Regional Transportation Improvement Program
Monday, October 17, 2011 1:30 p.m.	Meridian City Hall 33 E. Broadway Ave. Meridian, Idaho	To Be Determined

3:00 Page 34 *C. **Approve FY2012 General and Special Membership Dues**

Matt Stoll

Staff will seek approval of FY2011 General and Special Membership dues estimates.

VI. INFORMATION/DISCUSSION ITEMS

3:10 Page 38 *A. **Review Status of Local/State Agency Adoption of *Communities in Motion 2035***

Charles Trainor

Staff will review activities to date and status of adoption.

3:20 **B. Status Report – Administrative Building**

Matt Stoll

Matt Stoll will provide a status report on the COMPASS/VRT administrative building.

VII. EXECUTIVE DIRECTOR'S REPORT (3:25)

A. Staff Activity Report

The monthly staff activity report can be accessed on the COMPASS website at the address referenced above.

B. Status Report – Corridor Studies

The monthly status report on the corridor studies can be accessed on the COMPASS website at the address referenced above.

C. Status Report – Current Air Quality Efforts

The monthly status report on the current air quality efforts can be accessed on the COMPASS website at the address referenced above.

D. Status Report – Current Transportation Project Information

The monthly status report on current transportation projects and issues can be accessed on the COMPASS website at the address referenced above.

E. Status Report – Standing Committees' Attendance

The monthly status report on standing committees' attendance can be accessed on the COMPASS website at the address referenced above.

F. Status Report – Mobility Management

The monthly status report on mobility management efforts can be accessed on the COMPASS website at the address referenced above.

G. Administrative Modifications

Administrative Modifications can be accessed on the COMPASS website at the address referenced above.

VIII. ADJOURNMENT (3:30)

*Enclosures

Times are approximate. Agenda is subject to change.

**BOARD OF DIRECTORS' MEETING
MARCH 21, 2011
MERIDIAN CITY HALL
33 EAST BROADWAY AVENUE
MERIDIAN, IDAHO**



****MINUTES****

ATTENDEES: Kathy Alder, Commissioner, Canyon County
 Rebecca Arnold, Commissioner, Ada County Highway District
 Lisa Bachman, Councilwoman, for Scott Dowdy, Mayor, City of Kuna
 Dave Bieter, Mayor, City of Boise, **Immediate Past Chair**
 Vern Bisterfeldt, Commissioner, Ada County
 Dave Case, Commissioner, Ada County Highway District
 Elaine Clegg, Councilwoman, City of Boise
 Stephen Coe for Pete Wagner, Department of Environmental Quality
 Tom Dale, Mayor, City of Nampa
 Tammy de Weerd, Mayor, City of Meridian
 Russell Duke, Central District Health, Ex officio
 David Eberle, Councilman, City of Boise
 John Evans, Mayor, City of Garden City
 Kelli Fairless, Valley Regional Transit
 David Ferdinand, Commissioner, Canyon County, **Chair**
 Dave Jones, Idaho Transportation Department
 Carol McKee, Commissioner, Ada County Highway District, **Chair Elect**
 Bryce Millar, Commissioner, Nampa Highway District #1, **Vice Chair**
 Garret Nancolas, Mayor, City of Caldwell,
 Brent Orton, City of Caldwell
 James Reynolds, Mayor, City of Eagle
 Charlie Rountree, Councilman, City of Meridian, **Secretary/Treasurer**
 Steven Rule, Commissioner, Canyon County
 Jerome Scroggins, Commissioner, Canyon Highway District #4
 Matt Stoll, Executive Director, Community Planning Association, Ex officio
 Martin Thorne, Councilman, City of Nampa
 Vicki Thurber, Mayor, City of Middleton
 Sharon Ullman, Commissioner, Ada County
 Rick Yzaguirre, Commissioner, Ada County

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

MEMBERS ABSENT: Chris Collins, Mayor, City of Notus
Jason Kreizenbeck, Governor's Office, Ex officio
Phil Kushlan, Capital City Development Corporation
James Maguire, Boise State University
Nathan Mitchell, Mayor, City of Star
Patrick Rice, Greater Boise Auditorium District, Ex officio
Craig Telford, Mayor, City of Parma

OTHERS: Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Lethal Coe, Community Planning Association
Sally Goodell, Ada County Highway District
Keith Holmes, Community Planning Association
Liisa Itkonen, Community Planning Association
Kathleen Lacey, City of Boise
Amy Luft, Community Planning Association
Diane Kushlan, Urban Land Institute - Idaho
Don Matson, Community Planning Association
John McEvoy, Commissioner, Canyon Highway District #4
Carl Miller, Community Planning Association
Walt Satterfield, Community Planning Association
Nichoel Baird Spencer, City of Eagle
Gary Smith, Councilman, City of Star
Bob Taunton, Urban Land Institute - Idaho
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Jeanne Urlezaga, Community Planning Association

CALL TO ORDER

Chair Ferdinand called the meeting to order at 1:30 pm.

AGENDA ADDITIONS/CHANGES

Matt Stoll stated that Larry Lipschultz, Meridian Development Corporation Board Chair, requested that Agenda Item V-A, Consider Amending Reservation Agreement between Meridian Development Corporation and COMPASS, be removed from the agenda based on the action taken at the Valley Regional Transit Board meeting last week.

Tom Dale moved and Rick Yzaguirre seconded approval of the amended Agenda. Motion passed unanimously.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll reminded the Board about the groundbreaking ceremony at 4:00 p.m. today for new COMPASS/VRT administration building.

Garret Nancolas stated he had attended a Leadership Training Institute seminar on the newly revised Robert's Rules of Order and will provide the information to the COMPASS Board at the April 2011 Board meeting.

Chair Ferdinand announced the Canyon County State of the County address on April 15, 2011, at 11:30 a.m. at the Northern Lights Cinema Grill in Nampa.

CONSENT AGENDA

- A. Approve February 28, 2011, Board Meeting Minutes
- B. Receive Approved January 18, 2011, Executive Committee Meeting Minutes
- C. Received Approved December 16, 2010, Finance Committee Meeting Minutes

Carol McKee moved and Charlie Rountree seconded approval of the Consent Agenda as presented. Motion passed with David Eberle abstaining from voting on Items B and C as he was not on the COMPASS Board at those times.

SPECIAL ITEMS

A. Status Report – State and Federal Legislative Issues

Ken Burgess provided a status report on state and federal legislative issues.

ACTION ITEMS

A. Approve “Reality Check” Process for the *Communities in Motion 2040* Update

As requested by the Board at the February 28, 2011, COMPASS Board meeting, Bob Taunton, Chair of the Urban Land Institute – Idaho (ULI), presented further details on how ULI will engage the private sector, public agencies, community and environmental groups, and selected individuals in the Reality Check process for the *Communities in Motion 2040 Update*. Reality Check is a collaborative visioning process developed by the Urban Land Institute.

After discussion, **David Eberle moved and Sharon Ullman seconded to table this item until the May 2011 Board Retreat. Matt Stoll is to instruct staff and the consultant to prepare: a statement of problem; purpose of process; expected deliverables; a statement of work for the Board to react to; how this process fits into the overall COMPASS’ update of *Communities in Motion*; use technical terms not popular slang; discuss adequate facilities; and discuss, in terms of deliverables, how the outcome will be used by the various Board entities.**

Discussion:

Carol McKee stated Ada County Highway District’s concern about a delay in the timing and the impact it could have on federal dollars. Carol requested that staff provide the requested information to the Board at the April 2011 Board meeting not in May 2011.

Chair Ferdinand asked for any objections to adopting the amendment to the motion based on Carol McKee’s stated concerns. Hearing none, Chair Ferdinand so ordered. The motion will read:

“Table this item until the April 2011 Board meeting. Matt Stoll is to instruct staff and the consultant to prepare: a statement of problem; purpose of process; expected deliverables; a statement of work for the Board to react to; how this process fits into the overall COMPASS update of *Communities in Motion*; use technical terms not popular slang; discuss adequate facilities; and discuss, in terms of deliverables, how the outcome will be used by the various Board entities.”

Motion passed unanimously.

B. Approve Recommendation Regarding Project Management

Toni Tisdale stated that staff is seeking Board approval of language, recommended by the Regional Technical Advisory Committee, clarifying the Board's intentions regarding project oversight of federal aid projects.

Toni noted wording changes requested by ACHD in the memo under Highlights:

Under No. 1:

Change "project management" to "project oversight."

Change "STP-Urban" to "STP/TMA and Urban"

After discussion, **Tom Dale moved and Charlie Rountree seconded approval of the recommendation regarding project management as presented with changes in the language as noted by Toni Tisdale. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Receive 2010 Census Data

Carl Miller reviewed the 2010 Census population data, which is the basis for transportation planning, economic development, social and emergency services, municipal budgeting, land use planning, and many other purposes.

B. Receive 2011 Population Estimates

Carl Miller reviewed the 2011 population estimates that are based on 2010 Census data and 2010 building permits.

C. Review Findings and Recommendations of State Street Transit and Traffic Operational Plan

Don Matson provided an overview of findings and recommendations from the State Street Transit and Traffic Operational Plan, which will help shape priorities within the corridor, but does not imply a priority for State Street improvements against regional priorities or needs in other corridors.

ADJOURNMENT

Carol McKee moved and Vern Bisterfeldt seconded adjournment at 3:35 pm. Motion passed unanimously.

Dated this 18th day of April 2011.

Approved:

By: _____
David Ferdinand, Chair
Community Planning Association

Attest:

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

T:\FY11\900 Operations\990 Direct Operations-Maintenance\Board\2011 agendasminutes\minutes03212011.doc

**EXECUTIVE COMMITTEE MEETING
FEBRUARY 22, 2011
COMPASS CONFERENCE ROOM**

****MINUTES****



- ATTENDEES:** Dave Bieter, Mayor, City of Boise, **Immediate Past Chair**
Tom Dale, Mayor, City of Nampa
David Ferdinand, Commissioner, Canyon County, **Chair**
Carol McKee, Commissioner, Ada County Highway District, **Chair Elect**
Nathan Mitchell, Mayor, City of Star
Garret Nancolas, Mayor, City of Caldwell
Charlie Rountree, **Secretary/Treasurer**
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Vicki Thurber, Mayor, City of Middleton
- MEMBERS ABSENT:** Bryce Millar, Commissioner, Nampa Highway District #1, **Vice Chair**
Rick Yzaguirre, Commissioner, Ada County
- OTHERS PRESENT:** Nancy Brecks, Community Planning Association
Sally Goodell, Ada County Highway District
Amy Luft, Community Planning Association
Patricia Nilsson, City of Boise
Jim Reynolds, Mayor, City of Eagle
Jeanne Urlezaga, Community Planning Association

CALL TO ORDER:

Chair Ferdinand called the meeting to order at 2:05 pm.

AGENDA ADDITIONS/CHANGES

Matt Stoll stated that an amended agenda had been posted and emailed to the Executive Committee on February 18, 2011. Information Item A – Review Boise State University's "Collaboration Governance" Research Project was added to the agenda.

Tom Dale moved and Carol McKee seconded approval of the amended agenda. Motion passed unanimously.

OPEN DISCUSSION/ANNOUNCEMENTS

Chair Ferdinand welcomed Eagle Mayor Jim Reynolds to the meeting.

CONSENT AGENDA

A. Approve January 18, 2011, Executive Committee Meeting Minutes

Carol McKee moved and Charlie Rountree seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Establish March 21, 2011, COMPASS Board Meeting

Matt Stoll presented staff proposed Agenda Items 1-20 for the March 21, 2011, COMPASS Board meeting. Matt requested the latitude to amend the agenda as appropriate.

After discussion, Tom Dale moved and Carol McKee seconded approval of Agenda Items 1-20 for the March 21, 2011, COMPASS Board meeting as presented. Matt has the latitude to amend the agenda as appropriate. Motion passed unanimously.

B. Approve Board Member Travel Request

Matt Stoll stated that COMPASS Board member Elaine Clegg represents COMPASS on the Association of Metropolitan Planning Organizations Board of Directors and is requesting approval to attend the March 28-29, 2011, annual board meeting in Chicago, IL.

After discussion, Carol McKee moved and Nate Mitchell seconded approval of the travel request for Elaine Clegg as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEM

A. Review Boise State University's "Collaboration Governance" Research Project

Amy Luft reviewed Boise State University's request for COMPASS to participate in their research effort to better understand collaboration among communities, citizen participation, and democratic negotiation in the Treasure Valley. Boise State staff has requested time to present the project overview to the COMPASS Board at the February 28, 2011, Board meeting.

After discussion, Chair Ferdinand asked for any objections for Boise State staff to present the research project overview to the COMPASS Board at the February 28, 2011, COMPASS Board meeting. No objections were voiced.

B. Discuss May 16, 2011, COMPASS Board Retreat Agenda

Amy Luft reviewed the proposed agenda topics for the May 16, 2011 COMPASS Board Retreat.

C. Review *Robert's Rules of Order Newly Revised*

Chair Ferdinand discussed the merits of reviewing the newly revised edition of *Robert's Rules of Order*.

After discussion, **it was agreed that Garret Nancolas and Chair Ferdinand will present an overview of the newly revised edition of *Robert's Rules of Order* at the May 2011 Board Retreat.**

D. Status Report – Administrative Building.

Matt Stoll provided a status report on the COMPASS/VRT administrative building.

ADJOURNMENT

**Dave Bieter moved and Carol McKee seconded adjournment at 3:05 pm.
Motion passed unanimously**

Dated this 15th day of March 2011.

Approved:

**By: _____
David Ferdinand, Chair
Community Planning Association**

Attest:

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

COMPASS BOARD MEETING AGENDA ITEM III-C

Date: April 18, 2011



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Memorandum of Understanding (MOU) for Coordination and Implementation of Activities in the State Street/Idaho 44 Corridor

Summary:

The draft memorandum was presented to the COMPASS Board at the January 24, 2011 meeting. Since that time Ada County has been added as a party to the MOU. A number of minor corrections and formatting changes have also been made to the MOU, including edits per the recommendations of legal counsel at various agencies.

Staff Recommendation/Request:

Staff seeks approval of the Memorandum of Understanding (MOU) for coordination and implementation of activities in the State Street/Idaho 44 Corridor.

Implication (policy and/or financial):

The MOU does not require COMPASS or any member agency to make financial commitments other than staff time, which could extend beyond 2016. COMPASS' roles and responsibilities currently include project management and interagency coordination.

Highlights:

The first MOU for coordination in the corridor was executed in 2006 and expired at the end of 2010.

