

RTAC Meeting Schedule and Expectations

- Apr 27 - RTAC voted to recommend horizon year 2040 and geographic area of Ada and Canyon Counties.
- May 4 - RTAC approved a motion recommending the initiation of a sustainability plan with:
- all the sustainability factors considered
 - that the transportation component of CIM 2040, be completed by 2014 satisfactory to FHWA
 - that we address all, if possible, of the other components at the inventory level by 2014 and,
 - in the next four weeks select , one or two of those components for sustainability to be addressed in more depth by 2014.
- RTAC approved a motion requesting that COMPASS staff reach out to the parties identified through the TIGER [regional sustainability grant] grant process last year and potentially some of the members from RTAC's subcommittee on sustainability to inform them of where RTAC is going with a scope of work and plan for updating CIM 2040 to see if they are interested, available, and willing to help in addressing the sustainability issues that are in red on the table and resources they may have. The responses were requested by Friday 5/13/11.
- RTAC approved a motion requesting that that the Committee follow up with a list of inventories and plans they individually have to contribute to CIM so it won't have to be redone and forward to Charles Trainor by close of business on Monday, May 9, 2011.
- RTAC approved a motion to request the Demographic Advisory Committee to initiate the discussion on developing a regional growth total for CIM 2040, different methodologies to take us from 2035 to 2040, review the 2010 Census data at a TAZ level and report any anomalies with the 2035 forecast prior to the development of the 2040 control total and, to initiate the discussion on the factors or assumptions to help inform the scenario process.
- May 11 - RTAC approved a motion to drop element 2.5, opinion survey, and reduce element 7.6, printing/distribution, from \$101K to \$50K.
- RTAC approved a motion to reduce element 7.5, public involvement, to \$40K and reduce element 8.9, community and public involvement, to \$20K.
- RTAC approved a motion to reduce element 3.6, economic conditions, to \$20K and reduce element 7.2, transportation financial plan and project cost estimates, to \$30K.
- RTAC approved a motion to reduce element 3.6, economic conditions, to \$30K instead of \$20K and reduce element 7.2, transportation financial plan and project cost estimates, to \$30K.
- RTAC approved a motion to affirm \$80K for 6.3, economic modeling of transportation enhancements, that direct number of workdays be adjusted to the correct number of days, modify title to better describe its purpose related to sustainability and that on the GANTT chart, shading

be extended to the likely duration of the use of the model rather than the existing six month period.

- RTAC approved a motion that element 2.5, opinion survey, be moved to the Public Participation Committee for future scoping and how its value and role in the COMPASS process and identification, to be brought back in future, that element 5.5, online review of growth scenario, be held for discussion until better discussion on growth process and the use of Reality Check or not, and move the budget discussion to next scheduled meeting.
- RTAC approved a motion to direct COMPASS staff to work on Item III in packet, Draft Scope of Work and Plan Elements, to come up with another name (other than JOE) with the purpose statement that it is primarily transportation and secondarily a sustainability plan, and that it be amended and shown in strike-through format.
- RTAC approved a motion to add a deliverable, a visioning guidebook, to Task 4, Trend Analysis.

May 18

- RTAC approved a motion to strike Option 2: Community Determined, as an option for further consideration in scenario planning.
- RTAC approved a motion that COMPASS create a Request for Proposal to hire consultant for task element 5.2, scenario planning, in the scope of work.
- RTAC approved a motion to take element 2.3, street simulation, to zero.
- RTAC approved a motion to reduce element 3.4, environment and natural resources, to \$20K and reduce the workdays from 30 to 20.
- RTAC approved a motion to change element 2.3, street simulation, workdays from 10 to 5 recognizing some staff time will be needed to compile information from other agencies.
- RTAC approved a motion to change element 3.5, emergency services, from \$40K to \$20K and reduce workdays from 20 to 15.
- RTAC approved a motion to change element 6.8, operations/ITS plan update (two counties, all modes), from \$71.2K to \$140K, and change workdays from 10 to 20.
- RTAC approved a motion to add element 7.7 to hire a technical writer including graphics in the amount of \$55K and add 10 workdays.
- RTAC approved a motion to combine element 5.5, online review of growth scenarios, with element 5.2, scenario planning, and increase to total budget amount to \$123,800 and clear that part of funds are for review of growth scenarios.

May 25

- RTAC approved a motion to prepare an RFP process for the scenario planning process for *Communities in Motion*; work with the Finance Committee to ensure the appropriate process is being used for consultant selection of over \$100K to ensure we have not missed the target once the contract is negotiated; RTAC acts as the basis of the consultant selection process; clearly state there is a one-year timeline for execution of the contract; encourage non-profit participation; amend the scenario planning process work plan as written with the following amendment that we add at Phase 5, a public review of the scenario process by COMPASS.

