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# Appendix

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## Definitions

<b>3-C Planning Process</b>	Comprehensive, cooperative, and continuing
<b>Air Quality Non-attainment Area</b>	An area that does not meet the requirements for clean air as set out in the Clean Air Act Amendment of 1990.
<b>Air Quality Maintenance Area</b>	A former nonattainment area that currently meets the requirements for clean air as set out in the Clean Air Act Amendment of 1990.
<b>Americans with Disabilities Act of 1990 (ADA)</b>	A federal law mandating sweeping changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities, not just in projects involving federal dollars, but all new public places, conveyances, and employers. The significance of ADA in transportation is mainly in terms of transit operations, capital improvements, and hiring.
<b>Ambient Air</b>	The outdoor air in a given area.
<b>Area of City Impact</b>	A requirement of state law requiring a land use plan that not only plans for the area within the city's legal boundaries, but also plans for areas outside of the city's legal boundaries that are still in the unincorporated area of the county and have not yet been annexed into the city. Officially negotiated areas of city impact are necessary prerequisites for cities to annex adjacent properties.
<b>Arterial Street</b>	A class of street serving major traffic not designated as a highway.
<b>Attainment Area</b>	An area that meets the U.S. Environmental Protection Agency health-based ambient air quality standards as set out in the Clean Air Act Amendment of 1990.
<b>Authorized Amount</b>	Upper limit of the amount of funds that can be appropriated for a program established under legislation by Congress.
<b>Average Daily Traffic (ADT)</b>	The average number of vehicles passing a fixed point in a 24-hour time frame. A convention for measuring traffic volume.
<b>Base Year</b>	An analysis, or study's baseline, or lead off year. The year to which other years are compared.

<b>Bikeway</b>	A facility intended to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.
<b>Blueprint for Good Growth</b>	The Ada County Consortium is a partnership of governments in charge of local land use and roadway planning: Ada County, Ada County Highway District, Boise, Eagle, Garden City, Meridian, Kuna, Star, and the Idaho Transportation Department. The partners want to better coordinate land use and transportation planning in Ada County to ensure that growth is orderly and beneficial for the community's continued prosperity and quality of life.
<b>Boise Cut-off</b>	The section of the rail line between the City of Nampa and the City of Boise north of I-84.
<b>Bus Rapid Transit (BRT)</b>	A transit system that looks and feels like a rail system, but operates like a bus system with rubber tires and no rail. BRT may or may not operate on a dedicated lane.
<b>Clean Air Act (CAA)</b>	Federal air quality laws enforced by the U.S. Environmental Protection Agency.
<b>Capacity</b>	A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. How well an area can accommodate a stream of traffic in a given place at a given time. Increased capacity can come from building more roads, installing more public transit, or from many other sources.
<b>Capital Assets</b>	An item, usually non-real estate, that has a useful life of greater than one year and a unit cost of \$5,000 or more. Examples: road repair equipment, computer systems, buses.
<b>Capital Program Funds</b>	Financial assistance from the Capital Program of 49 U.S. Code. This program enables the Secretary of Transportation to make discretionary capital grants and loans to finance public transportation projects divided among fixed guideway (rail) modernization; construction of new fixed guideway systems and extensions to fixed guideway systems; and replacement, rehabilitation, and purchase of buses and rented equipment, and construction of bus-related facilities.
<b>Carbon Monoxide (CO)</b>	A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
<b>Categorical Exclusion (CE)</b>	Prepared for projects that do not have a significant impact on the human and natural environment.

<b>Census Tract</b>	Small, relatively permanent subdivisions of a county that are delineated for all metropolitan areas and other densely populated counties by local census statistical area committees following guidelines set by the U.S. Bureau of the Census.
<b>Congestion Mitigation/Air Quality Program (CMAQ)</b>	Provides federal transportation funding to metropolitan/nonattainment/maintenance areas for projects that improve air quality.
<b>Congestion Management System (CMS)</b>	Systematic process for managing congestion. Provides information on transportation system performance and finds productive ways to manage the growth of congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
<b>Conformity</b>	The compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act (CAA).
<b>Conservation</b>	Care and protection of natural resources.
<b>Consumer Price Index (CPI)</b>	The rate of inflation.
<b>Context Sensitive Design</b>	A concept in transportation design that considers the adjoining land use, site access, community character, pedestrians, multi-modal needs, environmental, and other community interests and considerations when developing transportation system improvements.
<b>Cultural Resources</b>	Resources of a wide variety including archaeology, historic preservation, and environmental preservation.
<b>Department of Transportation (DOT)</b>	Can refer to U.S. DOT or to a state DOT. (Idaho DOT is known as Idaho Transportation Department – ITD)
<b>Development Monitoring Report</b>	An overview of development activity using building permit information collected from city and county jurisdictions in Ada and Canyon Counties.
<b>Environmental Impact Statement (EIS)</b>	Report that details any adverse economic, social, and/or environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