Several activities are identified in the MOU to pursue in the next five years, including:

1. Implement near-term recommendations from the Transit and Traffic Operational Plan (TTOP)
2. Prepare corridor-wide master plan
3. Evaluate and implement access management policies
4. Prepare for long-term public transportation improvements
5. Complete important supportive activities, such as interagency coordination; integrating results from other studies; identify, seek and secure funding; and continuing education campaign

A copy of the final MOU is available on the COMPASS website at http://www.compassidaho.org/documents/planning/studies/StateStreetMOU2011-2016_FINAL.pdf.

More Information:

See attached for a summary of additions to the document. For additional information contact Don Matson, Principal Planner, 855-2558 ext. 230 or dmatson@compassidaho.org.

Attachment

pc: 720

DM:nb T:\FY11\700 Services\720 State Street Transit Corridor Implementation\2010 MOU\BoardApprove_Apr2011_MOU.docx

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

Summary of Additions	
Memorandum of Understanding regarding State Street Corridor coordination	
Page #	Description
1	Ada County was added to list of parties in title and opening paragraph.
3	The second recital on the page was expanded with the following: “The parties hereto specifically acknowledge that this MOU is not an Interagency Agreement and does not create a separate governmental entity or obligate the parties hereto to commit to funding expenditures;”
3	The third recital on this page is new, replacing two longer recitals that were in the draft MOU.
3	The fourth recital on the page is new: “Whereas, that by entering into this MOU, the parties hereto acknowledge and agree that they are not delegating or otherwise impairing their statutory authority, including the authority to enact rules, regulations or ordinances regulating land use, highways and the general safety and welfare within their jurisdictional borders; and,”
3	Items 1.A, 1.B, and 1.C are modified statements from page 1 of the draft MOU. Item 1.A includes a new sentence: “...The parties to this MOU agree that failure of any party to appropriate or otherwise commit to fund any of the activities described herein will not be deemed a violation of this MOU, and no party shall have any legal recourse against another party’s failure to make such financial commitments or expenditures.”
4	The first bullet under item 2.A (Implement TTOP Near-Term Plans) is new: “ • Financial implementation strategy by project”
5	The description under item 2.D (Long-Term Public Transportation Investments) was modified, deletions shown here: “Public transportation investments in the State Street/Idaho 44 Corridor should be significant to achieve the vision of a truly integrated transportation system. These investments will require detailed planning to assure the coordination and integration of the investments on the corridor are designed to support the region’s long term vision for the Treasure Valley’s transportation system. A comprehensive and integrated approach to the transportation system will assure successful and effective phasing of the implementation of planned improvements over the course of the MOU and beyond.”
6	Ada County added to table of agencies, roles & responsibilities.
10	Ada County added to list of signatories.

MAKING A MOTION:

1. **Seek recognition from the chair.**
2. **When you are recognized, say, "I move..."**
State your motion clearly, concisely, and completely.
3. **Wait for someone to "second" your motion.**
A "second" does not imply the person making the second agrees with the motion – only that he/she agrees it should be debated.
4. **Wait while the chair restates the motion.**
Be prepared to provide the motion to the chair in writing, if needed or requested, to ensure the chair accurately restates it.
5. **Respectfully debate your motion.**
As the person making the motion, you have the right to speak first, but do not have to. When you speak, state your opinion then respectfully listen to, and consider, other opinions.
6. **Wait for the chair to take a vote.**
After discussion is complete, the chair will call for a vote.
7. **Listen as the chair announces the result of the vote.**

Motions to Protect Rights:

- Division of the Assembly
- Point of order
- Appeal chair's ruling
- Point of information
- Parliamentary inquiry

Motions to Choose Voting Methods:

- Vote by ballot, roll call, counted vote
- Choose method of nominations
- Open or close nominates or the polls

Motions to Delay Action:

- Refer to a committee
- Postpone to a definite time
- Recess
- Adjourn
- Postpone indefinitely
- Lay on the table

Motions to Vary the Procedures:

- Suspend the rules
- Divide the question
- Request to withdraw a motion
- Request relief from duty – or resign

Motions to Re-examine:

- Reconsider
- Rescind/Amend something previously adopted
- Take from the table
- Discharge a committee

To Change a Proposed Motion:
Amend Motions to Raise Urgent Issues:
<ul style="list-style-type: none"> • Question of privilege • Orders of the day • Object to consideration
Motions to Control Debate:
<ul style="list-style-type: none"> • Limit debate • Previous question

TABLE OF RULES RELATING TO MOTIONS:

Motion	Debate?	Amend?	Vote
Adjourn	No	No	Majority
Amend	Yes	Yes	Majority
Amend Something Previously Adopted	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Appeal	Normally	No	Majority in negative required to reverse chair's decision
Commit	Yes	Yes	Majority
Debate, Close (Previous Question)	No	No	2/3
Debate, Limit or Extend Limits of	No	Yes	2/3
Main Motion	Yes	Yes	Majority
Postpone	Yes	Yes	Majority
Previous Question	No	No	2/3
Recess	No	Yes	Majority
Reconsider	If motion to be reconsidered debatable	No	Majority
Rescind	Yes	Yes	(a) Majority with notice; or (b) 2/3; or (c) Majority of entire membership
Refer (Commit)	Yes	Yes	Majority
Suspend the Rules (of Order)	No	No	2/3
Suspend the Rules (standing or convention standing rules)	No	No	Majority
Voting, motions relating to	No	Yes	Majority

COMPASS BOARD MEETING AGENDA ITEM V-A

Date: April 18, 2011



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: *Communities in Motion 2040* Update Process

Summary:

At the February 2011 Board meeting, members were presented information regarding the update to *Communities in Motion 2040* and a related effort in partnership with the Urban Land Institute to consider growth under a process titled "Reality Check." The Board requested time to comment on Reality Check and to hear additional information at the March 2011 Board meeting. Bob Taunton, ULI-Idaho Chair, presented information on Reality Check at the March meeting. The Board voted to table the item with a motion "...to instruct staff and the consultant to prepare a statement of problem; purpose of process; expected deliverables; a statement of work for the Board to react to; how this process fits into the overall COMPASS update of *Communities in Motion*, use technical terms not popular slang; discuss adequate facilities; and discuss in terms of deliverables how the outcome will be used by the various Board entities."

The information requested by the Board is attached: Reality Check (Attachment 1); *Communities in Motion 2040* (Attachment 2); a general flow of decision-making (Attachment 3).

Staff Recommendation/Request:

There are three suggested options for a motion:

1. Move to go forward with the Reality Check and *Communities in Motion* update processes as described in the scopes and budgets in Attachments 1 and 2. Hold a Board workshop to discuss COMPASS member issues and goals related to the update.
2. Move to not pursue a Reality Check process and base the update to *Communities in Motion* on the Community Choices scenario, addressing each community's concern with the scenario and providing incentives for implementation via targeted grants. Develop a modified scope and budget to include these measures and bring the revised scope and budget to Board for review and approval. Hold a Board workshop to discuss COMPASS member issues and goals related to the update.
3. Move to defer any action on the Reality Check and *Communities in Motion* update processes until a Board workshop is held to discuss the Community Choices scenario, its implications, and the desired scope and issues to be addressed in a *Communities in Motion* update.

Implication (policy and/or financial):

- The total direct cost for combined work under Reality Check and *Communities in Motion* is \$957,000. (Attachment 2)
- *Communities in Motion* must be updated by September 2014. Failure to update will jeopardize millions of federal dollars for roadway, transit, and other transportation investments. Once the plan lapses, the Regional Transportation Improvement Program cannot be amended or updated.
- In addition to the direct dollars to be spent on updating *Communities in Motion*, COMPASS staff will invest 2,600 workdays between now and 2015. Member agency staff will also work on the update in participating in public meetings, reviewing materials, and provision of data.

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

Highlights:

- Approval of the Reality Check and *Communities in Motion* scopes of work will allow COMPASS and the Urban Land Institute to begin preparations.
- At the May 2011 Board Retreat, Board members will hear more in-depth information about how the long-range transportation plan (*Communities in Motion*) integrates with the Regional Transportation Improvement Program, the Unified Planning Work Program and other activities.

More Information:

- 1) Attachments - 3
- 2) For detailed information contact: Charles Trainor, Principal Planner, at 855-2558 ext. 232 or ctrainor@compassidaho.org

CT:nb T:\FY11\600 Projects\661 CIM\Correspondence\board apr18 2011.doc

Attachment 1 Reality Check

Statement of Problem

One of the key functions of COMPASS, the metropolitan planning organization, is to develop a regional long-range transportation plan for its planning area.

Communities in Motion is the plan developed by COMPASS for Ada and Canyon Counties. Per federal requirements, COMPASS must update the current plan, or develop an entirely new plan, every four years.

A long-range transportation plan addresses future needs of the region. Where will we have congestion problems? What solutions should we be seeking? What are the feasible options? What can we afford, and what needs to be preserved?

To analyze future needs in the plan, we must first have an idea of what the future may look like. It is up to the COMPASS Board to adopt a vision for the future of the Treasure Valley that will serve as the basis for the plan. Modeling and other aspects of the planning process are based on that vision or "scenario," as is plan implementation, including setting priorities for transportation funding.

To provide potential alternative scenarios for the COMPASS Board to consider, staff proposes undergoing a "scenario visioning" process. COMPASS underwent a similar process in 2004/2005 for the 2006 version of *Communities in Motion* (described below). The process COMPASS proposes for the 2014 update to the plan is a two-step approach.

"Reality Check," the proposed initial visioning process COMPASS staff has brought before the Board, is the first step. It is a process coordinated by the Urban Land Institute that brings stakeholders from all aspects of the community, including the business sector, to a workshop where each table creates a set of guiding principles and considers a regional vision (scenario) for what the valley may look like in 2040 (the horizon year of the 2014 long-range transportation plan). We anticipate two to four different scenarios to emerge from this process. The process is described in more detail below.

The second step will take those scenarios and submit them to the public for their input and feedback. At the same time, the scenarios will go to local agencies to review the implications for their areas and to allow them to refine the scenarios to better reflect their plans. The scenarios from Reality Check, coupled with the feedback from the public on those scenarios, will be brought to the Board for action in summer 2012. The Board will choose the "preferred scenario" upon which the plan will be based. Transportation funding priorities, modeling, and other aspects of the plan, and plan implementation, are all based upon this preferred growth scenario.

While a COMPASS Board-adopted "preferred scenario" is necessary to develop the plan, a "visioning" process, such as Reality Check, is not required. The COMPASS Board may choose to continue forward with the "Community Choices" scenario as adopted in 2006 and re-affirmed in 2010, or it may choose its vision in a different way.

The vision for the 2006 and 2010 versions of *Communities in Motion* is "Community Choices." This vision was selected via a visioning process in 2005 that included major investment in workshops and scenarios development. The process six years ago was done under a contract with a consulting team headed by Kittelson and Associates. The scenario development process cost more than \$270,000 plus extensive staff time from COMPASS and its members. The first round of workshops was held in October 2004 and engaged 500 people. The scenarios were developed from 40 maps prepared by participants, and these were refined during outreach sessions with land use agencies during spring 2005. The COMPASS Board selected a preferred scenario in June 2005 based on a population of 825,000 by 2030. Community Choices assumed a large part of the growth would be more compact and mixed-use, which would promote shorter trips and use of different modes of transportation.

The update adopted in September 2010 continued the use of "Community Choices," with refinements based on more recent development approvals and with a higher growth forecast of 1.05 million for a new horizon year of 2035.

There were concerns during the 2004/2005 process that not all voices were heard and that the private sector, including the development community, was not well represented at the workshops. Others were concerned that many areas marked as open space or agriculture in the scenario were already planned or even approved for development.

Many conditions have changed since the development of Community Choices:

- Many cities have adopted comprehensive plans and area plans to focus efforts on redevelopment and infill, particularly in their downtown areas.
- The pace of subdivisions and construction were at record highs in 2005, but both areas plunged dramatically starting in 2007. Along with development declines, property values have dropped.
- Since 2008, the global, national and local economy has been in the "great recession" with high levels of unemployment and a tight lending market.
- Federal, state and local government revenues have declined, making investments in new transportation facilities more unlikely.
- Fuel prices, which spiked dramatically in 2008, appear to be headed for a new high due to global demand and uncertain supply.

Purpose

The purpose in reviewing growth scenarios under the process titled "Reality Check" is to consider the likely growth in the region, the national, regional and local economy, changes in housing markets based on age and income, the influence of fuel pricing, the availability (or shortage) of funding for a range of infrastructure investments (including transportation), the comprehensive plans and development regulations in the region, open space and agricultural goals, and other factors related to future growth. The process would also build upon other efforts, such as the analyses conducted in the Blueprint for Good Growth project. *The intent is to strengthen the public and private sector investment in the regional vision by building consensus among the participants that the vision is desirable and feasible and to foster a public/private partnership committed to implement that vision.*

Process

The core of the process is very similar to what was done in 2004/2005. In a one-day event, slated for February 2012, invited participants will consider growth in the valley and lay out their objectives. Then they lay out growth with those objectives in mind using a map with basic information and LEGO© blocks representing population and employment growth. These can be stacked to show higher densities. Participants will also have colored yarn or other materials to lay out infrastructure and transportation options, including roadways and types of transit.

A major difference between Reality Check and the 2004/2005 process is that the participants are invited by name and provided with a guidebook several weeks before the event to prepare them. The process will strive to achieve a balance of private sector, public agencies, non-profit agencies, educational institutions and individual citizens. It would also strive for a diversity of geographic area being represented, ages, genders and racial/ethnic groups. The guidebook will present the regional growth as approved by the COMPASS Board (area wide population and employment for 2040), demographic data and trends, economic activity, the current vision under Community Choices, the land use and growth patterns enunciated by the various comprehensive plans, and an overview of the financial, environmental, and infrastructure issues facing the region.

Who gets invited is just as important. Defining that list is a major responsibility. And the Reality Check process requires continued follow-up with the invitee's right up to the event day. Only the invited person can attend—not his or her designee. Where this has been successful, top elected officials, CEOs, public works and planning directors, heads of non-profit agencies, and other influential people participate. Each table's participant list will be designed to foster a diversity of views and interests.

And the event does not mark the end of Reality Check. Rather it will serve as the launch point for COMPASS' public outreach effort on future growth scenarios and for subsequent meetings that focus on implementing the vision.

Statement of Product

- Develop a consensus regarding the viability and desirability of a growth vision for the region.
- Creation of a coalition of public agencies, private businesses and individuals committed to creating and achieving a quality future for the region.

Expected Deliverables

- A guidebook providing information on growth, regional issues, existing plans (comprehensive plans and *Communities in Motion*), and other factors that will give participants a basic knowledge and prepare them to participate in the workshop exercise.
- A workshop, to be held in February 2012, at which approximately 250 participants will engage in small groups to define their objectives and then assign growth that supports the objectives.