- RTAC approved a motion that RTAC develop a grant implementation program over the course of this current *Communities in Motion* update to facilitate implementation of *Communities in Motion* that would be ready to launch with adoption of the 2014 *Communities in Motion*.
- RTAC approved a motion to table action on a motion regarding the grant implementation program until the next meeting.

June 1

- RTAC approved a motion to revise Item VIII (Budget) by adding: 5 workdays in combined 3.7 tasks, 5 workdays in 3.10, 5 workdays in 3.13, combine remaining sustainability tasks 3.8, 3.9, 3.11 into task titled "additional sustainability topics" with one workday.
- RTAC approved a motion to combine elements 5.2, 5.3 and 5.6 into element 5.2 to include public involvement in the amount of \$250,000 and in some combination of a contract and/or direct staff dollars.
- RTAC approved a motion to add to the Scope of Work, #3, *Where We Are Today*, the missing items: community infrastructure plans, housing plans, agricultural systems, public health, brownfield inventories and educational facilities; #4, *Trend Analysis*, first bullet, add community infrastructure, housing and public health; #5, *Visioning*, under the first bullet add community infrastructure plans, housing plans, and public health; under #6, *Where We Want to Be*, add community infrastructure plans, housing plans and public health; and #7, *Prepare the Plan*, add the three items there as well.
- RTAC approved a motion to integrate Draft Scenario Planning Work Plan (Attachment C) into task 5, *Visioning*.
- RTAC approved a motion to remove element 2.4, graphics and move \$30K under 7.8 (Graphics) with 20 workdays.
- RTAC approved a motion to add 5 workdays to element 1.4, data management plan.
- RTAC approved a motion to add for element 4.1, 5 workdays and \$50K for consultant, element 4.2, 15 workdays and no consultant costs and that element 4.1 reflect TR.
- RTAC approved a motion to combine element 6.1 and 6.2 with 10 workdays, reflecting S/TR.
- RTAC approved a motion to add 5 workdays in element 7.3, financial plan for how (other) plan elements can be *integrated* and implemented.
- RTAC approved a motion to add 5 workdays to 8.6, partnerships to facilitate implementation.
- RTAC approved a motion to adopt the Scope of Work and Budget with clarification on data management and including all the amendments made today.
- RTAC approved a motion that the Draft Grant Implementation Outline, document XII, be a starting template for the grant implementation plan with details to be worked out by RTAC over the next three or four years and that cost savings from \$957,000 will be set aside for implementation of the grant program.
- RTAC approved a motion that the scope of work approved today be the basis for any future applications prepared by COMPASS in response to an Regional Plan for Sustainable Development (RPSD) Notice of Funding

June 3, 2011

Availability and for any other applications in region COMPASS resources would not be leveraged, and that COMPASS would be the lead agency on Ada and Canyon Counties.

Plans and Inventories of Member and Partner Agencies

6/7/2011 13:13

	Ada County	ACHD	City of Boise	DEQ	Meridian	Middleton	VRT	Smart Growth	H&W OCEH	U of I	Nampa
Population and Employment											only
Land Use Inventory								x			
Transportation system											
Safe Routes to School						x		x			x
Pathway and Bike					x	x					x
Master Transportation Plan		x				x	x				x
Street CIP		thru 2032				x					x
Transit Plan							x				VRT
ITS Plan		thru 2015					x				
Pavement Management System		x									x
Traffic Operations Plan		thru 2016									
Environment and natural resources											
Parks Plan	x		x		x						x
Greenhouse Gas Reduction Plan			x								
Historic	x				x						Downtown
Energy Conservation	x				x						
Surface water/ground water					x					x	
Floodplain											x
Air quality/environmental plans				x							
Emergency services (safety and security)	x										
Economic conditions	x										
Capital Improvement Plans											
Water Treatment and Supply					x						x
Wastewater CIP					x	x					x
Wastewater Facility Plan					x	x					x
Wastewater Collector Plan					x	x					
Stormwater Management Plan		x				in process					
General	x										
Parks	x				x						x
Hazardous Waste	x										
Solid Waste/Recycling	x										
Energy											
Emergency Services	x				x						x

