CAPITAL CITY TO RURAL ROOTS:
IMPROVING LIVABILITY ON IDAHO’S HIGHWAY 44

PROJECT FOUNDATION

PROGRAM SUMMARY

Capital City to Rural Roots describes the character of Idaho’s Highway 44 corridor, which traverses 27 miles from rural northern Canyon County through Ada County suburbs and urban Boise City to the state Capitol (see Location maps). The purpose of Capital City to Rural Roots: Improving Livability on Idaho’s Highway 44 is to preserve and improve the complex relationship among housing, employment, transportation, health and other essential services for corridor residents and to engage the public in guiding the vision for the corridor and the design of dynamic neighborhoods.

The project includes three distinct but interactive project components: public participation and outreach, a corridor livability plan and transit-oriented development (TOD) plans integrating housing, employment and urban design. They are unique to the corridor yet have regional and statewide implications.

Component 1: Develop and implement a public participation and outreach plan to promote greater depth and breadth in public involvement to empower stakeholders and residents. The public participation and outreach plan will continue through the life of the project and inform the corridor livability plan and TOD activities (see Project Structure).

Component 2: Develop a corridor livability plan with a holistic, multidisciplinary approach to enhance economic prosperity, reduce fair housing barriers, increase the number of affordable housing units, promote efficient infrastructure investments, strengthen the jobs/housing balance, expand multimodal transportation options and support healthy living. The corridor livability plan informs and complements the TOD component, as shown in the Project Structure.

Component 3: Develop detailed plans for four high-priority TOD sites within the corridor and produce a TOD design guidebook. Concepts from the initial TOD designs will be applied to two additional sites anticipated for midterm development. Design charrettes with residents and other stakeholders will include urban, suburban and Main Street (small town) TOD sites.

This Community Challenge grant proposal is a request for $1,251,918 with a match of $792,293 (63%) in state, local, and private contributions from 25 agencies and organizations. The total project amount will be $2,044,211. The lead agency on the project is the Community Planning Association of Southwest Idaho (COMPASS), the Metropolitan Planning Organization (MPO) for Ada and Canyon counties.

PROJECT SIGNIFICANCE

The Highway 44 corridor is physically constrained, lying between the Boise River and the foothills of the Boise Mountains. The highway is the only complete east-west connection between Canyon and Ada counties north of the Boise River and it is vital to people living in the corridor, providing access to housing, employment, groceries and health care. It also provides an important transportation link for the
Approximately 46,300 people live in the project area,1 which includes high and low incomes, refugee populations, a high percentage of renters and high percentages of children eligible for free or reduced school lunches (see Issues in the Corridor). Five of the nine schools in the study area serve a high number of low-income and refugee families and provide free or reduced lunches to more than half of their students, two of them more than 80% (see Appendix A for additional characteristics, school lunch, per capita income and other data regarding the corridor). An administrator at one of the schools reported that 24 different languages are spoken by the student body and 74% of the students are English language learners.

**PURPOSE AND OUTCOMES**

**BARRIERS TO A SUSTAINABLE FUTURE**

Barriers exist to future prosperity and livability in the corridor. Major employment in the 27-mile long corridor is concentrated in downtown Boise, but a recent housing boom shifted residential development to the west, disconnecting jobs from where people live (see Appendix B: Growth Patterns). Limited alternative transportation options have exacerbated the heavy vehicular use of the corridor, threatening the neighborhoods and lifestyle sought by area residents. Communicating in multiple languages is a key barrier; interpreters will be needed for outreach throughout the project. Individual barriers are discussed with the appropriate project components in the Work Plan.

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1 The project area boundary is defined by the Boise River on the south, extending to approximately one half mile north of the highway, a comfortable walking distance for most adults. The width varies with alignments of parallel streets.
ALIGNMENT WITH LIVABILITY PRINCIPLES

To address several barriers and impediments in the corridor COMPASS and its partners designed the three project components to also align with the six Livability Principles (see Livability: Project chart). A more thorough discussion of the Livability Principles is included in the work plan.

Substantial investment (over $5 million) has occurred since 2002 in planning for a livable corridor along Highway 44. The tasks described in this proposal will also incorporate data and implementation plans from the past nine years along the corridor that further advance affordable housing and the other Livability Principles (see Appendix C).

CLARITY OF OUTCOMES

The three components of the Capital City to Rural Roots project also address all of the desired possible outcomes in the Community Challenge Planning Grant program. The benchmarks and evaluation methods in the Work Plan will be used to monitor progress during the life of the project and into the future (see Project: Outcomes chart). A more detailed discussion of the outcomes accompanies the Work Plan narrative.

WORK PLAN

COMPONENT 1: PUBLIC PARTICIPATION AND OUTREACH

Objective: Engage corridor residents and users to develop a corridor livability plan and subsequent TOD site plans to be true participants in the planning and decision-making processes and empower them to continue civic engagement in the corridor and beyond.

Lead Entities: COMPASS, University of Idaho

Barriers:
• Logistical barriers to participation. Many corridor residents and users, including members of traditionally underrepresented populations such as people of color, minorities, low-income residents, refugees and the disabled experience logistical barriers to participation, such as need for childcare, transportation challenges or language barriers.
Residents unfamiliar with the public and political process. Many corridor residents and users, including members of traditionally underrepresented populations, may not feel welcome or know how to participate in civic processes, including corridor planning.