- Two to four composite growth scenarios to be used as the basis for COMPASS public outreach on the future vision for the valley. After public comment, those scenarios will be presented to the COMPASS Board for consideration as the “preferred” growth scenario upon which the regional long-range transportation plan will be based.
- A final report that will describe the process and its findings and present the composite scenarios along with the transportation, infrastructure and environmental implications for each.
- The COMPASS Board will consider the scenarios as refined during the public and agency outreach process. It would choose a preferred scenario, recognizing that the selected scenario may be a hybrid of what was developed during Reality Check.
- A follow-up meeting of the participants and others to discuss the results of the exercise and formulate a strategy to implement the desired growth pattern.
- In many areas this has resulted in the establishment of an on-going partnership of public, private and non-profit entities to promote quality growth.

Statement of Work

To achieve the above, the Urban Land Institute-Idaho District Council proposes to manage the process as specified below:

1. Plan and manage the Reality Check event and outreach process in partnership with COMPASS.
2. Work in concert with COMPASS to manage services needed to implement with the work plan.
3. Solicit funds and contributed services in support of the Reality Check event.
4. Make available the resources and volunteer expertise of the diverse ULI Idaho membership in planning and executing the Reality Check exercise.
5. Provide the expertise of national staff and the experiences and lessons learned from other ULI Reality Check programs in the planning for the event.
6. Periodically meet with COMPASS representatives to review progress of Reality Check. Attend and make presentations to COMPASS member organizations.
7. Commit to the long term support and implementation of the Reality Check outcomes including partnerships, alliances, programs and other education and research.

In consideration of the management services, administrative support, outreach, and program expenses, COMPASS agrees to pay ULI Idaho an amount not exceeding \$73,800 as follows:

Management and administrative support (520 hours @ \$65/ hour)	\$33,800
Outreach and media relations	\$20,000
Reality Check Event	\$20,000

The total budget for Reality Check is shown below:

Table 1 – Budget for Reality Check	
Expenses	
Data and Analysis	\$45,000
Outreach and Communication	\$30,000
Visioning Exercise	\$22,500
Administration	\$33,800
Total Expenses	\$134,300
Revenues	
ULI membership In-kind services and sponsorships	\$25,000
Registration for Visioning Session	\$10,000
Product Sales	\$500
ULI Community Action Grant (CAG)	\$25,000
COMPASS	\$73,800
Total Revenues	\$134,300

Adequate Facilities

One of the elements of this process is to integrate the concept of adequate facilities into the consideration of regional growth patterns. Given that Reality Check would be done as an initial step in updating the regional long-range transportation plan, *Communities in Motion*, the growth scenarios would be evaluated in terms of their demands on the existing transportation system. Where would traffic and congestion increase? Where would growth occur in areas not served by transit, or in locations too far from jobs and services to be accommodated by walking or biking?

The scenarios would also be considered against the capacities of existing and planned sewer, water, schools, fire protection and other services. To do these analyses, it is crucial that knowledgeable officials and staff participate in Reality Check. Research during 2011 would be done to compile information on available capacities and demands to the extent possible given the available data.

The Role of Reality Check in the Update to *Communities in Motion*

The output of Reality Check is a key step in the update to *Communities in Motion*. The selection of the “preferred” growth scenario is based on the outcomes of the Reality Check, discussions with local governments, and subsequent public involvement processes. Which growth pattern best achieves the desired goals that are an essential part of the planning process? It starts with community design. Transportation systems then become “simply” a way to achieve the future community.

Table 2 - Major Activities for Reality Check and <i>Communities in Motion</i>	
2011	Develop Reality Check Process and Information <ul style="list-style-type: none"> - Background data - Guidebook - Invitation - Regional Growth Forecast
2012	Reality Check Exercise – Growth Scenarios Agency Review Public Outreach and Comment on Growth Scenarios Board Adoption of Preferred Growth Scenario Technical Studies <ul style="list-style-type: none"> - Financial Forecast - Transportation Evaluations - Preliminary Air Quality Evaluations
2013	Board Endorsement of Preferred Transportation Network Technical Studies <ul style="list-style-type: none"> - Safety and Security Elements - Environmental Data - Pathway Element - Air Quality Conformity Finding - Draft Plan Chapters/Prepare Graphics and Web-Based Plan - Review Materials with COMPASS Member Agencies
2014	Board Endorses Draft Plan Public Comment Process Final Revisions Board Adoption - September

T:\FY11\600 Projects\661 CIM\Schedule and Process\Reality Check mar28 version 2.doc

Attachment 2 ***Communities in Motion 2040***

Statement of Problem

As noted in Attachment 1, the federal regulations mandate that the regional long-range transportation plan, *Communities in Motion*, be updated every four years. Failure to update will jeopardize millions of federal dollars for roadway, transit, and other transportation investments. Once the plan lapses, the Transportation Improvement Program (TIP) cannot be amended or updated. Local and state projects not already in a TIP could be not be done with federal dollars.

A long-range transportation plan addresses future needs of the region. Where will we have congestion problems? What solutions should we be seeking? What are the feasible options? What can we afford, and what needs to be preserved?

To analyze future needs in the plan, we must first have an idea of what the future may look like. It is up to the COMPASS Board to adopt a vision for the future of the Treasure Valley that will serve as the basis for the plan. Modeling and other aspects of the planning process are based on that vision or "scenario," as is plan implementation, including setting priorities for transportation funding.

The magnitude of the update is subject to the metropolitan planning organization. In 2004, the COMPASS Board approved a major process, with an extensive evaluation of growth options and transportation. It was the first time that the travel demand model was used to test the effectiveness of transit options. The update process also saw a major investment in public outreach and use of the Internet as a communications tool. In the 2010 update, which resulted in the adoption of *Communities in Motion 2035*, there was a significant reduction in the public outreach and the transportation evaluation was limited to existing projects due to the more constrained funding picture.

Committing the resources to do a major update is at the discretion of the Board. The reasons to make this investment now would include:

- Growth, employment, and housing markets have seen a radical change from 2006, when the last major update was completed. How can these changes be reflected in the plan?
- Fuel prices appear to be on the rise, with many experts believing that the return of "cheap" gas is unlikely.
- The heavy reliance on federal transportation funding in Idaho needs careful evaluation given the massive federal deficit and likelihood of spending cuts. The Highway Trust Fund is depleted, and funding for transit depends heavily on the general fund.
- Much more emphasis has been placed on operational improvements in lieu of "traditional" expansion solutions. This will be even more critical if the area is declared by the U.S. Environmental Protection Agency to be non-attainment for ozone.
- Consideration of congestion strategies on a "corridor" basis is needed if the region is to pursue federal funding for rail or bus rapid transit.
- Inclusion of "complete streets" and community design concepts that tie transportation system development into the vision of the future region.

- Improved prioritization tools--economic benefits, support for desired growth, expanding travel alternatives, etc.--are essential to make the best use of limited dollars.
- While the 2006 plan attracted 2,000 citizens during three years, the 2010 update engaged only a few hundred. Public memories are short.

Purpose

Under the Reality Check process described in Attachment 1, the transportation analysis is done at a higher level intended to provide elected officials with broad outcomes for transportation:

- What will the effects of the scenarios be on major corridors?
- How will transit, walking and pedestrian usage be affected by each scenario?
- What are the general implications on air quality?
- How will travel patterns affect desired community patterns?

The more in-depth analysis will start in late 2012, once the COMPASS Board has selected a preferred scenario. There are several key elements that will need to be addressed:

- Financial Capacity. What is the prospect for funding transportation through 2040?
- Air Quality. Can the plan meet the air quality budgets established for the region via the State Implementation Plan? This could be complicated by a possible change in the region's status under ozone standards.
- Operations. Federal requirements place a major emphasis on identifying and evaluating strategies to reduce congestion that do not involve adding new lanes or building new roadways. These measures include approaches such as improved access management, improved intersections, better signal progression and timing, traveler information systems, measures to reduce vehicular travel, and time of day travel demand measures to shift travel out of peak hours.
- Travel Corridors. If the region will pursue federal funds for rail or bus rapid transit, the plan must assess travel corridors in a new way. Federal regulations require that systems planning (which leads to regional plans such as *Communities in Motion*) evaluate travel shed needs—resulting in a range of options which are appropriate to each travel shed depending on existing and forecasted land use patterns. The plan cannot specify a single approach.
- Prioritization. Given the likelihood that funding will be even more constrained than the last update (adopted in September 2010), it will be more critical to evaluate the priorities to direct dollars to those corridors with the highest regional importance. Prioritization will incorporate many of the elements addressed below in the Statement of Work, specifically regional growth/travel demands, economic benefits, and operational improvements (access management, signalization, etc.). Prioritization would be at corridor levels and would give weight to regional needs.
- Preservation. The plan will need to identify corridors that cannot be built within the next 25-30 years but which are needed for long-term growth beyond 2040, the horizon year for the next update. These needs will be tied to the Preferred and Buildout growth scenarios, based on the combined regional comprehensive plans. Prioritization would include preservation needs.

- Public Involvement. The update needs to strengthen the public outreach process, building on past successes and improving use of technology to inform and involve the public.

All of these issues, along with others, could be the topic for a “visioning” session. This should be held early in the process, ideally in summer 2011, and prior to the Reality Check exercise in February 2012. The visioning session would be designed to help the COMPASS Board members think about transportation as a tool to achieve regional goals.

Statement of Product

- Create a plan that promotes region goals.
- Develop support to implement that plan via local, state and federal investments and policies.

Expected Deliverables

- The final product will be a major update to *Communities in Motion*, expected to be approved by the COMPASS Board in September 2014. (See Attachment 3 for the major elements and decision points.)
- A series of plan components (See Table 3) will be produced and reviewed during 2013. Major components with significant direct costs are shown below.
- A public outreach process that engages a large number of citizens, with special attention to population groups (elderly, low income, minorities, etc.) that are traditionally under-represented in the planning process.

Statement of Work

To achieve these purposes, the direct costs for the update to *Communities in Motion* are budgeted at \$957,000. These costs are detailed below. These funds are covered under existing revenues but are subject to Board changes. In some cases, additional staff time could replace direct costs.

Land Use (Reality Check)	\$73,800
Economic Benefit Model	80,000
Street Simulation	15,000
Operations/ITS	71,200
Financial (Revenue/Cost)	45,000
Project Cost Estimates	60,000
Environmental	35,000
Safety	40,000
Household Survey	105,000
Growth Scenario Online Review	60,000
Public Involvement	231,000
Printing/Distribution	101,000
Graphics	40,000
Total Direct Expenses	\$957,000

These costs are spread across five years between FY2011 and FY2015. Surface Transportation Program-Transportation Management Area (STP-TMA) discretionary funds constitute 38.7% of the total (\$369,771). These are funds that could be used for non-planning projects. Consolidated Planning Grant (CPG) dollars make up the remainder of the federal funds.

	2011	2012	2013	2014	2015	Total	%
CPG Funds	112,685	94,929	140,685	126,344	42,342	516,985	54.0
Key #12274 (\$306,000 off-the-top)	40,204	33,869	50,194	45,077	15,107	184,451	19.3
Key #12061 (STP-TMA for CIM)		185,320				185,320	19.4
Local Match	12,111	24,882	15,121	13,579	4,551	70,244	7.3
Total	\$165,000	\$339,000	\$206,000	\$185,000	\$62,000	\$957,000	

In addition to direct costs, there will be an investment of COMPASS staff time into the update.

	2011	2012	2013	2014	2015	Total
Total Days	525	636	720	530	208	2,619
Work Years	2.28	2.77	3.13	2.30	0.90	11.39

The intent and deliverable for each direct cost area are explained below.

Economic Benefit Model

The economic benefit model budget would pay for acquisition of software, data, and support services that would assess the long-term economic return on investment of transportation investments. This type of analysis has been a key element in recent competitive grant applications under the US Department of Transportation. In addition, demonstration of the economic benefits of transportation investments will be a key part in project prioritization.

Street Simulation

Street simulation will provide 8-9 graphic examples of how streets could transform through widened sidewalks, landscaping and other improvements, and through improved building/site design to improve transportation choices. Visualization is one of the requirements placed on metropolitan planning organizations and state transportation departments under the federal rules. Beyond the federal rules, visualizing can help improve public understanding of the role of facility and land use design in promoting transportation choices.

Operations/Intelligent Transportation System (ITS)

The first step in considering travel demand issues in a corridor will be evaluating how much of the congestion can be addressed by operational improvements. A consultant will:

- Review existing plans of cities, counties, and highway districts to summarize local approaches to operational improvements and ITS treatments.
- Synthesize information from existing local reports such as the ITS studies, the High Capacity Intersection Guide, access management guides, etc.
- Review a limited number of peer regions for comparison and "best" practices.
- Evaluate benefits of operational improvements in terms of raising the capacity of existing streets.
- Provide input to the travel demand model.
- Propose policies that would advance consideration and use of operational improvements/ITS to reduce the need for more traditional capacity expansion.

Financial (Revenue/Cost)

Federal rules require that the plan be fiscally constrained. A consultant will prepare text and graphics regarding transportation revenues by agency for Ada and Canyon Counties, with possible extension to surrounding counties. Idaho Transportation Department (ITD) revenues would be estimated in concert with ITD staff and be at the metropolitan planning organization (MPO) planning area and District 3 level. Revenues will be forecasted by source through 2035 based on assumptions to be detailed in the report. Forecasts will be made in terms of low, high, and most likely. Roadway revenues will be compared with forecasted expenses for operations and maintenance, minor capital and other non-capital expenses.

Transit revenues and expenses will be forecasted in coordination with Valley Regional Transit (VRT), and specify operating and maintenance expenses needed for base service levels, replacement capital and other expenses.

The process will estimate the low, high, and most likely available revenues to fund system expansion. These revenues will reflect growth, policy changes and other factors. Inflation factors for expenditures will be specified.

Project Cost Estimates

Demonstrating fiscal constraint will require estimates of project costs. A consultant will prepare updated cost factors for roadway maintenance and construction. Construction costs would be per mile based on roadway functional classification (arterial, expressway, freeway), improvement type (new, widening), size (number of lanes), area type (rural, suburban, urban), and environmental factors. Cost factors should also include landscape and bike path elements.

Major structure costs (river crossings, overpasses, interchanges) should be excluded from the per mile estimates and detailed separately. At grade intersection costs should be included in the per mile estimate, with assumptions as to intersection frequency and control types detailed. Right-of-way costs should also be detailed separately and broken out by functional class and area type.

Transit costs would include operating costs for bus, paratransit, light rail, and commuter rail. Capital costs would include buses (12 year, heavy duty coaches 35, 40 ft), paratransit vehicles, per mile construction costs for bus rapid transit (rural, suburban, urban), light rail transit, and commuter rail, including cost escalators for rail crossings (gates or grade-separated).