Plans and Inventories of Member and Partner Agencies

6/7/2011 13:13

	Ada County	ACHD	City of Boise	DEQ	Meridian	Middleton	VRT	Smart Growth	H&W OCEH	U of I	Nampa
Brownfield inventory				Current projects	x						
Education facilities											GIS
Housing	possible										
Housing needs assessment			x		x						x
Homelessness Plan			x		2012						
Housing Plan			x		x						x
Agriculture conditions										x	
Food system (production and processing)										x	
Health (key public health issues and indicators)	x							x	x		
Policy inventory											
Comprehensive plans	COMPASS is updating its holdings for all agencies										x - draft
Emergency services (safety /security) plans	x					county sheriff					x
Economic development plans	x		x		x						x
Community infrastructure program (CIP)	x		x								
Other											
Outreach & advertising							x	x		x	
Refugee Resource Plan			x				x				x

Estimated cost of 2-county inventory about

***Communities in Motion* Grant Implementation Program for a Sustainable Environment (GIPSE) Program Summary**

DRAFT OUTLINE

This GIPSE program summary is intended to highlight key aspects of the *Communities in Motion* implementation program. The program will be further refined through the COMPASS Regional Technical Advisory Committee (RTAC) or an RTAC subcommittee or workgroup. A final, complete grant program will be presented to the COMPASS Board for approval no later than the September 2012 COMPASS Board meeting.

Goals

The goal of the grant program will be to implement *Communities in Motion* goals, as articulated in the 2014 *Communities in Motion* update. Examples of the types of goals that could be included in the plan include:

- Improve the range of transportation choices by providing access to travel modes including roadways, transit, walking and biking;
- Complement transportation and transit investments with coordinated investments in infrastructure, housing, and employment;
- Support and encourage a diversity of well-designed, high-density housing and mixed use developments, infill and/or transit-oriented development;
- Promote economic development and partnerships with the private sector;
- Enhance a community's sense of place and quality of life;
- Minimize negative environmental impacts to people and cultural resources, and preserve open space and farmland;
- Develop an outreach process that promotes the involvement of all stakeholders.

As the 2014 update to *Communities in Motion* has not yet been developed, these examples are for illustrative purposes only. Actual goals will be developed with the plan.

Eligible Applicants

COMPASS and COMPASS member agencies are eligible applicants. Applications by non-members, including public agencies, private organizations, and non-profits, need to be sponsored by COMPASS or a COMPASS member agency to qualify.

Eligible Activities

Eligible activities include, but are not limited to:

- Planning studies, including scenario planning, updates to land use and transportation plans and regulations, transportation and transit plans, Complete Streets plans, corridor planning, and integrated housing, employment, and transportation planning;
- Transportation construction projects, including new roads, pedestrian facilities, bicycle facilities, multi-use trails, and other enhancement activities;
- Transit facilities and operations;
- Supportive infrastructure for mixed-use development, including land-acquisition and/or banking;
- Mixed-use transit oriented development projects (funds easements, land acquisition, operations including planning and feasibility studies);
- Technical assistance, including assistance on design guidelines, training or other technical assistance or legal review.

Funding

Savings in the overall budget for the update to the *Communities in Motion* plan may be reserved for the GIPSE program. A recommendation for funding for FY2015 and beyond will be made by the RTAC at the end of FY2012.

A local cash match of XX% will be required for all projects. The GIPSE program will be funded as a reimbursement program with billing accepted for processing. Projects that do not provide sufficient local, cash match will not be considered without a COMPASS Board waiver. A cap on the maximum amount of grant funding that can be awarded to an entity during a designated period will be determined.

Schedule

GIPSE funds will be awarded following the same schedule as the Regional Transportation Improvement Program, starting in FY2014.

FY2011: COMPASS Board authorization to develop detailed grant program.

FY2012: COMPASS and RTAC to develop detailed grant program, including list of eligible projects and activities, scoring process and criteria, and application. Identify annual funding source.

FY2013: Applications due for 1st GIPSE grants.

FY2014: Award of 1st GIPSE grants. Applications due for 2nd GIPSE grants.

FY2015: Report of 1st GIPSE grants in section of the annual COMPASS *Communities in Motion Performance Monitoring Report*. Award of 2nd GIPSE grants.

Application

An applicant will submit an electronic form (developed by COMPASS staff with RTAC). Applications can be submitted at any time but will be scored and submitted to the Board annually, coinciding with the Transportation Improvement Program calendar.

Scoring Process and Criteria

Scoring criteria will be developed by RTAC and will be submitted to the COMPASS Board for approval, along with the rest of the details of the grant program, no later than the September 2012 COMPASS Board meeting.