Renters, manufactured home owners and community engagement. Sections of the corridor are occupied primarily by renters, who may be less likely to become engaged in planning activities. Also, renters may be overlooked in the planning process because they are not property owners and manufactured home owners because they may not own the land under their homes.

Tasks:
- Develop a public involvement plan to include solutions to barriers.
- Expand existing Coordinating Committee and Community Advisory Committee (CAC) for the corridor in Ada County to include Canyon County representatives and traditionally underrepresented populations, transit users, renters and homeowners (including manufactured home owners)
- Conduct a minimum of nine public meetings (three sets of three identical meetings at different locations along the corridor) and a minimum of four TOD charrettes.
- Conduct two rounds of training (introduction and advanced) on effective and continual civic engagement for CAC members and other interested individuals.

Deliverables:
- Public involvement plan.
- Ongoing participation and outreach opportunities (e.g., surveys, speakers, newsletters, etc.).
- Minimum of nine public meetings on the corridor livability plan (three sets of three identical meetings at different locations and a minimum of four charrettes on TOD concepts and site designs.
- Two rounds of training on effective civic engagement targeted toward new members of planning and Community Advisory committees.
- Summary report on public participation process, feedback from participants, lessons learned/best practices and how participation and feedback informed the planning process.

Benchmarks:
- Increase representation on Coordinating Committee and CAC to include larger geography and underrepresented populations. Target: Minimum of 20 new members on the CAC to mirror population characteristics of the corridor.
- Conduct two rounds of civic engagement training for new members of planning and Community Advisory committees – with an introductory session early in the process and an advanced session later in the process. Target: 20 participants in each session.
- Conduct a minimum of nine public meetings on the corridor livability plan, four TOD design charrettes and at least 20 additional outreach efforts. Target: Minimum 500 participants with demographics to mirror corridor or subareas within the corridor, as appropriate.
- Compile summary report and share best practices/lessons learned with other agencies, elected officials and public involvement practitioners; incorporate best practices into COMPASS policies and plans. Target: Minimum two presentations to practitioners.

Evaluation Methods:
- Collect demographic characteristics of the CAC members and charrette/public meeting participants and compare to demographics of the corridor.
- Incorporate lessons learned into the COMPASS Public Involvement Policy.

Anticipated Obstacles: Wide variety of target populations, including numerous cultures and languages. Solution: Partners will assist to anticipate challenges; ensure availability of interpreters, child care, etc.
# COMPONENT 2: CORRIDOR LIVABILITY PLAN

**Objective:** Collaborate with multiple parties to create a corridor livability plan that addresses common issues affecting corridor residents and communities by developing integrated solutions that remove barriers to a sustainable future. Subcomponents will focus on housing needs, economic prosperity, land development, multimodal transportation and healthy living with local foods and fresh water.

<table>
<thead>
<tr>
<th>a. Housing Needs – Lead Entities</th>
<th>City of Boise, Boise City/Ada County Housing Authority (BCACHA), COMPASS, University of Idaho (U Idaho)</th>
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<tbody>
<tr>
<td>b. Land Development – Lead Entities</td>
<td>Cities of Boise, Eagle, Garden City, Middleton and Star, COMPASS, U Idaho, Capital City Development Corporation (CCDC)</td>
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<tr>
<td>c. Economic Prosperity – Lead Entities</td>
<td>Boise State University (BSU), Cities of Boise and Middleton, MicroEnterprise Training and Assistance (META)</td>
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<td>d. Multimodal Transportation – Lead Entity</td>
<td>COMPASS</td>
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<tr>
<td>e. Healthy Living – Local Foods and Fresh Water – Lead Entities</td>
<td>City of Boise, Treasure Valley Food Coalition, U Idaho Cooperative Extension, U Idaho Outreach and Engagement</td>
</tr>
<tr>
<td>f. Implementation Strategies – Lead Entity</td>
<td>BSU, City of Boise, COMPASS, U Idaho</td>
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**Barriers:**

- **Lack of funding for housing trust fund.** Currently there is no permanent funding mechanism for the Idaho Housing Trust Fund and construction of affordable units is severely lagging behind demand. The Boise City/Ada County Housing Authority has over 5,000 people on its waiting list.
- **Regulatory challenges to the production of workforce housing.** Recent State of Idaho case law has invalidated inclusionary housing ordinances in several communities; few states have similarly restrictive workforce housing provisions.
- **Potential gentrification threatening marginalized populations:** Recent development along the corridor has threatened affordable housing options. Further gentrification could continue to push marginalized populations further from necessary services, transit and employment.
- **Increasing housing, transportation and energy costs.** These standard household expenses affect almost every household; as costs increase some families are forced to leave their homes.
- **Traditional development patterns and strip malls.** Disconnected commercial and residential developments line the urban and suburban sections of Highway 44 creating access management issues, traffic friction and auto-dependency by adding to daily vehicle miles travelled (VMT).
- **Outdated codes and other regulations.** Emerging best practices in mixed-use projects and TODs sometimes require densities, incentives and public-private partnerships that are difficult to assemble under current codes and practices.
- **Lack of protection for agriculture and open space.** Small town residents cherish the pastoral characteristics of their communities and want to preserve agriculture and open space, but without clearer plans and conservation tools development will continue to occur on farmland and greenfields.
- **Potential flooding of the Boise River and its tributaries.** The highest potential for natural disaster to the region is flooding from the river and its tributaries flowing from the foothills. Much of the study area lies in or near the 100-year flood plain; a severe flood would impact traffic and emergency services and disproportionately affect vulnerable populations, including refugees and elderly.
- **Imbalance between housing and family-wage jobs.** Minimal employment is located in the places where low-income communities exist or where there is access via affordable transportation options.
- **Disconnect between jobs and skill sets.** Low income communities along the corridor, particularly some refugee groups, possess skill sets that are mismatched with available jobs.