The intent is to provide a set of tables that would allow COMPASS staff or member agencies to calculate a reasonable estimate for each category of improvement, i.e., building a new arterial at five lanes for 12 miles traversing urban, suburban and rural areas. The work will be reviewed by members of the Regional Technical Advisory Committee (RTAC).

Environmental

Federal rules since 2005 require consideration of environmental issues and mitigation at a planning level. COMPASS will continue working with federal, state, local environmental and resource agencies, compile and update data in the Geographic Information System (GIS), identify gaps and weaknesses in the data, develop strategies to address gaps, and use available funds to get more and/or better data. COMPASS will work with participating agencies to develop a process to identify ecologically valuable areas, and provide guidance and strategies to integrate that information into transportation and land use planning. Appropriate environmental data and recommendations will be incorporated into corridor summaries.

Part of the process is also to investigate a possibility of establishing a regional resource center to host environmental and resource data. This will also involve members of RGAC and RTAC; implementation would occur likely after FY2016.

Safety

Safety is also a requirement under the 2005 federal transportation act. A consultant would provide information on transportation safety issues such as pedestrian accidents, impaired driving, teen drivers, etc. The core document for consideration will be the Strategic Highway Safety Plan prepared by the Idaho Transportation Department (ITD). Present identified needs: facilities, funding issues, policies, etc.

The process would review existing plans of cities, counties, and highway districts to summarize key issues and defined needs related to transportation safety. It would also review the Strategic Highway Safety Plan for highlighted concerns and use data from the ITD WebCARs (Web based Crash Reports). Information would be summarized by jurisdiction and facility type. The consultant would work with engineering/safety staff from local/state agencies to review high accident locations.

Household Survey

One of the key issues in regional plans is determining the public attitude toward issues germane to the plan. How much funding should be directed to public transportation? How important are elements such as landscaping? What is the support for increasing gas taxes or vehicle registration fees? These types of questions will be posed to get statistically reliable information via a random household survey across Ada and Canyon Counties.

Growth Scenario Online Review

The outcome from the Reality Check process must go through a public review process to meet federal requirements. This process would include soliciting comments via presentations to groups, posting the scenarios on the COMPASS website, and working with local media to inform the public. In addition, COMPASS would use an interactive website that provides people a means to see the scenarios, find out information about their implications on transportation and the environment, and respond with their preferences and concerns. Direct funds would be used to purchase and develop the web tools needed to implement this outreach.

Public Involvement

The largest single direct item in the proposed budget is for public involvement. The proposed budget shows only the direct costs—not the extensive amount of staff time needed to go into preparing for and participating in the variety of meetings and events. COMPASS will use a variety of techniques to inform and involve the public: group presentations to organizations and business groups, open house meetings, sponsorship of special events, focus groups targeting specific populations, and the “meeting in a bag” approach. More than 85% of the proposed budget is targeted to engagement of the public and gaining their attention and soliciting input. Advertising alone constitutes more than 60% of the budget at \$146,000 across four years.

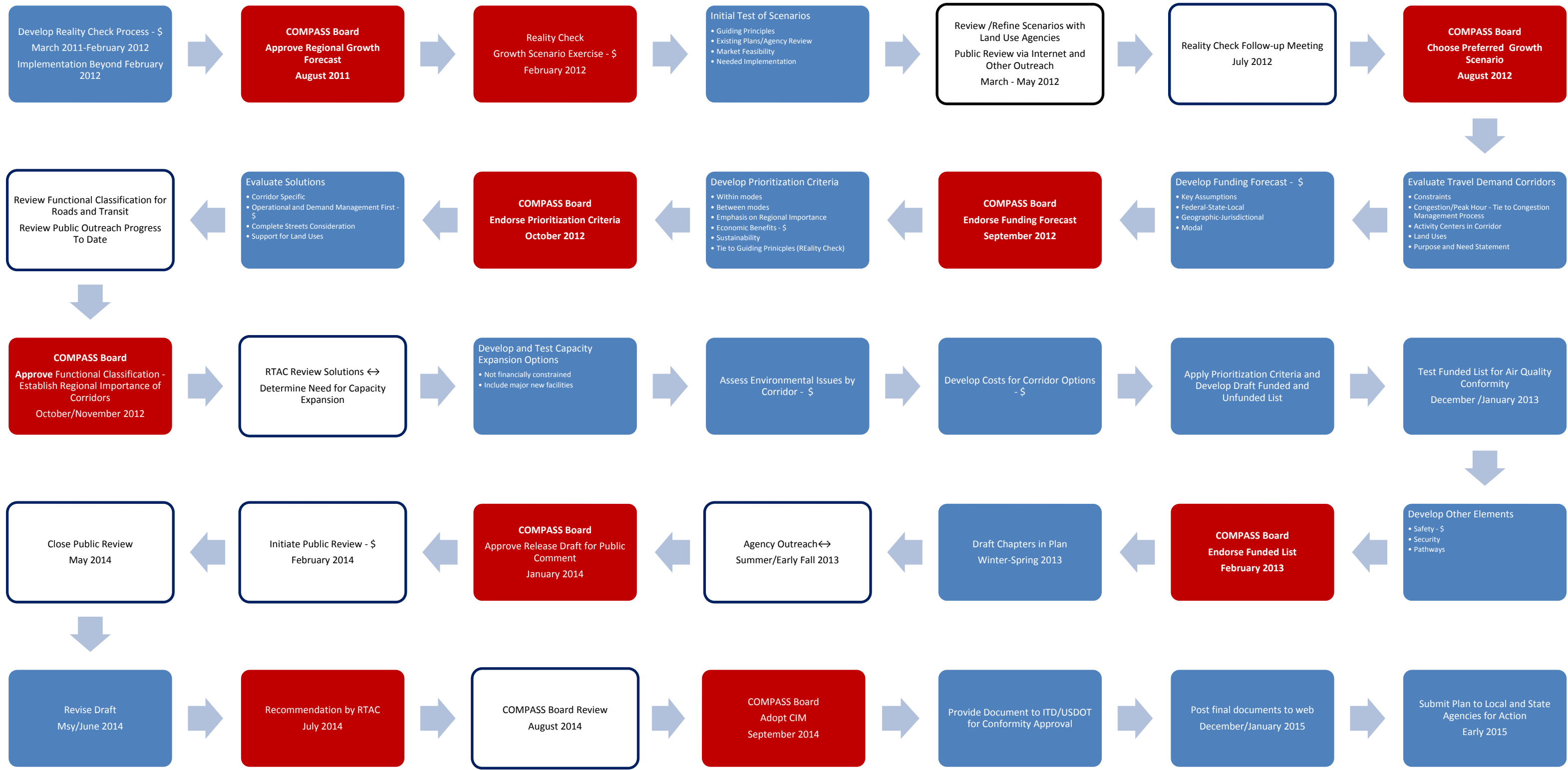
Printing/Distribution

During the course of the next four years, reports, maps, and other materials will be created and distributed in a variety of manners. The COMPASS website will be one mechanism to provide these materials. But dollars are needed to cover traditional paper printing, design development of reports, CD burning, and distribution costs.

Graphics

The required visualization noted above under the Street Simulation element will be supplemented by using graphic specialists to improve the materials produced as part of *Communities in Motion*.

T:\FY11\600 Projects\661 CIM\Schedule and Process\Proposed Direct Costs for Communities in Motion 2040.docx



 Review Process
 Technical Process
 Decision Process
\$ Direct Expenses
↔ Possible Feedback Loop

COMPASS BOARD MEETING AGENDA ITEM V-B

Date: April 18, 2011



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: FY2011-2015 Regional Transportation Improvement Program

Summary:

Ada County Highway District (ACHD) requests a swap in funds between their FY2011 FTA 5309 funding with Boise State University's (BSU) FY2012 Surface Transportation Program– Transportation Management Area (STP-TMA) funding.

This action was recommended for Board approval by the COMPASS Executive Committee on March 15, 2011, and the Regional Technical Advisory Committee (RTAC) on March 23, 2011. Public involvement was open from March 21 through April 4, 2011. No comments were received.

Staff Recommendation/Request:

Staff seeks adoption of Resolution 04-2011 (Attachment 1), amending the FY2011-2015 Regional Transportation Improvement Program.

Implication (policy and/or financial):

The ACHD project is running against a deadline that could result in the loss of \$957,000. The requested action provides additional time for the obligation of funds, while allowing BSU's project to obtain funding a year earlier than anticipated.

Highlights:

A summary of the funding swap is provided below:

- Originally, ACHD's project (Key Number 11787) was to purchase replacement vans for Commuteride and build a park-and-ride lot with FTA 5309 funding. On March 23, 2011, the ACHD Commission voted to not build the park and ride lot. ACHD opts to use all the available funds for Commuteride replacement vans. The change in scope will not occur in the program until the FY2012-2016 program is approved.
- BSU's project (Key Number 11350) will build a park-and-ride lot and maintenance facility near I-84 and Vista Avenue. This project was originally funded with FTA 5309 funds, but was underfunded. RTAC recently recommended an additional \$1,000,000 for the BSU project through the STP-TMA program in FY2012.
- The recommended total amount of the swap is \$957,000. BSU will have \$43,000 remaining in the STP-TMA program in FY2012.

More Information:

- 1): Attachment 1: Resolution 04-2011
- 2): For detailed information contact: Toni Tisdale, Principal Planner, at 855-2558, extension 228 or email ttisdale@compassidaho.org.

TT:nb T:\FY11\600 Projects\685 TIP\110405mmoBdTIPamend1.docx

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

RESOLUTION No. 04-2011**FOR THE PURPOSE OF AMENDING THE FY2011-2015
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Community Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Northern Ada County and the Nampa Urbanized Area;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 require Metropolitan Planning Organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users and 23 United States Code Section 134 requires projects contained in the Transportation Improvement Program to be financially constrained;

WHEREAS, a public comment period was held from March 21 through April 4, 2011;

WHEREAS, an amendment to the Air Quality Conformity Demonstration in Northern Ada County is not necessary for this type of amendment;

WHEREAS, the Community Planning Association desires to take timely action to insure the availability of Federal Funds;

WHEREAS, the Community Planning Association has developed this amendment to the FY2011-2015 Regional Transportation Improvement Program in compliance with all applicable State and Federal regulations; and

WHEREAS, the attached table dated March 18, 2011, details the amendments to the FY2011-2015 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association Board of Directors approves this amendment to the FY2011-2015 Regional Transportation Improvement Program.

Dated this 18th day of April 2011.

APPROVED:

By: _____
David Ferdinand, Chair
Community Planning Association Board

ATTEST:

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

T:\FY11\900 Operations\990 Direct Operations-Maintenance\Board\2011 Resolutions\Resolution 04-2011.doc



Amendment #1 for the FY2011-2015 Regional Transportation Improvement Program
Per ACHD and Boise State University
March 18, 2011

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
11350	Transit - Boise State University Maintenance Facility - FY2008	PE							0
		PC							0
	Funding Source: FTA 5309 Provides for a bus maintenance facility, park-and-ride lot, bus storage, and bus wash off the Boise State University campus. (federal - \$488,000, local - \$122,000) Increase CN by \$957,000 (federal \$766,000, local \$191,000) from KN 11787.	RW							0
		UT							0
		CE							0
		CN	640 1567						640 1567
		Sum	640 1567	0	0	0	0	0	640 1567
11350	Transit - Boise State University Maintenance Facility - FY2008	PE							0
		PC							0
	Funding Source: STP-TMA Increase CN by \$43,000 (federal \$40,000, local \$3,000) from estimated available FY2012 funds.	RW							0
		UT							0
		CE							0
		CN		0					0 43
		Sum	0	0	0	0	0	0	0 43
11787	Transit - vans/park-and-ride - FY2009	PE							0
		PC							0
	Funding Source: FTA 5309 New and replacement Commuteride van purchase, and park-and-ride infrastructure. (federal - \$1,385,000, local - \$346,000) Decrease CN by \$957,000 (federal \$766,000, local \$191,000) and move to KN 11350.	RW							0
		UT							0
		CE							0
		CN	1734 774						1734 774
		Sum	1734 774	0	0	0	0	0	1734 774

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
11787	Transit - vans/park-and- ride - FY2009	PE							0
		PC							0
	Funding Source: STP-TMA Increase CN in FY2012 by \$957,000 (federal \$887,000, local \$70,000) from estimated available FY2012 funds.	RW							0
		UT							0
		CE							0
		CN		0					0
		Sum	0	0	0	0	0	0	0
				957					957

Legend: PE=Preliminary Engineering, PC=Preliminary Engineering Consultant, RW=Right-of-way, UT = Utilities, CE=Construction Engineering, CN=Construction.

NOTE: The FY2012 STP-TMA program will appear over-programmed. In the program update (which is expected to be approved in fall 2011) new estimates for FY2012 allow ample funding for additional funding for the ACHD and BSU projects.

T:\FY11\600 Projects\685 TIP\1115 TIP\Amendments\Amend1.doc

COMPASS BOARD MEETING AGENDA ITEM V-C

Date: April 18, 2011

Topic: FY2012 General and Special Membership Dues

Summary:

Staff presented budget assumptions for FY2012 through FY2016 to the COMPASS Finance Committee at its February 17, 2011, meeting. After discussion, the Finance Committee recommended staff look at the following options:

- Leave membership dues at the current level
- Redistribute membership dues based on 2010 Census adjusted to 2011 population estimate

The Finance Committee met on April 1, 2011, and staff presented five options for the FY2012 General and Special Membership dues. They recommended Board approval of Option 5 because this option appeared to be the most equitable methodology in distributing total member dues of \$846,456 based on current populations.

Staff Recommendation/Request:

Staff seeks Board approval of Option 5 for FY2012 General and Special Membership dues.

Implication (policy and/or financial)

Adoption of membership dues in April 2011, is a key element in the development of the FY2012 Unified Planning Work Program and Budget, and allows adequate time for member agencies to dedicate dollars needed in their budgeting process for COMPASS membership dues.

Highlights

Staff presented the following five options to the Finance Committee:

Option 1: By choosing this option, FY2012 dues would remain frozen at the FY2009 reduced level, as were FY2010 and FY2011.

Option 2: Membership dues are redistributed based on the 2010 Census adjusted to 2011 population estimates. 2011 estimated population figures were presented at the March 21, 2011, COMPASS Board meeting. Golden Gate and Notus/Parma Highway Districts amounts remain at zero.

Option 3: Membership dues are redistributed based on the 2010 Census adjusted to 2011 population estimates using 2004 Board adopted methodology (attachment 1). This option assumes all cities, counties, and highway districts are members and dues are distributed accordingly.