Some criteria may include, but are not limited to, whether the project:

- Improves the diversity of transportation options;
- Protects the environment and/or redevelops a Brownfield site;
- Is located in a downtown area or near a major activity center, parks, schools, or existing or planned transit routes;
- Promotes economic development or creates employment;
- Increases the amount of affordable housing and transit oriented developments;
- Preserves historic, cultural, or archaeological features;
- Provides a clear implementation strategy that includes community involvement, particularly to underserved populations;
- Identifies projects that are ready to proceed and will be completed quickly and sufficiently matched by local cash resources.

Evaluation

Monthly status updates will be provided to the COMPASS Board by grant recipients. A status report of each funded project will be included in the annual *Communities in Motion Performance Monitoring Report*, prepared by COMPASS.

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.

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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

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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

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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.

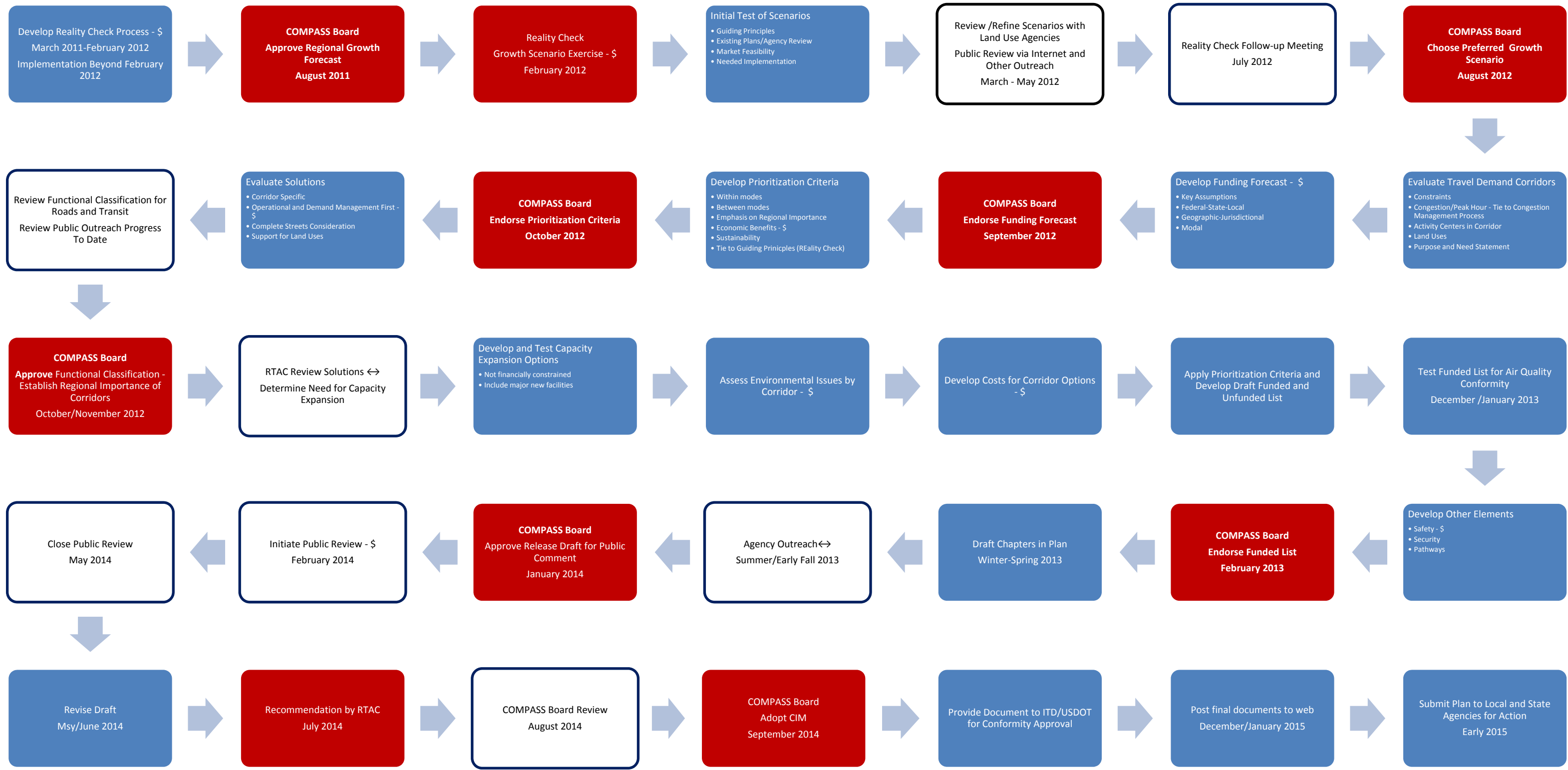
Printing/Distribution

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*.

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