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2 Mountain Central Board of Realtors v. City of McCall, Schaefer v. City of Sun Valley.
• **Lack of coordination between organizations.** Some objectives and policies of communities and nonprofit organizations may be in conflict with the goals and actions of other organizations, as well as the policies or actions of other interests within the same organization.

• **The highway forms a barrier between neighborhoods and parks, etc.** Highway 44/State Street[^3] is congested during peak travel hours and has posted speeds up to 55 miles an hour in places. It generally lacks sidewalks and bicycle lanes and there are great distances between some pedestrian crossings.

• **Transit-dependent population served by limited transit and bike/walk networks.** The local bus route serving State Street in Boise has the highest ridership in the system, yet many jobs and services remain inaccessible; transit routes and schedules cannot satisfy the needs of some residents and/or the travel routes (including to/from transit stops) are unsafe for bicycling or walking.

• **Conventional transportation investments favor automobiles.** Some stakeholders lack understanding of the economic, fiscal and active living benefits of improving transit, pedestrian or bicycle facilities.

• **Obesity and lack of activity.** Obesity and certain other health conditions affecting the region are related to the lack of physical activity and poor diet, brought on by long-term habits and lifestyle choices[^4].

• **Lack of access to fresh, locally grown foods.** A recent food analysis of the region[^4] revealed only about 10% of the food eaten by area residents is grown locally, despite the region’s agricultural production.

• **Lack of integration between local healthy food and food distribution system.** Local healthy food production and consumption are not well integrated with other elements of a healthy community. Few local products are offered in local stores and many products offered are shipped long distances creating food security issues and dependence on other regions for food production.

• **Lack of funds to address abandoned wells and septic systems.** Unused, abandoned or poorly built wells and septic systems need to be properly closed to halt groundwater contamination and there is no active plan or funding to address them.

**Tasks:**

**Component 2a. Housing Needs**

• Conduct a corridor-level housing needs assessment; identify types and condition of housing stock, threats from gentrification, affordable and low-income housing barriers; recommend opportunities for integrating all levels of housing into TODs and other development and redevelopment on the corridor.

• Research and identify strategies to fund the Idaho Housing Trust Fund and local workforce housing within limitations of Idaho law.
  - Conduct a legal review of limitations to inclusionary zoning and other affordable housing tools.
  - Recommend changes to state law and develop template for local government adoption.

• Develop zoning ordinance templates, such as density bonuses for transit or jobs-rich locations, for adoption and implementation within the corridor.

• Develop energy efficiency “reach standards” and toolkit; incorporate in TOD plans.

**Component 2b. Land Development**

• Create model development codes based on the No Adverse Impact Development (NAID) approach to reduce vulnerability to flooding events; provide outreach education to agencies and the public.

• Collaborate with neighborhood groups to create enabling public space concepts that reinforce neighborhood identity and solidarity and positively impact marginalized populations.

• Analyze land regulations and development patterns with respect to corridor sustainability; recommend improvements to jurisdictional policies and supportive land uses/development patterns.

[^3]: Highway 44 becomes State Street in the Boise City limits. Both names are used for the Highway from Star to Garden City.

[^4]: Centers for Disease Control, 2008; Treasure Valley Food Coalition, 2010. See Appendix D.
• Develop and propose new land use patterns that increase access to open space, foster integrated recreation and expand and enhance the pedestrian experience and community stewardship; and stimulate efficient land development practices and dynamic neighborhoods.

**Component 2c. Economic Prosperity**
• For at least two low-income communities along the corridor identify support networks and members of the community for participation in local entrepreneurship programs.
• Identify workforce needs and job training strategies specific to the corridor and the region.
• Identify skills groups in the corridor to match with business attraction and retention needs.
• Partner with Micro-Enterprise Training & Assistance (META), a local nonprofit provider of direct and supportive small business assistance, to conduct entrepreneurial training.
• Create social innovation center (see Component 3: TOD plans and Appendix E for more information).

**Component 2d. Multimodal Transportation**
• Complete a walkability analysis of the corridor (ViaCity software) to prioritize future pedestrian investments, improve multimodal options and reduce VMT in the corridor.
• Conduct a walking premium study that demonstrates the economic advantages of walkable neighborhoods and retail areas.
• Create a “safe routes to parks” plan, building on success of current Safe Routes to School program that includes walking/biking infrastructure.
• Identify key improvements for enhancing pedestrian and bicycle crossing safety.