Option 4: Membership dues are redistributed based on the 2010 Census adjusted to 2011 population estimates using the 2004 Board adopted methodology. Of the four highway districts in the Association of Canyon County Highway Districts, currently only Canyon Highway District No. 4 and Nampa Highway District No. 1 are COMPASS members. This option reflects that the Association of Canyon County Highway Districts pays the full share of the four highway districts dues, and Canyon County continues to pay the dues of the cities in Canyon County who are not COMPASS members (Greenleaf, Melba, and Wilder).



Option 5: Membership dues are redistributed based on the 2010 Census adjusted to 2011 population estimates using a modified version of the 2004 Board adopted methodology. This methodology assumes dues for non-member agencies are not paid for by Canyon County or the Association of Canyon County Highway Districts.

Additional Information

- 1) Attachments:
 - a. Member Dues Scenarios
 - b. Recommended FY2012 dues by member agency

- 2) For more detailed information, contact Jeanne Urlezaga, Director of Operations at 855-2558 ext. 242 or jurlezaga@compassidaho.org.

JU:kh,nb T:\FY11\900 Operations\990 Direct Operations-Maintenance\Board\FY2011 Board Items - from Accounting\for 04-18-11 Board - FY2012 Dues\FY12 Dues.doc

COMMUNITY PLANNING ASSOCIATION
FY2012 MEMBER DUES SCENARIOS

ATTACHEMENT 1.a.

	OPTION 1 CURRENT DUES PER FY2011 UPWP Revision-1		OPTION 2 APPLICATION OF "MODIFIED" DUES METHODOLOGY			OPTION 3 APPLICATION OF BOARD ADOPTED DUES METHODOLOGY. ASSUMES ALL ENTITIES AS COMPASS MEMBERS			OPTION 4 APPLICATION OF BOARD ADOPTED DUES METHODOLOGY. ASSUMES ASSOCIATION OF CANYON COUNTY HIGHWAYS DISTRICTS PAYING FULL DUES. ASSUMES CANYON COUNTY PAYING DUES NON-MEMBER CITIES			OPTION 5 APPLICATION OF BOARD ADOPTED DUES METHODOLOGY. ASSUMES DUES FOR NON- MEMBER AGENCIES NOT BEING PAID FOR BY CANYON COUNTY OR ASSOCIATION OF CANYON COUNTY HIGHWAY DISTRICTS		
	FY2009 Approved Population	Dues at n/a Per Person	FY2011 Estimated Population	Dues at \$ 1.395715 Per Person	Variance UPWP Rev1	FY2011 Estimated Population	Dues at \$ 1.375797 Per Person	Variance UPWP Rev1	FY2011 Estimated Population	Dues at \$ 1.375798 Per Person	Variance UPWP Rev1	FY2011 Estimated Population	Dues at \$ 1.404055 Per Person	Variance UPWP Rev1
GENERAL MEMBERS														
ADA COUNTY														
Ada County	60,830	200,030	60,510	198,292	(1,738)	60,510	195,462	(4,568)	60,510	195,462	(4,568)	60,510	199,476	(554)
Ada County Highway District		200,030		198,292	(1,738)		195,462	(4,568)		195,462	(4,568)		199,476	(554)
City of Boise	214,490	99,095	206,470	96,058	(3,037)	206,470	94,687	(4,408)	206,470	94,687	(4,408)	206,470	96,632	(2,463)
City of Eagle	21,090	9,743	20,140	9,370	(373)	20,140	9,236	(507)	20,140	9,236	(507)	20,140	9,426	(317)
City of Garden City	12,580	5,812	10,980	5,108	(704)	10,980	5,035	(777)	10,980	5,035	(777)	10,980	5,139	(673)
City of Kuna	14,830	6,852	15,470	7,197	345	15,470	7,095	243	15,470	7,095	243	15,470	7,240	388
City of Meridian	73,040	33,745	76,510	35,595	1,850	76,510	35,087	1,342	76,510	35,087	1,342	76,510	35,808	2,063
City of Star	5,690	2,629	5,880	2,736	107	5,880	2,697	68	5,880	2,697	68	5,880	2,752	123
TOTAL ADA COUNTY	402,550	\$ 557,936	395,960	\$ 552,647	\$ (5,289)	395,960	\$ 544,761	\$ (13,175)	395,960	\$ 544,761	\$ (13,175)	395,960	\$ 555,950	\$ (1,986)
CANYON COUNTY														
Association of Canyon County Hwy Districts							34,505	34,505		34,505	34,505			
Canyon Highway District No. 4		11,845		11,668	(176.32)			(11,845)			(11,845)		11,738	(107)
Nampa Highway District No. 1		11,845		11,668	(176.32)			(11,845)			(11,845)		11,738	(107)
Golden Gate Hwy Dist								-			-			
Notus Parma Highway Dist								-			-			
Canyon County	51,280	131,927	50,160	134,512	2,585	50,160	130,598	(1,329)	50,160	132,592	665	50,160	130,872	(1,055)
City of Caldwell	42,640	29,550	46,730	32,611	3,061	46,730	32,145	2,595	46,730	32,146	2,596	46,730	32,806	3,256
City of Greenleaf	920		850	-		850	585	585	850	-		850	-	
City of Melba	570		520	-		520	358	358	520	-		520	-	
City of Middleton	5,560	3,853	5,600	3,908	55	5,600	3,852	(1)	5,600	3,852	(1)	5,600	3,931	78
City of Nampa	81,840	56,715	81,920	57,168	453	81,920	56,353	(362)	81,920	56,353	(362)	81,920	57,510	795
City of Notus	620	429	530	370	(59)	530	365	(64)	530	365	(64)	530	-	(429)
City of Parma	2,030	1,407	1,990	1,389	(18)	1,990	1,369	(38)	1,990	1,369	(38)	1,990	1,397	(10)
City of Star			20	14	14	20	14	14	20	14	14	20	14	14
City of Wilder	1,710		1,530	-		1,530	1,052	1,052	1,530	-		1,530	-	
TOTAL CANYON COUNTY	187,170	\$ 247,570	189,850	\$ 253,308	\$ 5,738	189,850	\$ 261,195	\$ 13,625	189,850	\$ 261,195	\$ 13,625	189,850	\$ 250,006	\$ 2,436
SPECIAL MEMBERS														
Boise State University		8,190		8,100	(90)		8,100	(90)		8,100	(90)		8,100	(90)
Capital City Development Corporation		8,190		8,100	(90)		8,100	(90)		8,100	(90)		8,100	(90)
Department of Environmental Quality		8,190		8,100	(90)		8,100	(90)		8,100	(90)		8,100	(90)
Idaho Transportation Department		8,190		8,100	(90)		8,100	(90)		8,100	(90)		8,100	(90)
Valley Regional Transit		8,190		8,100	(90)		8,100	(90)		8,100	(90)		8,100	(90)
TOTAL SPECIAL MEMBERS		\$ 40,950		\$ 40,500	\$ (450)		\$ 40,500	\$ (450)		\$ 40,500	\$ (450)		\$ 40,500	\$ (450)
TOTAL COMPASS DUES		\$ 846,456	585,810	\$ 846,456	\$ (0)	585,810	\$ 846,456	\$ (0)	585,810	\$ 846,456	\$ (0)	585,810	\$ 846,456	\$ (0)

T:\FY11\900 Operations\991 Support Services Labor\Budget\FY2012 Development\FY12 Member Dues for 04-18-11 Board.xlsx

**COMMUNITY PLANNING ASSOCIATION
 FY2012 MEMBER DUES - RECOMENDED
 Option 5**

Attachment 1.b.

General Membership

Ada County	\$ 199,476
Ada County Highway District	199,476
Canyon Highway District No. 4	11,738
Nampa Highway District No. 1	11,738
Boise City	96,632
Caldwell City	32,806
Canyon County	130,872
Eagle City	9,426
Garden City	5,139
Kuna City	7,240
Meridian City	35,808
Middleton City	3,931
Nampa City	57,510
Parma City	1,397
Star City	2,767
Subtotal	<u>\$ 805,956</u>

Special Memberships

Boise State University	\$ 8,100
Capital City Development Corporation	8,100
Department of Environmental Quality	8,100
Idaho Transportation Department	8,100
Valley Regional Transit	8,100
Subtotal	<u>\$ 40,500</u>

TOTAL MEMBER DUES - FY2012 \$ 846,456

COMPASS BOARD MEETING AGENDA ITEM VI-A

Date: April 18, 2011



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Status of Local/State Agency Adoption of *Communities in Motion 2035*

Summary:

The COMPASS Board adopted *Communities in Motion 2035* in September 2010, and 2000 CDs and 100 print copies were delivered before Christmas. COMPASS staff then initiated contacts with local and state agencies to seek their adoption/approval of the plan. Attached is a list of staff assigned to work with each agency and the status of the outreach to date.

Staff Recommendation/Request:

Review the status for your agency and provide any comments or updates.

Implication (policy and/or financial):

Adoption or approval by local and state agencies strengthens the regional approach to transportation planning and demonstrates commitment to land use and other policies.

Highlights:

- Staff began contacting agencies to solicit their consideration of CIM in December 2010.
- Most member agencies have held initial meetings and/or scheduled consideration by their policy boards. (See attached table.)

More Information:

- 1) Attachments - 1
- 2) For detailed information contact: Charles Trainor, Principal Planner, at 855-2558 ext. 232 or ctrainor@compassidaho.org

CT: T:\FY11\600 Projects\661 CIM\Adoption\Board memo april 2011.docx

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

Attachment 1 - Status of CIM Consideration for Adoption by Local/State Agencies					
General Members – Priority 1		Contacted	Initial Meeting	Policy Group Meeting	Action
Ada County	Toni Tisdale	X	Held	Held	In process
		X	Not Needed	Resolution for adoption in legal review as of 3/15/11	
Ada County Highway District	Charles Trainor				
		X	Not Needed	Not Needed	Previous action included updates to CIM
City of Boise	Charles Trainor				
Canyon County	Don Matson	X	Held		
Canyon Highway District #4	Don Matson	X	Held		
City of Caldwell	Carl Miller	X			Adopted 2/22/11
City of Eagle	Liisa Itkonen	X	In process		
City of Garden City	Mary Ann Waldinger	X			
		X	Held	Tentative for 4/19/11	
City of Kuna	Charles Trainor				
		X		Set	Adoption April 2011
City of Meridian	Carl Miller	X			
City of Middleton	Don Matson	X	Held	In process	
City of Nampa	Mary Ann Waldinger	X	Held	Done	Adopted 3/21/11
City of Notus	Liisa Itkonen	X			
City of Parma	Toni Tisdale	X	Held	Set	Adopted 2/14/11
City of Star	Carl Miller	X		Scheduled 4/19/11	
Nampa-Highway District #1	Toni Tisdale	X	Held	Held	Endorsed 1/27/11

Special Members – Listed in Order of Priority					
Valley Regional Transit – Transportation Provider	Liisa Itkonen	X	Held	2/7/11	Accepted 2/16/11
Idaho Transportation Department – Transportation Provider	Toni Tisdale	X	In process		
Idaho Department of Environmental Quality - AQ	Mary Ann Waldinger	X	Deferred		
Capital City Development Corporation – Land Use	Charles Trainor	X	Held	Scheduled 4/25/11	
Boise State University	Liisa Itkonen	X			
Ex Officio – Priority 2					
Central District Health Department – AQ and Env	Liisa Itkonen	X	Set	Held 1/27/11	
Office of the Governor – Funding					
Greater Boise Auditorium District					
Non-Member Agencies					
City of Melba – Land Use and Transportation	Carl Miller	X		Set	Adopted 3/15/11
City of Greenleaf– Land Use and Transportation	Carl Miller	X			Adopted 2/1/11
City of Wilder– Land Use and Transportation	Liisa Itkonen	X			
Notus-Parma Highway District-Transportation	Toni Tisdale	X	Held		
Golden Gate Highway District-Transportation	Mary Ann Waldinger	X	Held		

Contact: Indicates that COMPASS staff have made initial contact with the agency via phone or email.

Initial Meeting: The recommended approach is to have a meeting with COMPASS Board and committee representatives to discuss CIM, likely issues, and desired approach to agency action.

Policy Group Meeting: A meeting of the elected officials for that agency.

T:\FY11\600 Projects\661 CIM\Adoption\Status Summary Table.docx

MARCH 2011 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM AND BUDGET, DEVELOPMENT, TRACKING AND FEDERAL ASSURANCES</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Continued FY2012 Unified Planning Work Program and Budget development. • Processed and tracked revenues and expenditures associated with the FY2011 Unified Planning Work Program and Budget. • Tracked changes and announcements in the Federal Register.
610	<p>SH 44 CORRIDOR PRESERVATION STUDY</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • Continued work on new scope of work and contract with ITD to replace current COMPASS contract.
611	<p>US 20/26 CORRIDOR PRESERVATION STUDY</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • Submitted comments to consultant on revised draft Environmental Assessment (EA) document; received completed changes for review.
620	<p>GROWTH AND TRANSPORTATION SYSTEM MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Presented 2010 Census to COMPASS Board. • Presented 2011 Population Estimates to COMPASS Board. • Received 2010 Census data, mapped, and evaluated population, housing, household sizes, and vacancy rates for population estimates. • Continued working on the Census Bureau Boundary and Annexation Survey (BAS) program. • Developed data for 2011 Performance Monitoring Report.
647	<p>REGIONAL GROWTH ISSUES AND OPTIONS</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Began development of population and employment forecasts with baseline of 2010 census estimates.
653	<p>COMMUNICATIONS AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Submitted two news releases to news media (education series and mobility management toolkit). • Compiled March monthly report. • Hosted March education series speaker (Gary Toth) for one presentation (March 23); co-sponsored Toth's keynote at an Idaho Smart Growth workshop on March 24. • Continued preparations for remainder of 2011 education series. Speakers are confirmed for April and May. • Tracked and facilitated COMPASS and transportation issues in news media. • Updated web site; made posts to COMPASS blog and Facebook page.
661	<p>COMMUNITIES IN MOTION</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Continued work to distribute plans and present <i>Communities in Motion</i> to member agencies for adoption. • Continued review of functional classification changes for inclusion in the 2020 Federal Functional Classification map. • Continued work with the Urban Land Institute (ULI) on the land use/growth evaluation process to be conducted in 2011. • Prepared materials on Reality Check and <i>Communities in Motion 2040</i> process and budget options.