<b>Environmental Justice (EJ)</b>	Part of Title VI of the Civil Rights Act of 1964, which prohibits discrimination in any program receiving federal assistance, ensures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.
<b>Environmental Protection Agency (EPA)</b>	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
<b>Existing System Efficiency</b>	Upgrading or supplementing the function of existing facilities through operational improvements.
<b>Expressway</b>	A divided highway for through traffic with controlled access; intersections usually separated from other roadways by differing grades.
<b>Facilities</b>	As used in the transportation world, “facilities” means all the fixed physical assets of a transportation system, such as roads, bus terminals, bridges, bike paths, and train stations.
<b>Federal Highway Administration (FHWA)</b>	A branch of the U.S. Department of Transportation that administers the Federal-Aid Highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other federal lands roads.
<b>Financial Planning</b>	The process of defining and evaluating funding sources, sharing the information, and deciding how to allocate the funds.
<b>Financial Programming</b>	A short-term commitment of funds to specific projects identified in the regional Transportation Improvement Program.
<b>Coarse Particulates (PM<sub>10</sub>)</b>	One of the six EPA “criteria pollutants” for air quality, and one of the pollutants generated by on-road mobile sources. PM <sub>10</sub> or any airborne solid or liquid particles smaller than 10 microns in diameter.
<b>Fiscal Constraint</b>	Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.
<b>Flexible Funds or “Flex” Funds</b>	Federal transportation legislation allowing the use of certain Federal-aid Highway Program funds for either highway or transit projects.
<b>FONSI</b>	Finding of No Significant Impacts.
<b>Formula Capital Grants</b>	Federal transit funds for transit operators; allocation of funds overseen by Federal Transit Authority.

<b>Forum on Transportation Investment (FOTI)</b>	A special committee set up by ITD to investigate future funding needs in transportation throughout the State of Idaho.
<b>Four Step Modeling Process</b>	Used to estimate future travel demand on a transportation system. The four steps are: trip generation, trip distribution, mode choice, and network assignment.
<b>Federal Transit Authority (FTA) –</b>	A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America’s communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation’s communities and natural environment, and to strengthen the national economy.
<b>Fixed Route (Bus Service)</b>	A bus line that operates on a specific route that does not vary from day to day. Also referred to as “Fixed Line.”
<b>Grant Anticipation Revenue Vehicle (GARVEE)</b>	Bonds that allow state and local agencies to fund, schedule, and complete large construction projects in a much shorter time frame. Bonding decreases project costs by avoiding future inflation and allow contractors to make more efficient use of labor and equipment. The ability to avoid inflation in real property values decreases project right-of-way costs.
<b>Geographic Information System (GIS)</b>	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
<b>High Occupancy Vehicle (HOV)</b>	Vehicles carrying two or more people.
<b>Interstate Highway System (IHS)</b>	The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the United States to internationally significant routes in Canada and Mexico.
<b>Inspection and Maintenance Programs (I/M)</b>	Local government programs that require vehicles to be inspected and repaired to comply with specific air quality standards, most commonly for carbon monoxide and ozone.
<b>Intermodal</b>	The ability to connect, and the connections between, modes of transportation.
<b>Intermodal Surface Transportation Equity Act of 1991 (ISTEA)</b>	Legislative initiative by the U.S. Congress in 1991 that restructured funding for transportation programs; authorized an increased role for regional planning commissions/Metropolitan Planning Organizations in funding decisions; and required comprehensive regional and statewide long-term transportation plans.