**Component 2e. Healthy Living – Local Foods and Fresh Water**
• Conduct a general food asset inventory including agricultural production, farmers markets, grocery stores, processing infrastructure and potential markets for locally grown foods.
• Develop a pilot program around the Middleton (Main Street/small town) TOD site drawing upon neighborhood assets to increase the local share of food consumed in the Highway 44 Corridor.
  o Analyze the agronomic and economic feasibility of increasing food production in the Middleton TOD site of the Capital City to Rural Roots project.
  o Build local leadership and food capacity in the Middleton TOD site by creating and initiating programs that will increase the local share of the Health Dozen\(^5\) foods.
  o Create a local food leadership team in the Middleton TOD area.
• Determine the number and location of shallow domestic and irrigation wells within the corridor, including unused and abandoned facilities.
• Develop funding plan and strategies to test shallow wells for contaminants and to properly close unused or abandoned wells and septic systems.
• Develop a management framework to conserve water within the region and protect surface and groundwater resources from overuse and contamination.

**Component 2f. Implementation Strategies**
• Review housing, land use, transportation, economic development and associated plans to identify potential conflicts between plans from communities and stakeholder organizations; recommend sustainable solutions.
• Conduct peer review of local, state and metropolitan funding mechanisms to advance multidisciplinary, sustainable corridor studies that promote livability principles; identify local options.
• Compile the strategies developed under housing, land development, economic prosperity and healthy living tasks and recommend actions for implementation.

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\(^5\) The Healthy Dozen foods are beverage milk, wheat flour, dry beans, beef, tomatoes, potatoes, cabbage, carrots, leafy greens, apples, grapes and strawberries.
• Prepare corridor livability plan documentation for adoption by implementing jurisdictions.
• Provide training to partner and supporting organizations on managing HUD grants and other federal awards, including visiting instructors and webcasts.

**Deliverables:**

**Component 2a. Housing Needs**
• Corridor-level housing needs assessment report.
• Funding plan for the Idaho Housing Trust Fund.
• Toolkit for local governments including checklists, templates codes/ordinances and other tools to address workforce housing, fair housing practices, energy efficiency and gentrification.
• Guidebook for serving vulnerable individuals and families demonstrating true housing, transportation and energy costs along the corridor with strategies to prevent and/or reduce expenses.

**Component 2b. Land Development**
• NAID-based development codes and templates for regulating agencies; training program for public and regulating agency staff to reduce impacts from future flood potential.
• Framework for future development in the corridor increasing access to open space and greater walkable connectivity between neighborhood schools, community centers and regional recreation.
• Ordinances and templates supportive of sustainable and efficient development patterns, dynamic neighborhoods and access to open space.

**Component 2c. Economic Prosperity**
• Workforce development strategies report.
• Formation of two community support networks for local entrepreneurship and business programs in low-income communities.
• META workshops for entrepreneurial training.

**Component 2d. Multimodal Transportation**
• Walkability analysis report including recommended priorities for pedestrian investments in the corridor.
• Completed walking premium study with summary report.
• Comprehensive “safe routes to parks” plan for the corridor.

**Component 2e. Healthy Living – Local Foods and Fresh Water**
• Report on food and agricultural study of the corridor.
• Detailed community food assessment for the Middleton TOD site.
• Food Leadership Team for the Middleton TOD area.
• Plans and funding strategies for well testing and for closure of abandoned wells and septic systems.
• Framework for water conservation and protection in the corridor and region.

**Component 2f. Implementation Strategies**
• Corridor livability plan document with implementation strategies developed in the various tasks and disciplines in the Capital City to Rural Roots project.
• Final report recommending mechanisms to promote sustainability in the corridor and region.
• Two training sessions with visiting instructors on applying for and managing federal awards.
• Quarterly summaries to partner organizations on status of project and expenditure of funds.

**Benchmarks:**
• Improved data on housing needs to assist agencies in providing adequate resources and serving the community efficiently. **Target:** Housing needs assessment report (Year 1).
• Establish funding for Idaho Housing Trust Fund. **Target:** Implement funding (Year 2); acquire two properties with trust fund (Year 3).
• Improved and consistent regulatory information for use by local governments within the corridor. **Target:** Local government toolkit distribution (Year 3).
• Assistance for serving vulnerable individuals and families in decision-making by helping them understand true costs. **Target:** “True Costs” guidebook (Year 3).
• Reduce combined housing, utility and travel costs in corridor households. **Target:** Demonstrate 20% reduction from 2012 baseline by 2016 (Year 3).
• Develop policy with stakeholders aimed at eliminating industrial and municipal development in floodways and reducing their proportion in the 10-, 50- and 100-year flood plains **Target:** Year 2.
• Develop policy with stakeholders to address the value of built property in the 10-, 50- and 100-year flood plains of the Boise River and its tributaries. **Target:** Year 2.
• Development of new secondary and/or post-secondary courses/programs matching workforce needs in corridor. **Target:** Year 2.
• Create a cost-benefit analysis to help prioritize and rank bike/ped improvements **Target:** Year 2.
• Identify walking premium for land values and walk scores. **Target:** Report and presentation (Year 2).
• Conduct two Master Gardener-level workshop series in Middleton. **Target:** Years 1 and 2.
• Completed inventory of wells and septic systems in the corridor. **Target:** Year 2.
• Developed plans for well testing and for well and septic closure. **Target:** Year 3.
• Acceptance of corridor livability plan by COMPASS board. **Target:** Year 3.
• Completion of strategic plan to pursue funding mechanisms for sustainability, including affordable housing and alternative modes of transportation. **Target:** Year 3.
• Provide two grant training sessions to at least 20 partners and other groups in the region. **Target:** Years 2 and 3.
• Quarterly reports to COMPASS board and partners on status of project and expenditure of funds. **Target:** Ongoing.