PROGRAM NO.	
671	<p data-bbox="380 163 1013 197">MOBILITY MANAGEMENT STRATEGIES</p> <p data-bbox="1273 201 1529 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="402 239 1490 764" style="list-style-type: none"> • Participated in the Regional Coordinating Council’s meeting on March 1, 2011. • Participated with Valley Regional Transit to work with the students at the Youth Transportation Academy. • Met with Valley Regional Transit to coordinate work on a mobility development plan and other mobility projects. • Met with Gem Economic Development Association to discuss Mobility Development Plan proposal and planning future transit routes and resources for Gem County. • Hosted a booth at the 3rd Annual Idaho Conference on Refugees on February 28-March 1, 2011 at Boise State University to discuss and gather more information about refugee travel needs. • Attended Boise City Senior Group’s Senior Round Table meeting on March 22, 2011 to identify transportation and other needs and issues specific to older individuals.
672	<p data-bbox="380 764 915 798">RURAL MOBILITY MANAGEMENT</p> <p data-bbox="1273 802 1529 835" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="402 840 1490 1016" style="list-style-type: none"> • Finalized marketing/training “toolkit”: printed, posted to web, burned CDs, distributed, sent news release and email blast, posted to Facebook and Executive Director’s blog. • Gave presentation about the toolkit to Valley Regional Transit’s Regional Coordination Council on March 1, 2011.
685	<p data-bbox="380 1016 1127 1050">TRANSPORTATION IMPROVEMENT PROGRAM</p> <p data-bbox="1273 1054 1529 1087" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="402 1092 1523 1654" style="list-style-type: none"> • Hosted the TMA Balancing Committee on March 3, 2011. • Met with ITD staff regarding options in tracking projects on March 4, 2011. • Worked with ACHD, Boise State University, and Valley Regional Transit staff regarding a possible swap in funding. • Prepared for and participated in the Urban Balancing Committee on March 9, 2011. • Crossed trained staff to use ITD’s Project Tracking software for project reporting. • Met with a subcommittee of the TMA Balancing Committee regarding the merge of the Nampa Urbanized Area into the Boise Urbanized Area, funding possibilities, and consequences of using current TMA funding on a regional basis. • Worked on the TIP Update and developed required ITD forms for adding or changing projects in the Transportation Improvement Program.
692	<p data-bbox="380 1654 1295 1688">REGIONAL TRANSPORTATION FUNDING INFORMATION</p> <p data-bbox="1273 1692 1510 1726" style="text-align: right;">DON MATSON</p> <ul data-bbox="402 1730 1458 1793" style="list-style-type: none"> • Continued to collect data for reporting at the end of the fiscal year.

PROGRAM NO.	
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Continued evaluation of economic benefits model. • Assisted Boise State University with research on “collaborative governance” by reaching out to members of the public who have participated in COMPASS public involvement processes. • Assisted ITD and Canyon County agencies in review of Idaho 55 draft Access Management Plan (Marsing to Nampa).
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Provided information to the public on demographics, development, funding, and traffic issues.
705	<p>TRANSPORTATION LIAISON SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in the Caldwell Chamber of Commerce Transportation and Government Affairs Committees, and the Meridian Chamber of Commerce Transportation Committee in March 2011. • Attended the IT Board meeting on March 16, 2011. • Participated in joint coordination meeting between COMPASS, ITD, and IDEQ on March 16, 2011. • Met with Mayor Chris Collins and Mayor Vickie Thurber regarding City of Notus on March 29, 2011.
710	<p>COMPLETE STREETS</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Continued developing Nampa street network and impedances for Viacity walkscores. • Completed Viacity walkscores and maps for University of Idaho study at Overland Road and Orchard Street. • Attended Nampa Complete Streets open house on March 24, 2011.
715	<p>HIGH OCCUPANCY VEHICLE PARK & RIDE STUDY</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> • Met with Valley Regional Transit to review research findings and discuss next steps. • Received the draft park-and-ride site criteria from VRT for review. • Continued drafting “findings” report for review by interested agencies.
720	<p>STATE STREET TRANSIT CORRIDOR IMPLEMENTATION</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • Presented information on Transit and Traffic Operational Plan to RTAC on 23 March 2011. • Completed coordination on draft MOU with other agencies and distributed for consideration of boards/councils/commissions.

PROGRAM NO.	
760	<p>LEGISLATIVE SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Continued investigation into the availability of other MPO/COG Position Statements regarding the SAFETEA-LU reauthorization. • Hosted the annual COMPASS legislative reception (March 2). Attendance: 21 legislators, 11 Board members, 11 others. • Researched positions of related national organizations on reauthorization of the federal transportation bill and other federal transportation policies. • Attended a Legislative Town Hall meeting for District 14 Legislators and a conference call with District 10 Legislators regarding Legislative issues on March 4, 2011. • Participated in AMPO Policy Committee meeting on March 8, 2011 and March 9, 2011 via conference call.
761	<p>BLUE PRINT FOR GOOD GROWTH</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • No significant activity.
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Attended "Planning and Building Healthy Communities" workshop sponsored by Idaho Smart Growth. COMPASS co-sponsored keynote speaker Gary Toth. • Attended free webinar, "Planning for an Aging Society: Technologies for Safe Transportation Mobility" on March 25, 2011 provided by the Utah Chapter of the American Planning Association.
820	<p>COMMITTEE SUPPORT</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees. • Continued preparations for May Board retreat.
836	<p>MODEL MAINTENANCE AND SUPPORT</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Continued to provide special model runs as requested by member agencies. • Continued improvements and data input to the traffic count database.
837	<p>TRANSIT ON BOARD SURVEY</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Reviewed and provided comments on the draft report.
838	<p>HOUSEHOLD TRAVEL SURVEY, PHASE 1</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Held pre-proposal conference to address questions pertaining to the Request for Qualifications/Proposals.
842	<p>CONGESTION MANAGEMENT SYSTEM MAINTENANCE/ITS</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Completed travel time data collection on 12 of the 30 corridors.

PROGRAM NO.	
860	<p data-bbox="381 163 1253 199">GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</p> <p data-bbox="1299 199 1518 235" style="text-align: right;">ROSS DODGE</p> <ul data-bbox="402 235 1518 373" style="list-style-type: none"> • Maintained various regional geographic data layers in support of many COMPASS projects. • Continued work on a Landuse/Landcover (LULC) data set. • Finalizing work on the Performance Monitoring Report.
861	<p data-bbox="381 373 938 409">REGIONAL ORTHOPHOTOGRAPHY</p> <p data-bbox="1299 409 1518 445" style="text-align: right;">ROSS DODGE</p> <ul data-bbox="402 445 954 489" style="list-style-type: none"> • Sold 1 section of year 2000 data.
960	<p data-bbox="381 489 863 525">INFORMATION TECHNOLOGY</p> <p data-bbox="1201 525 1518 560" style="text-align: right;">JEANNE URLEZAGA</p> <ul data-bbox="402 560 1518 709" style="list-style-type: none"> • Continued coordination with the IT consultant. • Continued system and software maintenance and updates. • Continued to work on configuration and costs to move the IT system to a new location in FY2011.
991	<p data-bbox="381 709 836 745">SUPPORT SERVICES LABOR</p> <p data-bbox="1201 745 1518 781" style="text-align: right;">JEANNE URLEZAGA</p> <ul data-bbox="402 781 1445 951" style="list-style-type: none"> • Attended regular staff meetings and prepared monthly status and quarterly variance reports as required. • Continued work with MDC and VRT on administrative building in downtown Meridian. Groundbreaking was held on March 21, 2011. • Oversaw general administration and personnel.

T:\FY11\900 Operations\990 Direct Operations-Maintenance\Board\2011 Staff Activity Report\March 2011.doc

MEMORANDUM



TO: Community Planning Association Board of Directors

FROM: Don Matson, Principal Planner

DATE: March 7, 2011

RE: Status Report – Corridor Studies

ACTION REQUESTED:

None. Information only.

BACKGROUND:

Staff is currently co-managing two corridor studies—Idaho 44 and U.S. Highway 20/26—with the Idaho Transportation Department (ITD), District Three. The Corridor Preservation Committee (CPC), which includes elected officials and staff from affected agencies, meets as needed to provide input.

COMPASS is also part of State Street Corridor programs with the Ada County Highway District (ACHD), City of Boise, Valley Regional Transit (VRT) and other agencies. It is under a new task in FY2011, Task 720 State Street Transit Corridor Implementation, with COMPASS assuming the leadership role.

STATUS:

S.H. 44 Corridor Study:

- The consultant team continued work on a new scope of work for a contract with ITD.
 - No work on the project was initiated because the team is preparing to end the contract with COMPASS and sign a new contract with ITD.

U.S. 20/26 Corridor Study:

- ITD and COMPASS reviewed revisions to draft Environmental Assessment (EA) document and provided comments to consultant.
- Consultant addressed comments with additional revisions and submitted final draft EA to ITD and COMPASS for review.

State Street Transit Corridor:

- Consultant assisted staff of sponsoring agencies in Transit and Traffic Operational Plan (ACHD, City of Boise and VRT) in preparation of presentations to respective elected bodies.
- Consultant completed revisions to draft Memorandum of Understanding and distributed to all participating agencies for consideration.

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

DM:nb T:\FY11\700 Services\720 State Street Transit Corridor Implementation\Corridors-Status Reports\Apr-2011-CorridorUpdate.docx



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: MaryAnn Waldinger, Principal Planner

DATE: April 6, 2011

RE: **Status Report – Current Air Quality Efforts**

Action Requested:

None. Information only.

Background:

The information below provides an update on Treasure Valley air quality.

Status:

MARCH AIR QUALITY MONITORING

- The Idaho Department of Environmental Quality reported 2 days in the Treasure Valley with air quality levels in the moderate categories during the month of March 2011.
 - Both moderate air quality days were attributable to fine particulate matter (PM_{2.5}) recorded in Ada County.

YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate and above moderate days recorded since January 1, 2004.

	Good	Moderate	Unhealthy to Hazardous	Total
2004	308	58	0	366
2005	298	65	2	365
2006	273	91	1	365
2007	227	125	12	364
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011 YTD	71	16	3	90

Notes: 2004 and 2008 are Leap Years hence the extra day. In 2007, one day of data is missing for the month of May.

MW:nb T:\FY11\900 Operations\990 Direct Operations-Maintenance\Board\AQ Updates\AQ Update3-2011.doc



MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Toni Tisdale, Principal Planner

DATE: April 4, 2011

RE: **Status Report – Current Transportation Project Information**

Action Requested:

None. Information only.

Background:

The information below provides a monthly update on transportation trends, issues, and current project status.

Status:

Following is the most recent monthly reported statistics compared to the same month a year ago:

Boise Air Terminal	Feb 2011	Feb 2010*	% Change
Monthly Air Passengers (Inbound and Outbound)	207,816	212,315	-2.12%
Monthly Air Freight (Inbound and Outbound) (tons)	3,161	3,155	0.19%
Public Transportation Monthly Ridership	Feb 2011	Feb 2010*	% Change
ACHD VanPool (Active Routes)	86	84	2.38%
ACHD VanPool (Trips)	22,046	18,942	16.39%
Valley Regional Transit Boise Urbanized Area Services	100,972	106,299	-5.01%
Valley Regional Transit Nampa Urbanized Area Services	16,508	17,515	-5.75%
Total	139,526	142,756	-2.26%
Other Public Transportation Reporting Average Hourly Ridership	Feb 2011	Feb 2010*	% Change
Valley Regional Transit Boise Urbanized Area Services	20.2	21.3	-5.16%
Valley Regional Transit Nampa Urbanized Area Services	18.9	19.5	-3.08%

*There is a possibility that previously reported statistics do not match those in this report due to data finalization.

STATUS OF MAJOR PROJECTS

* Information as of early April 2011.

Project	Sponsor	Comments*
16 th Avenue North, 7 th Street to Garrity Boulevard	Nampa	This Governor's Discretionary project will resurface this section of 16 th Avenue North, upgrade all sidewalks to Americans with Disabilities Act (ADA) compliance, and install two pedestrian crosswalks/signals. The draft Plans, Specifications, and Engineer's estimates packet is complete and submitted for review.
36 th Street Bike/Pedestrian Bridge, Garden City	Garden City/ Boise	Project is complete.
Airport Road/Overland Road Corridor Study	Nampa	This project seeks an alternative east-west alignment between Overland Road at Ten Mile Road in Ada County and either Stamm Lane, Airport Road, or Victory Road in Canyon County. The Technical Advisory Committee has narrowed the alignment to two options. A public officials meeting is scheduled for April 18, 2011.
Amity Avenue, Nampa	Nampa	This project is a Congressional earmark to widen Amity Avenue in the City of Nampa. Design phase began August 25, 2009, and is nearing completion. Final design, right-of-way acquisition, and completion of the Plans, Specifications, and Engineering estimates package is anticipated in early 2011. The approval of the Environmental Assessment is imminent. Right-of-way acquisition will begin immediately after approval of the Environmental Assessment.
Canyon Crossroads Transportation Museum, Melba	Canyon County	This Transportation Enhancement project will construct a 3,800 square foot Transportation Museum at Celebration Park in Canyon County. The original bid was well over the estimate. The County is now partnering with the Southwest Idaho Resource Conservation and Development Council and is seek additional funding. They are also reviewing the original design concept to find ways to reduce the cost of the project without affecting the original design intent.
Curtis Road ITS	ACHD	This is a Stimulus project that will upgrade traffic signal equipment. Construction will begin in fall 2011.
Eagle Road, Victory Road to Ridenbaugh Canal	ACHD	Intersection work is complete. Bridge construction is complete except for bridge sidings. Work is proceeding on the east side of the bridge. Expected completion in May 2011.
Federal Aid Arterials and Collectors – FY2011	ACHD	Final plans are under review. Construction to begin in late summer 2011.
Federal Aid Arterials and Collectors – FY2012	ACHD	Design is underway. Construction to begin in late summer 2012.
Five Mile Road, Franklin Road to Fairview Avenue	ACHD	Project design is substantially complete. Additional design is pending for storm water and pedestrian facilities. Right-of-way acquisition is underway.
Franklin Road and Black Cat Road Intersection	ACHD	Consultant selection is underway for design. Construction is programmed for FY2015.
Franklin Road, Black Cat Road to Ten Mile Road	ACHD	Consultant selection is underway for design. Construction is expected to begin in FY2016.
Franklin Road, Ten Mile Road to Linder Road	ACHD	Project design complete. Right-of-way acquisition is underway. Construction scheduled for FY2012.
Franklin Road, Touchmark Way to Five Mile Road	ACHD	Design is substantially completion. Construction to begin in FY2012.
I-84, 10 th Street Interchange to Franklin Road Interchange, Caldwell	ITD	This FY2011 project will construct a "slip" ramp on westbound I-84 between the 10 th Street Interchange and the Franklin Road Interchange in Caldwell. A slip ramp is a lane that starts and ends between an on-ramp (10 th Street) and an off ramp (Franklin Road). The project is scheduled to begin on April 15, 2011, and will last about 2.5 months.
I-84, Broadway Avenue Interchange Ramp Improvements	ITD	This project will rehabilitate the existing pavement of all legs of the ramps at Broadway Interchange. Construction is expected to begin by late March or early April 2011, depending on weather conditions and coordination with the I-84, Cole Road to Broadway Avenue widening project. The contractor will mill off the top layer of cracked and deteriorated pavement, followed by a layer of new pavement for a smoother driving surface. This will also extend the life of the pavement.