**Evaluation Methods:**
• Compare housing data (housing/transportation affordability, percent affordable housing, percent workforce housing, etc.) and multimodal transportation data from project findings (baseline 2010) to future data as it becomes available.
• Identify new and retained affordable housing and preserved low-income communities.
• Track adoption, and success, of new housing and efficiency strategies and ordinances as outlined in the local government toolkit.
• Reduction or slowing rate of increase in vehicle miles travelled (VMT).
• Monitor adoption of new codes and policies into City and County development process, including NAID and other sustainable land development pattern policies (within 1 year after plan completion).
• Offering of new secondary and post-secondary courses/programs addressing workforce needs in corridor within two years after plan completion.
• Report from community support networks on increased employment/entrepreneurship within the corridor in first and second years after project completion.
• Monitor jobs-housing balance and include findings in annual COMPASS reports.
• Commencement of activities by Food Leadership Team and continued interest in Master Gardener network in first and second years after project completion.
• Implementation of well testing plan within 2 years after project completion.
Adoption of corridor livability plan and/or strategies (codes, etc.) within 1 year of project completion by at least two local governments and one affordable housing provider, one economic development organization and one transportation authority.

Established Coordinating Committee will monitor plan for adoption and implementation and coordinate efforts to pursue sustainability funding mechanisms.

Corridor communities’ renewal and expansion of 2011 Memorandum of Understanding (MOU) for Coordinating Committee and cooperation on corridor issues when current MOU expires (2016).

Participation of partner organizations in federal grants within 2 years after project completion.

**Anticipated Obstacles:**

- Limited data on housing and other needs specific to corridor; current housing market; state regulations, case law. **Solution:** specialized assistance and data gathering in work plan.

- Creating templates to fit the needs of different agencies and organizations. **Solution:** involve all implementing agencies in the corridor to reach consensus on templates.

- Resistance to changes for density/TOD zoning, NAID principles and energy efficiency codes. **Solution:** involve all implementing agencies in the corridor to reach consensus on proposed codes.

- Current economy makes it difficult to increase employment and housing options in the corridor or to fund new education programs. **Solution:** identify organizations and grants to fund workforce training programs.

- Current shortage of funds for all transportation needs, resulting in resistance to funding non-auto improvements. **Solution:** walkability premium report will illustrate economic and community value.

- Lack of state funding source for transit; lack of consistent funding mechanisms for multimodal transportation systems across the region. **Solution:** identify actions as part of sustainability strategies in work plan.

**COMPONENT 3: TRANSIT-ORIENTED DEVELOPMENT PLANS**

**Objective:** Develop specific area plans for four TOD sites and types with efficient integrated land uses supporting transit and walkable places and lifestyles, including the re-use/recycling of land and buildings, food production and green infrastructure and affordable, energy-efficient housing typologies and configurations.

**Lead Entities:** University of Idaho, Capital City Development Corporation, Cities of Boise, Eagle, Middleton

**Barriers:**

TOD developments face many of the same barriers described above under the corridor livability plan, particularly outdated codes and other regulations, lack of coordination between organizations, the highway forms a barrier between neighborhoods and parks, transit-dependent population served by limited transit and bike/walk networks and conventional transportation investments favor automobiles.

**Tasks:**

- Research and develop area plans for four TOD sites including one Main Street and three sites identified by a market study in the recent transit and traffic operational plan (TTOP); one each “community” and “neighborhood” urban and suburban. See Appendix C for information on the TTOP.

- Create detailed mixed use, walkable TOD development plans at the four locations in the corridor including conservation of existing elements, pedestrian/bike/transit/auto circulation plans and commercial and residential space – including workforce and affordable housing.
  - Identify target percentage of units to be affordable.
  - Develop carbon dioxide (CO2) count by development block.
  - Conduct design charrettes under public participation and outreach plan guidance.
• Create a series of alternative design schemes and details for the TODs based on other factors such as urban geometry, building form/character, sustainable urban materials, waste stream reduction, etc.
• Produce a guidebook for future TODs in the corridor; apply principles at two additional sites (one urban, one Main Street) and identify best practices for integration with livability strategies document.
• Build upon past public outreach by the City of Boise to integrate a Social Innovation Center6 into the community center design/plan at the “community” urban TOD site in Boise.

**Deliverables:**
• Detailed site development plans for four promising TOD locations including final drawings, performance targets, evaluation matrix and cost estimates.
• Final presentation of designs, findings, etc. with summary of public comments.
• TOD design guidebook for the corridor.

**Benchmarks:**
• Hold preliminary workshops with stakeholders to identify community goals and objectives for TOD sites with performance targets and evaluation matrix (Year 2).
• Establishment of Social Innovation Center in urban TOD neighborhood (Year 3).

**Evaluation Methods:**
• Stakeholder evaluation of TOD design/charrette alternatives, using performance targets and evaluation matrix (Year 3 during project).
• New university curricula that more effectively addresses sustainable urban design and livability (1 year after project completion).
• Peer reviewed faculty scholarship at the University of Idaho that increases body of knowledge in sustainable urban design (2 years after project completion).
• Employ carbon count software to estimate CO2 generated by TOD designs (Year 3 during project).

**Anticipated Obstacles:**
• Amount of time required of participants to participate in design charrettes. *Solution:* build support and manage expectations well in advance of events, develop contingency plans for alternates to participate.
• Language barriers during design charrettes and other activities (see public participation and outreach plan discussion). *Solution:* partners will assist to anticipate challenges; ensure availability of interpreters, etc.

**AFFIRMATIVELY FURTHERING FAIR HOUSING AND ADVANCING CIVIL RIGHTS**

The *Capital City to Rural Roots* project and its partners promote racially, ethnically and socioeconomically diverse communities through the public participation and outreach plan and activities as outlined, as well as in the proposed corridor livability plan and TOD plans. The TOD plans and housing needs component, in concert with the public participation and outreach plan, promote housing-related opportunities to overcome effects of past discrimination, in particular past discrimination experienced by refugee populations.

The project team is committed to the goal of providing adequate housing for the community and affirmatively furthering fair housing opportunities. The affordable housing providers, regulators and interested partners in the project are noted in Exhibit II.b.

The civic engagement training and other tasks in public participation and outreach will also help remove barriers to participation in public processes, such as language skills, lack of transportation and/or child

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6 See Appendix E for more information on the Social Innovation Center.

*Capital City to Rural Roots: Improving Livability on Idaho’s Highway 44*
care and lack of understanding of public processes. This has far-reaching implications to enable traditionally underrepresented populations (including refugees) to participate in public forums and to become informed voters.

IMPLEMENTATION SUPPORT
The state, regional and local agencies involved in the project will also be part of the public participation plan and Civic Engagement Training and will adopt the precepts of the best practices report. Many of the administering agencies in the corridor are partners in the Capital City to Rural Roots project or have signed letters of support for the project (see attached letters of partnership and support).

PROJECT SCHEDULE
The schedule for the project was crafted to complete all tasks in 32 months with a contingency for no more than 36 months, which meets program requirements. The public participation and outreach plan is the first major component and continues through the duration of the project. In the second quarter of Year 1 work will begin on the tasks in the corridor livability plan, including data gathering and identifying issues and goals. At the mid-point work begins on the TOD designs, building on findings and information from the two previous components. The capstone of the project is the compilation and dissemination of Livable Corridor Strategies from the TOD designs and various tasks in the corridor livability plan. The Schedule Summary chart illustrates the schedule and interrelationships for the three major project components.

**Schedule Summary**

<table>
<thead>
<tr>
<th>1. Public Participation and Outreach</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
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<tbody>
<tr>
<td>2. Corridor Livability Plan</td>
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<tr>
<td>2a. Housing Needs</td>
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<td>2b. Land Development</td>
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<td>2f. Implementation Strategies</td>
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<tr>
<td>3. Transit-Oriented Development Plans</td>
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**Allocation of funds**

**Project Completion**

Major Events and Milestones: ☑

HUD POLICY PRIORITIES

**CAPACITY BUILDING AND KNOWLEDGE SHARING**

The development of a corridor livability plan will bring together municipalities, housing providers, transportation authorities, private-sector interests and traditionally underrepresented populations in a coordinated way to develop a shared vision and implementation strategy for the corridor.

A key part of the project includes two grant training workshops for partner organizations to increase their potential in securing and successfully managing future federal grants. Two sessions are outlined in the tasks for the corridor livability plan implementation strategies, and costs are included in the project budget. Quarterly reports to the COMPASS board and partners will further illustrate grant management procedures and progress.

**EXPANDING CROSS-CUTTING POLICY KNOWLEDGE**

A report summarizing the public participation and outreach program will be prepared to summarize activities, encapsulate lessons learned and recommend best practices. Success will be quantified by
comparing participation rates of traditionally underrepresented populations to previous projects. The summary will be available online and lessons learned/best practices will be presented to at least two regional or national conferences for public involvement practitioners. Best practices/lessons learned will also be used to inform future updates of the overall COMPASS Public Involvement Policy.

The corridor livability plan and TOD plans will culminate with implementable strategies for accomplishing systemic change along the corridor; successes will be replicated in other corridors and neighborhoods. The project will promote ongoing knowledge sharing across barriers by expanding the existing cooperative efforts among public, private and non-profit organizations. Lessons learned from the corridor livability plan and TOD plan activities will be shared through reporting and presentations at regional and national forums.