Project	Sponsor	Comments*
I-84, Cloverdale Underpass	ITD	This bridge preservation project will resurface and overlay the bridge deck using hydro-demolition and overlay. Traffic control will consist of closing Cloverdale Road while the project is under construction, with nighttime lane closures on I-84. In addition, permanent shoulder closure will be in place. Due to ACHD work in the immediate vicinity of the project, the start date was advanced by seven days to June 20, 2011.
I-84, Cole Interchange to Orchard Interchange, Orchard Interchange to Vista Interchange, Vista to Broadway Interchange	ITD	This project rebuilds and widens I-84 from Orchard Interchange to the Broadway Interchange to four lanes in each direction. In the current configuration, westbound through traffic is shifted south at the Broadway Interchange. The current configuration is working well, so the contractor cancelled the major eastbound traffic shift. Last month, the contractor completed the paving on the westbound side of the interstate. Work continues on the eastbound side.
I-84, Franklin Boulevard Interchange to 11 th Avenue Widening	ITD	This project will reconstruct and widen the existing interstate to three lanes in each direction, adds a fourth "auxiliary lane" in the eastbound direction of I-84, and reconstructs the Phyllis Canal and railroad structures. The contractor completed construction of the Stage 2 concrete paving and concrete guardrail in the median area. The contractor switched the westbound traffic on March 11, 2011, and eastbound on March 18, 2011, completing all work associated with Stage 2. The contractor will start the construction activities associated with Stages 3 and 4 – constructing the roadway in both directions and reconstructing the eastbound railroad structure in April 2011. The project is expected to be complete in early 2012.
I-84, Garrity Interchange Bridge Widening	ITD	This project will replace the two existing bridges carrying I-84 traffic over Garrity Boulevard with a single, wider bridge to allow for additional lanes on I-84. Reconstruction of I-84 for about one-half mile on each side of the bridge is included in the project. Work began on January 10, 2010. The contractor completed placement of the concrete deck on the final phase of bridge construction. In April 2011, the contractor will construct the parapets on the bridge; the eastbound on-ramp; and curb, gutter and sidewalks on Garrity Boulevard. The project is expected to be complete in June 2011.
I-84, Garrity Interchange to Meridian Interchange, Traffic Control	ITD	This project consists of maintaining traffic control between the Garrity Interchange and the Meridian Interchange during the reconstruction and widening of I-84, including construction of the Ten Mile Interchange. Traffic control operations include detours of I-84 between the Garrity and Meridian Interchanges, work zone speed reductions, lane closures, rolling slowdowns, detour signs, construction striping, and traffic control maintenance.
I-84, Gowen Railroad Bridge Eastbound Lane, Boise	ITD	This is a bridge replacement project. The Plans, Specifications, and Engineer's estimate is expected the first quarter of FY2012, and construction is anticipated to begin spring or summer 2013.
I-84, Ten Mile Interchange	ITD	This project will replace the existing Ten Mile overpass with an interchange. This project will also reconstruct Ten Mile Road north to Franklin Road and south to Overland Road to tie into the existing roadways with bridges over I-84, including a bridge at Tasa Drive and a bridge north of the main overpass. Currently, Ten Mile Road is open (70 days early). Traffic is limited to one lane in each direction due to the landscaping construction in progress. Ramp work continues, and preparation for concrete paving is in progress on I-84 under the structure. The ramps are expected to open in mid-May 2011.
I-84, Ten Mile Road Interchange Landscaping	ITD	This is a Stimulus project. The project includes the planting of "un-mown" grass and shrubs in the four interchange islands and two median islands on Ten Mile Road, rock mulching, concrete borders, and the installation of an irrigation system for the islands and portions of the ramp and Ten Mile Road slopes. Work is currently underway.
Intersection of Karcher Road and Middleton Road, Nampa	ITD/ Nampa	This project will reconstruct the existing Karcher Road and Middleton Road intersection from just west of the Elijah Drain culvert to the vicinity of Sundance Street, including curb, gutter, sidewalk, traffic signal, additional lanes, drainage, and on-street lighting. The Notice to Proceed on the design contract is imminent.

Project	Sponsor	Comments*
Intersection of Star Road and Franklin Road (roundabout)	Nampa	This project is to design and acquire right-of-way for a two-lane roundabout and to construct the first lane of the roundabout. Right-of-way acquisition is proceeding. Construction will not begin until FY2012.
Kuna Overlays	ACHD	This overlay project is planned for roads within the City of Kuna. Work is expected to begin mid- to late June 2011.
Meridian Road and Main Street, Franklin Road to Cherry/Fairview Avenue	ACHD	Design is substantially complete. Right-of-way negotiations are underway. Construction expected in FY2013.
Nampa Downtown Traffic Signal Interconnect	Nampa	This project will replace a dozen traffic signal controllers in downtown Nampa, interconnect them and initiate a traffic operations center. The project is under construction with an anticipated completion date before the end of May 2011.
SH-16, I-84 to SH-44 Environmental Study	ITD	This project will preserve a corridor to provide for a future 7.5 mile extension of SH-16 connecting to I-84. The Final Environmental Impact Statement was signed on February 8, 2011. The environmental document was published in the Federal Register on February 18, 2011, and has a 30-day review period that ends March 21, 2011. The Record of Decision is scheduled for April 2011.
SH-16, Intersection of Floating Feather Road	ITD	This is an intersection improvement project. Proposed work includes widening and lengthening the irrigation culvert to accommodate the construction of a left turn lane. Work started January 24, 2011, with traffic control in place. The speed limit is reduced to 45 miles per hour. The contractor has completed paving, and the new pavement markings should be in place by March 29, 2011.
SH-16, US 20/26 to SH-44	ITD	This project will construct a four-lane divided highway with at-grade intersections at US 20/26 (Chinden Boulevard) and SH-44 (State Street) near Star. The project will construct 2.2 miles of the future corridor including a new Boise River crossing. Local roads will be constructed as necessary to provide access to property adjacent to the new full access-controlled facility. The demolition package for parcels already acquired was advertised in March 2011. Once the Record of Decision is issued for this project's environmental documents (expected in April 2011), the remaining final design activities and right-of-way acquisition can proceed. ITD anticipates advertising for construction in winter 2011, with construction beginning in spring 2012. Three bid packages are anticipated for this project.
SH-16, Willow Creek Bridge	ITD	This is a bridge replacement project. This two-lane bridge will be replaced with a three-lane structure. In this six month project, the existing bridge will be widened (54 feet compared to 36 feet). District 3's Design and Bridge division is designing the project. The Plans, Specifications, and Engineer's estimate are anticipated in winter 2010/2011. Construction is scheduled for summer 2011.
SH-19, Corridor Study	ITD	The SH 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs on SH 19 beginning in Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line, finishing at Oregon SH 201. It shares the route of US 95 between Homedale and Wilder. The study is expected to be complete following the acceptance of both the Idaho 55 and US 95 Corridor Studies.
SH-21, Mores Creek Bridge/High Bridge	ITD	This project will rehabilitate the existing bridge including deck, joints, replacement of the bridge parapet and railing, foundation, and other repairs. The nature of the work, coupled with site conditions, will require one-lane of the bridge to be closed throughout the project. Traffic will be restricted to one-lane and alternate, controlled by temporary signals. Last month, the contract continued to install structural upgrades to the abutments and piers. Based on requests from concerned boaters, ITD decided to allow over-width vehicles through the construction site on an appointment basis. Once per week at a predetermined time, flaggers will take control of the site and allow wide boats through.
SH-21, Robie Creek Road/Lucky Peak High Bridge to Idaho City	ITD	This thin-lift overlay project is a Stimulus cost savings project. The project runs from Milepost 22 to 39. This project has a floating start date and will likely start in May 2011. It will extend the life of the pavement and restore the driving surface for a smoother ride.

Project	Sponsor	Comments*
SH-55 (Eagle Road), Fairview Avenue to SH-44	ITD	This is a pavement rehabilitation project on SH-55 (Eagle Road) between Fairview Avenue and SH-44 and includes raised medians from Franklin Road to SH-44. Additional public outreach and a public meeting will be completed in summer 2011. A project concept report will be completed in spring 2011. The Plans, Specifications, and Engineer's estimates packets is anticipated by October 2011. Construction is expected in FY2013.
SH-55, Karcher Road Access Management Plan (South Segment)	ITD	The Karcher Road Access Management Plan was adopted by the City of Nampa on March 7, 2011, and is scheduled for presentation to the City of Caldwell and Canyon County Highway District #4 in April 2011. The Access Management Plan will be incorporated into the Corridor Plan for Canyon and Owyhee Counties, in draft form by April 2011, following receipt of the 2010 Census data.
SH-55, Snake River Bridge to Pride Lane	ITD	This is a 4.5 mile pavement rehabilitation project in Canyon County on SH-55 from milepost 2.75 to 3.845 and milepost 6.54 to 7.113. Construction is expected in FY2012.
State Street ITS, ACHD	ACHD	Working out project scope with ITD. Design will begin once scope is resolved.
Three Cities River Crossing	ACHD	This is for preservation of a new river crossing between SH-44 and US 20/26. An ACHD Commission public hearing held on July 21, 2010 resulted in the recommendation of the No Build Alternative. ACHD in cooperation with FHWA will complete the Final Environmental Impact Statement with a No Build Preferred Alternative recommendation.
Transit – ADA Bus Stop Improvements	VRT	This is a Stimulus project. The project will provide improvements to sidewalks near bus stops to comply with the Americans with Disabilities Act. The construction of the first 40 locations is complete. Staff submitted design plans for 50% of the Phase II projects to the affected government agencies. The remainder of the plans will be submitted in March 2011. Projects will go out to bid at the end of April 2011. Staff expects to present the construction contracts to the Valley Regional Transit board at the June 2011 meeting. Construction of the Phase II projects will begin in summer 2011 and completed by the end of spring 2012.
US-20/26, Oregon State Line to I-84, Corridor Study	ITD	The purpose of this study is to develop a medium range plan that identifies current and future highway needs for more than 14 miles of US 20/26 running from I-84 near Caldwell west to Nyssa, Oregon and the Snake River. The highway overlaps US 95 for eight miles from east of Parma to Anderson Corner Road. The study for that section is addressed in the ongoing US 95 Corridor Study. The study is expected to be completed following the acceptance of the Idaho 19 Corridor Study.
US-95 Access Management Plan (South and North Segments)	ITD	The south segment (Canyon and Owyhee counties) and the North segment (Weiser to Idaho County Line) of the US 95 Access Management Plan are expected to be in draft form by October 2011.
US-95, Wilder South City Limit to Parma South City Limit, Canyon County	ITD	This is an 8.2 mile pavement rehabilitation project. Construction is scheduled for FY2012.
Ustick Road ITS	ACHD	This is a Stimulus project. The local agreement was recently signed. Equipment will be purchased and installed by ACHD. Construction will begin in fall 2011.

Yearly Alternative Transportation Trip Report

Attachment 1

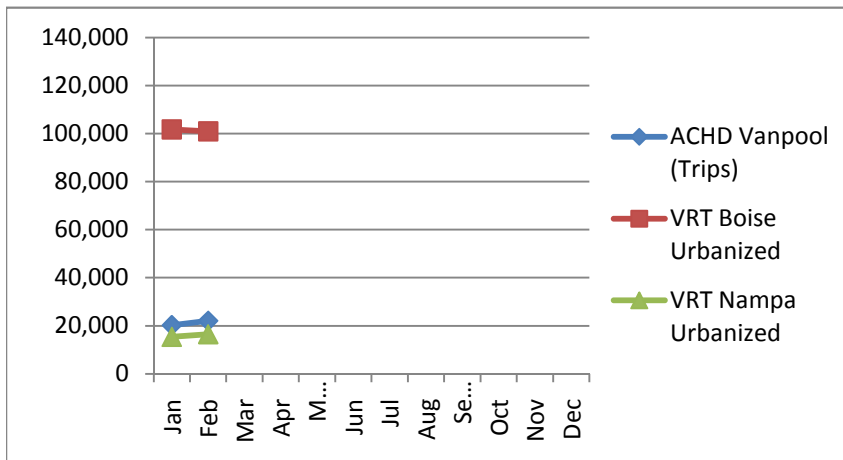
CY2011	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Feb	Yearly % Change 10-11
ACHD Vanpool (Trips)	20,243	22,046											42,289	8.41%
VRT Boise Urbanized	101,782	100,972											202,754	-3.45%
VRT Nampa Urbanized	15,364	16,508											31,872	-3.31%

CY2010	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Feb	Yearly % Change 09-10
ACHD Vanpool (Trips)	20,065	18,942	22,466	20,626	17,675	20,417	18,630	19,046	18,790	18,596	18,036	19,160	39,007	-4.07%
VRT Boise Urbanized	103,704	106,299	120,174	114,145	99,467	97,152	91,474	95,262	98,048	103,049	93,466	94,292	210,003	0.04%
VRT Nampa Urbanized	15,449	17,515	18,362	21,100	16,136	16,084	16,151	18,143	20,607	23,260	15,866	13,973	32,964	1.78%

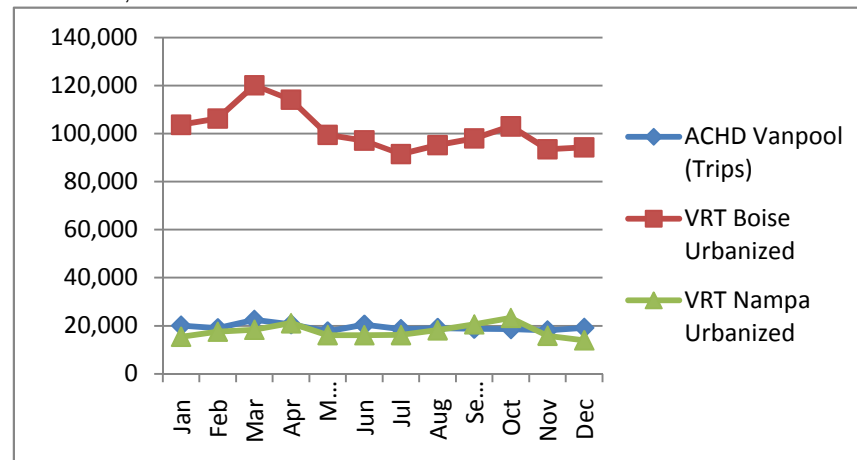
CY2009	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Feb	Yearly % Change 08-09
ACHD Vanpool (Trips)	21,341	19,323	21,325	21,244	17,327	19,693	18,704	17,213	19,449	19,977	17,808	19,387	40,664	5.36%
VRT Boise Urbanized	104,815	105,104	107,494	115,431	100,891	98,370	95,048	87,730	102,043	103,486	98,446	102,061	209,919	19.99%
VRT Nampa Urbanized	15,591	16,796	17,555	18,710	15,410	15,862	16,021	17,117	19,857	19,823	16,751	15,707	32,387	14.61%