PROJECT BUDGET

The budget for this complex project involves many partners contributing funds, staff time and expertise to the success of each component. More detailed budget information can be found in Appendix F.

<table>
<thead>
<tr>
<th>Budget Summary</th>
<th>Match</th>
<th>Grant</th>
<th>Total</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Participation and Outreach</td>
<td>$139,850</td>
<td>$222,160</td>
<td>$362,011</td>
<td>63.0%</td>
</tr>
<tr>
<td>Corridor Livability Plan Components</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing Needs</td>
<td>$79,972</td>
<td>$117,194</td>
<td>$197,166</td>
<td>68.2%</td>
</tr>
<tr>
<td>Land Development</td>
<td>$89,704</td>
<td>$135,725</td>
<td>$225,429</td>
<td>66.1%</td>
</tr>
<tr>
<td>Economic Prosperity</td>
<td>$67,777</td>
<td>$111,500</td>
<td>$179,277</td>
<td>60.8%</td>
</tr>
<tr>
<td>Multimodal Transportation</td>
<td>$30,231</td>
<td>$44,474</td>
<td>$74,705</td>
<td>68.0%</td>
</tr>
<tr>
<td>Healthy Living-Local Foods/Fresh Water</td>
<td>$65,626</td>
<td>$116,075</td>
<td>$181,701</td>
<td>56.5%</td>
</tr>
<tr>
<td>Livable Corridor Strategies</td>
<td>$49,475</td>
<td>$79,500</td>
<td>$128,975</td>
<td>62.2%</td>
</tr>
<tr>
<td>Corridor Livability Plan Total</td>
<td>$382,785</td>
<td>$604,468</td>
<td>$987,253</td>
<td>63.3%</td>
</tr>
<tr>
<td>TOD Plans</td>
<td>$231,990</td>
<td>$372,817</td>
<td>$604,807</td>
<td>62.2%</td>
</tr>
<tr>
<td>Project/Grant Management</td>
<td>$37,668</td>
<td>$52,473</td>
<td>$90,141</td>
<td>71.8%</td>
</tr>
<tr>
<td>PROJECT TOTAL</td>
<td>$792,293</td>
<td>$1,251,918</td>
<td>$2,044,211</td>
<td>63.3%</td>
</tr>
</tbody>
</table>

ADDITIONAL LEVERAGING AND COLLABORATION

ESTABLISHED WORKING PARTNERSHIPS

Over forty agencies organizations and businesses support COMPASS in the Capital City to Rural Roots project. Working relationships to develop Highway 44/State Street as a regional transit corridor have been in place since 2002 and continue to grow.

The unique and powerful public-private collaboration amongst the project supporters demonstrates their recognition that connecting housing with employment, supporting local food production, advancing multiple modes of transportation and providing a range of affordable housing along the corridor will benefit not only those who live, work and travel the highway, but also organizations and businesses already invested in the area.

Evidence of firm commitment for each resource has been documented in writing (see Partner Organizations table and attached Exhibit II.b.). Letters of commitment include each organization’s
proposed match; in-kind contributions have been given a monetary value based on the salaries of those committing time and the local market value of promised goods/services. Data is not available to demonstrate per capita income in the study area relative to the rest of the region (see Appendix A).

LEVERAGING COMMITMENT AND PUBLIC SUPPORT
The partnership has developed a match of 65.4% to leverage the requested HUD funds, which reflects the common vision of partners in their contribution of time and resources. The partnership exemplifies the intent of the Sustainable Communities effort to unite new partners to effect positive change in their community and to build community, while serving the community.

Additional support for the project from local, state and community organizations has been documented in letters of support, listed below. Some letters include statements of prior investments and commitment of resources that do not qualify as leverage for this grant (see Exhibit II.b.).

<table>
<thead>
<tr>
<th>Partner Organizations</th>
<th>Match*</th>
<th>Supporting Organizations</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPASS (lead agency)</td>
<td>$130,730</td>
<td>AARP Idaho</td>
</tr>
<tr>
<td>Ada County</td>
<td>$2,990</td>
<td>Access Middleton</td>
</tr>
<tr>
<td>Ada County Association Realtors</td>
<td>$4,000</td>
<td>Agency for New Americans</td>
</tr>
<tr>
<td>Ada County Highway District (ACHD)**</td>
<td>$3,635</td>
<td>AIA Central Section Idaho Chapter</td>
</tr>
<tr>
<td>Boise City/Ada County Housing Auth.</td>
<td>$1,826</td>
<td>Boise State University – Dept. of Communication**</td>
</tr>
<tr>
<td>Boise Metro Chamber of Commerce</td>
<td>$1,820</td>
<td>Commuter Transportation Association of Idaho (CTAI)</td>
</tr>
<tr>
<td>Boise State University – Community &amp; Regional Planning</td>
<td>$18,812</td>
<td>Eagle Chamber of Commerce</td>
</tr>
<tr>
<td>Capital City Development Corporation</td>
<td>$66,000</td>
<td>FHWA Idaho Division**</td>
</tr>
<tr>
<td>Centra Consulting, Inc.</td>
<td>$7,200</td>
<td>Idaho Dept. of Environmental Quality</td>
</tr>
<tr>
<td>Central District Health Dept.</td>
<td>$6,753</td>
<td>Idaho Dept. of Parks &amp; Recreation</td>
</tr>
<tr>
<td>City of Boise – cash match</td>
<td>$100,000</td>
<td>Idaho Hispanic Chamber of Commerce</td>
</tr>
<tr>
<td>City of Boise – in-kind match</td>
<td>$125,260</td>
<td>Idaho Office of Refugees</td>
</tr>
<tr>
<td>City of Eagle</td>
<td>$5,677</td>
<td>Idaho Power Company</td>
</tr>
<tr>
<td>City of Garden City</td>
<td>$4,240</td>
<td>Idaho Rural Partnership</td>
</tr>
<tr>
<td>City of Middleton – cash match</td>
<td>$7,500</td>
<td>Idaho Transportation Dept.</td>
</tr>
<tr>
<td>City of Middleton – in-kind match</td>
<td>$5,004</td>
<td>Land Trust of the Treasure Valley</td>
</tr>
<tr>
<td>City of Star</td>
<td>$10,000</td>
<td>Lori Sprattley – Adventureland Video and Jim’s Pawn Shop, downtown Middleton</td>
</tr>
<tr>
<td>D.L. Evans Bank</td>
<td>$1,500</td>
<td>Middleton School District</td>
</tr>
<tr>
<td>Eagle Urban Renewal Agency</td>
<td>$2,500</td>
<td>Southwestern Idaho Cooperative Housing Authority (SICHA)</td>
</tr>
<tr>
<td>Idaho Housing and Finance Association</td>
<td>$9,000</td>
<td>Treasure Valley Family YMCA**</td>
</tr>
<tr>
<td>Idaho Smart Growth</td>
<td>$2,720</td>
<td>U Idaho College of Law – Legal Aid Clinic**</td>
</tr>
<tr>
<td>Mercy Housing Northwest</td>
<td>$2,500</td>
<td>U Idaho Cooperative Ext. – Canyon County</td>
</tr>
<tr>
<td>MicroEnterprise Training &amp; Assistance</td>
<td>$3,000</td>
<td>U.S. Green Building Council – Idaho Chapter</td>
</tr>
<tr>
<td>Treasure Valley Food Coalition</td>
<td>$19,050</td>
<td>Valley Regional Transit (VRT)</td>
</tr>
<tr>
<td>University of Idaho (U Idaho)</td>
<td>$226,526</td>
<td>** Additional leverage in letter not part of match.</td>
</tr>
<tr>
<td>U Idaho Cooperative Extension</td>
<td>$19,548</td>
<td></td>
</tr>
<tr>
<td>U Idaho Outreach and Engagement</td>
<td>$4,500</td>
<td></td>
</tr>
<tr>
<td>Subtotal of Cash Match</td>
<td>$107,500</td>
<td></td>
</tr>
<tr>
<td>Subtotal of In-Kind Match</td>
<td>$684,793</td>
<td></td>
</tr>
<tr>
<td>TOTAL MATCH</td>
<td>$792,293</td>
<td></td>
</tr>
</tbody>
</table>

7 The Boise-Nampa region in Ada and Canyon Counties is also referred to as the Treasure Valley.
CAPACITY

The Capital City to Rural Roots proposal builds on a strong multidisciplinary approach to collaboration with partner agencies and support from other key organizations. All critical elements of the proposal are represented by organizations with focus and expertise in housing, land development, economic development, healthy living, transit-oriented development, transportation, architecture and landscape architecture. Supporting organizations also lend strength to the collaborative effort.

COMPASS manages annual federal planning and transportation grants; its accounting and procurement requirements meet all federal, state and local requirements. The agency has demonstrated its leadership ability in developing this grant and securing the partnerships which will assure the success of the project. All project partners have the capacity to begin working on program activities within 120 days of award with existing, qualified staff. A project management team (PMT) representing the major partners will guide the project, assuring timely and professional deliverables. The majority of PMT members have themselves managed multi-year, multi-jurisdictional projects and are able to secure and supervise consultants to conduct the designated tasks. See Appendix G for biographical information on lead staff. The University of Idaho, which is managing the TOD component and other tasks, has experienced facilitators within the faculty to lead the design/charrette processes for the four detailed TOD nodes; faculty have conducted similar activities for many years.

The budget summarizes how the funds will be allocated by activity, more detailed information can be found in the attached detailed budget worksheets and Appendix F. COMPASS will allocate time and resources to managing the project and budget in compliance with HUD procedures. Recipients of grant funds, including contractors, will be reimbursed for expenses in a timely manner and in accordance with grant requirements. Project partners will submit regular statements of in-kind contributions to COMPASS.

CONCLUSION

The Capital City to Rural Roots project will develop and coordinate strategies to reinvest in the core of Idaho’s capital city and other neighborhoods and downtowns in the corridor and provide tactics to achieve affordable housing, reduce transportation costs and advance healthy living. This project will also enable organizations in the region to build upon success and promote similar multidisciplinary approaches to corridor design and development. The stakeholders look forward to cooperatively Improving Livability on Idaho’s Highway 44 via the Community Challenge Grant Program.

View toward Capitol from State Street