CY2008	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Feb	Yearly % Change 07-08
ACHD Vanpool (Trips)	20,357	18,240	18,728	21,848	20,104	21,061	22,053	21,953	22,715	24,318	19,052	20,773	38,597	17.99%
VRT Boise Urbanized	86,369	88,581	87,895	97,235	92,770	83,055	97,213	92,814	107,159	120,474	98,776	101,970	174,950	5.94%
VRT Nampa Urbanized	13,386	14,873	15,023	17,455	17,054	17,579	19,279	18,629	22,166	22,680	15,284	15,595	28,259	29.72%

2011



2,010



DEMOGRAPHIC ADVISORY COMMITTEE

ITEM VII-E

Attendance List of Members

Member Agency/Name	Jan '11 No Mtg	Feb '11	Mar '11 No Mtg	Apr '11	May '11	June '11	July '11	Aug '11	Sept '11	Oct '11	Nov '11	Dec '11	TOTAL
ACCHD/K. Knapp													0
ACHD/ <i>C. Little/J. Lowe</i>		1											1
Ada County/B.Danielson		1											1
BSU/ <i>S. Islam</i>													0
CCDC/J. Cecil													0
Canyon Co. Dev. Services / <i>D. Hunter</i>													0
City of Boise/ <i>J. Tomlinson/B. Eggleston/P.Nilsson</i>		1											1
City of Caldwell/ <i>B. Billingsley</i>		1											1
City of Eagle/ <i>N. Baird Spencer</i>		1											1
City of Garden City/ <i>J. Thornborrow</i>													0
City of Kuna/ <i>M. Obray</i>													0
City of Meridian/ <i>C. Hood</i>		1											1
City of Middleton/ <i>W. Howell</i>													0
City of Nampa/ N. Holm													3
City of Notus/C. Collins													0
City of Star/ <i>N. Mitchell</i>													0
IDEQ/ <i>S. Coe</i>		1											1
Public Participation Committee/D. Nelson		1											1
Valley Regional Transit/ T. Vanegas													0
Ex officio Members													
Chamber of Commerce - Ada County/ <i>J.Jones/C.Krause</i>													0
Chamber of Commerce- Canyon Co./T. Kasper													0
COMPASS/ <i>C. Miller</i>		1											1
Development Community - Ada County/C. Danley		1											1
Major Utilities / Idaho Power/ <i>B. Snow</i>		1											1
Development Community - Canyon County/Vacant													0

REGIONAL TECHNICAL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '11	Feb '11	Mar '11	Apr '11	May '11	June '11	July '11	Aug '11	Sept '11	Oct '11	Nov '11	Dec '11	TOTAL
General Members													
ACHD/ <i>S. Anderson & R. Head</i>	1	1	1										3
Ada County/ <i>M. Johnson</i>	1	1	1										3
BSU/ <i>C. Jones</i>	1												1
Canyon County/ <i>J. Carson</i>	1		1										2
Canyon Highway District #4/ <i>C. Hopper</i>	1	1	1										
CCDC/ <i>J. Cecil</i>	1		1										2
City of Boise/ <i>Lacey/Gallagher/Nilsson</i>	1	1	1										3
City of Caldwell/ <i>R. MacDonald</i>			1	1									2
City of Eagle/ <i>N. Baird Spencer</i>			1										1
City of Garden City/ <i>J. Thornborrow</i>													0
City of Kuna/ <i>S. Hasson</i>		1											1
City of Meridian/ <i>C. Hood</i>	1	1	1										3
City of Middleton/ <i>W. Howell</i>	1	1	1										3
City of Nampa/ <i>C. Bowman</i>	1	1	1										3
City of Notus/ <i>C. Collins</i>													0
City of Parma/ <i>C. Telford</i>													0
City of Star/ <i>N. Mitchell</i>													0
IDEQ/ <i>D. Luft</i>			1										1
ITD/ <i>M. Garz</i>	1	1	1										3
Nampa Highway District #1/ <i>E. Shannon</i>	1	1	1										
Public Participation Committee/ <i>D. Smith</i>	1	1											2
Valley Regional Transit/ <i>M. Barker</i>	1	1											2
Ex officio Members													
Central District Health/ <i>R. Howarth</i>	1		1										2
COMPASS/ <i>D. Matson</i>	1	1	1										3
Governor's Office/ <i>J. Kreizenbeck</i>													0
Greater Boise Auditorium District/ <i>Vacant</i>													0

TRANSPORTATION MODEL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '11 No Mtg	Feb '11 No Mtg	March '11 No Mtg	April '11 No Mtg	May '11	June '11	July '11	Aug '11	Sept '11	Oct '11	Nov '11	Dec '11	TOTAL
General Members													
ACCHD/ <i>T. Milich/T. Richard</i>													0
ACHD/ <i>A. Pillai</i>													0
Ada County/ <i>S. Pillow</i>													0
Canyon County/ <i>J. Carson</i>													0
City of Boise/ <i>K. Gallagher</i>													0
City of Meridian/ <i>T. Curns</i>													0
City of Nampa/ <i>C. Bowman</i>													0
IDEQ/ <i>S. Coe</i>													0
ITD/ <i>K. Sablan</i>													0
ITD/ <i>G. Sanderson</i>													0
Public Participation Committee/ <i>J. Madsen</i>													0
Small Cities Rep/ <i>V. Brewer</i>													0
Valley Regional Transit/ <i>T. Vanegas</i>													0
Appointed Transportation/Land Use/Air Quality Professionals													
CH2M Hill, Inc./ <i>T. Wagner</i>													0
Pline Engineering/ <i>J. Pline</i>													0
The Transpo Group/ <i>B. Turley</i>													0
URS Washington Division/ <i>J. Witt</i>													0
Ex officio Members													
COMPASS/ <i>M. Waldinger</i>													0

REGIONAL GEOGRAPHIC ADVISORY COMMITTEE

Attendance List of Members

Member Agency/Name	Jan '11 No Mtg	Feb '11 No Mtg	Mar '11 No Mtg	Apr '11	May '11	Jun '11	July '11	Aug '11	Sept '11	Oct '11	Nov '11	Dec '11	TOTAL
General Members													
Ada County/ <i>T. Buchanan</i>													0
Ada County Assessors/ <i>A .Kawalec</i>													0
ACHD/ <i>C. Spencer</i>													3
Canyon County Assessors/ <i>J. Cooperdock</i>													0
Canyon Highway District No. 4/ <i>K. Knapp</i>													3
CCDS/ <i>S. Higuera</i>													0
City of Boise/ <i>J. Hetherington</i>													0
City of Caldwell/ <i>D. Marston</i>													0
City of Eagle/ <i>B. Vaughan</i>													0
City of Garden City/ <i>T. Fenske</i>													0
City of Kuna/ <i>M. Borzick</i>													0
City of Meridian/ <i>R. Jack</i>													0
City of Nampa/ <i>L. Grady</i>													0
ITD/ <i>B. Emmen</i>													0
Public Participation Committee/ <i>M. Gaddi</i>													0
Ex officio Members													
COMPASS/ <i>E. Adolfsen</i>													0
COMPASS/ <i>R. Dodge</i>													0

MEMORANDUM

To: Community Planning Association Board of Directors

FROM: Liisa Itkonen, Principal Planner

DATE: April 4, 2011

RE: **Status Report – Mobility Management**

ACTION REQUESTED:

None. Information only.

BACKGROUND:

COMPASS' Mobility Management work comprises five projects funded from Valley Regional Transit's Job Access and Reverse Commute (JARC) and New Freedom grants, and five projects funded by the American Recovery and Reinvestment Act (ARRA) funds.

STATUS:

Mobility Management Strategies (JARC and New Freedom)

- Participated in the Regional Coordinating Council's meeting on March 1, 2011.
- Participated with Valley Regional Transit to work with the students at the Youth Transportation Academy.
- Met with Valley Regional Transit to coordinate work on a mobility development plan and other mobility projects.
- Met with Gem Economic Development Association to discuss Mobility Development Plan proposal and planning future transit routes and resources for Gem County.
- Hosted a booth at the 3rd Annual Idaho Conference on Refugees on February 28-March 1, 2011 at Boise State University to discuss and gather more information about refugee travel needs.
- Attended Boise City Senior Group's Senior Round Table meeting on March 22, 2011 to identify transportation and other needs and issues specific to older individuals.

Rural Mobility Management (ARRA)

- Finalized marketing/training "toolkit": printed, posted to web (http://www.compassidaho.org/prodserv/mobility_toolkit.htm), burned CDs, distributed, sent news release and email blast, posted to Facebook and Executive Director's blog.
- Gave presentation about the toolkit to Valley Regional Transit's Regional Coordination Council on March 1, 2011.

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

LI:nb T:\FY11\600 Projects\671 Mobility Management\BoardStatusRprt\March2011 Mobility Update.docx

MEMORANDUM

TO: Matt Stoll, Executive Director
FROM: Toni Tisdale, Principal Planner
DATE: March 17, 2011
RE: Request for Approval of Administrative Modification #3 for the FY2011-2015 Regional Transportation Improvement Program (TIP)

ACTION REQUESTED:

Request for approval of Administrative Modification #3 for the FY2011-2015 Regional Transportation Improvement Program (TIP).

BACKGROUND:

ACHD requested a funding change between the Franklin Road, Black Cat Road Intersection and Franklin Road, Black Cat Road to Ten Mile Road projects. The projects will be designed together for cost efficiencies. The action moves funds between the two projects in order to fully use the efficiencies of designing the projects together.

ITD District 3 staff requested a change in the key number for the SH 55, Intersection of Karcher Road and Middleton Road in the city of Nampa. The projects started as two separate projects and were merged together. The District determined the wrong key number was retained and wants to change to the other key number that was involved. This action also includes correction to the design funding included in FY2011.

STATUS:

The following changes are proposed to the FY2011-2015 Regional Transportation Improvement Program:

Per recommendation of the TMA Balancing Committee on March 3, 2011:

- **Franklin Road and Black Cat Road Intersection (12367)** – Reduce preliminary engineering (PE) by \$35,000 and preliminary engineering consulting (PC) by \$450,000 and move funds to KN 12368.
- **Franklin Road, Black Cat Road to Ten Mile Road (12368)** – Increase PE by \$5,000 and PC by \$480,000 from KN 12367.

Per ITD District 3 Staff on February 23, 2011:

- **SH 55, Intersection Karcher Road and Middleton Road, Nampa (11053)** – (Safety Statewide and STP-U funds) Change key number to 12046. Adjust funding as follows: for the Safety-Statewide funding source, remove all preliminary engineering and preliminary engineering consultant funds. For the STP-Urban funding source, increase preliminary engineering by \$10,000 and increase preliminary engineering consultant by \$115,000. The merge in projects resulted in too much funding programmed for project development overall.

Details of the changes are provided in Attachment 1.

Approval:

All changes for Administrative Modification #3, as provided in this memorandum and detailed on Attachment 1, are approved as of March 17, 2011.



**Matthew J. Stoll, Executive Director
Community Planning Association**

Attachment (1)

pc: 685.03

TT:nb T:\FY11\600 Projects\685 TIP\1115 TIP\110315AdminMod3.doc



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

800 S. Industry Way, Ste 100

Meridian, ID 83642

P: 208.855.2558

F: 208.855.2559

www.compassidaho.org

Recommended Changes to the FY2011-2015 TIP
Per ACHD and Valley Regional Transit
February 22, 2011

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
12367	Franklin Road and Black Cat Road Intersection	PE	50 <u>15</u>						50 <u>15</u>
		PC	450 <u>0</u>						450 <u>0</u>
	Funding Source: STP-TMA	RW		1200					1200
	Reconstruct the intersection at Franklin Road and Black Cat Road with a three (3) lane by five (5) lane intersection or a two-lane roundabout. <u>Development is companioned with KN 12368.</u> Reduce PE by \$35,000 and PC by \$450,000 and move to KN 12368.	UT							
		CE				200			200
		CN				2000			2000
		Sum	500 <u>15</u>	1200	0	2200	0	0	3900 <u>3415</u>
	12368	Franklin Road, Black Cat Road to Ten Mile Road	PE	10 <u>15</u>					
PC			540 <u>1020</u>						540 <u>1020</u>
Funding Source: STP-TMA		RW							0
Widen Franklin Road from two (2) lanes to five (5) lanes from Black Cat Road to Ten Mile Road. Work includes curb, gutter, sidewalks, and bicycle facilities. <u>Development is companioned with KN 12367.</u> Increase PE by \$5,000 and PC by \$480,000 from KN 12367.		UT							0
		CE							0
		CN						7421	7421
		Sum	550 <u>1035</u>	0	0	0	0	7421	7971 <u>8456</u>

Per ITD District 3 Staff
February 23, 2011

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
11053 <u>12046</u>	SH 55, Intersection Karcher Road and Middleton Road, Nampa	PE	30 0						30 0
		PC	500 0						500 0
	Funding Source: Safety-Statewide	RW							0
	Intersection improvement at the Intersection of Karcher Road and Middleton Road in Nampa.	UT							0
		CE				375			375
		CN				2500			2500
		Sum	530 0	0	0	2875	0	0	3405 <u>2875</u>
	Change key number per ITD staff and remove PE and PC funds to match STIP.								
11053 <u>12046</u>	SH 55, Intersection Karcher Road and Middleton Road, Nampa	PE	0 10						0 10
		PC	0 115						0 115
	Funding Source: STP-U	RW							0
	Intersection improvement at the intersection of Karcher Road and Middleton Road in Nampa.	UT							0
		CE							0
		CN				1586			1586
		Sum	0 125	0	0	1586	0	7421	1586 <u>1711</u>
	Change key number and reduce per ITD staff and increase PE by \$10,000 and PC funds by \$115,000 to match STIP.								

Legend: PE=Preliminary Engineering, PC=Preliminary Engineering Consultant, RW=Right-of-way, UT = Utilities, CE=Construction Engineering, CN=Construction.