<b>Intelligent Transportation System (ITS)</b>	The application of advanced technologies to improve the efficiency and safety of transportation systems.
<b>Jobs/Housing Imbalance</b>	When people do not live near where they work, the impacts to the transportation system increase proportionally.
<b>Key Number</b>	Numbers are assigned to a programmed project for tracking purposes.
<b>Land Use</b>	Refers to the manner in which portions of land or the structures on them are used (i.e., commercial, residential, retail, industrial, etc.).
<b>Local Street</b>	A street intended solely for access to properties contiguous to it.
<b>Long Range Transportation Plan (LRTP)</b>	Or Regional Transportation Plan (RTP) (the Plan) – a document resulting from regional or statewide collaboration and consensus on a region’s or state’s transportation system, and serving as the defining vision for the region’s or state’s transportation systems and services. In metropolitan areas, the plan indicates all the transportation improvements scheduled for funding over the next 20 years.
<b>Maintenance</b>	Ensuring the long-term existence of current facilities through regular and routine care (such as chip seals, overlays, bulb replacement, etc.).
<b>Maintenance Area</b>	A probationary status for a region that was an air quality non-attainment area but has come into compliance with the Clean Air Act.
<b>Major Destinations</b>	Destinations or places that attract many traffic trips such as shopping centers, major employment centers, large educational facilities, regional parks, large entertainment areas, or downtown centers.
<b>Mobile Source</b>	Mobile sources of air pollution. Some examples include motor vehicles, aircraft, seagoing vessels, and other transportation modes.
<b>Mode</b>	A specific form of transportation, such as automobile, subway, bus, rail, or air.
<b>Models</b>	Simulations of the “real world” that can be used to show the impact of changes in a metropolitan area on the transportation system (such as adding a new road or transit line, or increases in population or employment).

<b>Metropolitan Planning Organization (MPO)</b>	Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible, in cooperation with the state and other transportation providers, for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.
<b>Nampa Urbanized Area</b>	An area with a specific boundary comprised of the Cities of Nampa, Caldwell, and Middleton, as well as small parts of Canyon County. The U.S. Census Bureau designates urbanized areas, but allows local governments to “smooth” the boundary.
<b>National Ambient Air Quality Standards (NAAQS)</b>	Federal standards that set allowable concentrations and exposure limits for various ambient air pollutants.
<b>National ITS Architecture</b>	A systems framework to guide the planning and deployment of ITS infrastructure. The national ITS architecture is a blueprint for the coordinated development of ITS technologies in the United States. It is unlikely that any single metropolitan area or state would plan to implement the entire national ITS architecture.
<b>National Environmental Policy Act of 1969 (NEPA)</b>	Established a national environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
<b>Non-attainment</b>	Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.
<b>Northern Ada County</b>	The area north of the “Boise Base Line.” The invisible line runs across the county west to east approximately seven miles south of Kuna.
<b>Obligation Authority (OA)</b>	A "ceiling" on the amount of federal assistance that may be promised (obligated) during a specified time period.
<b>Ozone (O<sub>3</sub>)</b>	A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and NO <sub>x</sub> combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.

<b>Paratransit</b>	A variety of smaller, often flexibly scheduled and routed transportation services using low-capacity vehicles, such as vans, which operate within normal urban transit corridors or rural areas. These services usually serve the needs of people that standard mass transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and people with disabilities.
<b>Parts per Million (PPM)</b>	Parts per million – measurement for pollutants in the air.
<b>Performance Standards or Measures</b>	Indicators of how well the transportation system is performing with regard to such things as level of congestion, average speed, reliability of travel, and accident rates. Used as feedback in the decision making process.
<b>Planning Funds (PLH)</b>	Primary source of funding for metropolitan planning designated by the FHWA.
<b>PM<sub>10</sub></b>	Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.
<b>Preservation</b>	To save from change or loss and reserve for a special purpose. It is the most restrictive among management principles and should not be confused with conservation.
<b>Programmed Projects</b>	Projects that have been budgeted for implementation within the next three years.
<b>Public</b>	Anyone who resides, has an interest, or does business in a give area potentially affected by transportation decisions. This includes both individuals and organized groups.
<b>Public Participation</b>	The active and meaningful involvement of the public in the development of transportation plans and programs.
<b>Reformulated Gasoline</b>	Gasoline blended to burn more completely and evaporate less easily. Fewer volatile organic compounds (VOCs) are released into the air, potentially reducing ozone formation.
<b>Regionally Significant Projects</b>	In the planning community, regionally significant projects serve regional transportation needs such as access to and from the major activity centers in the region, and would normally be included in the modeling of a metropolitan area's transportation network. These projects include, at a minimum, all principal arterial highways and all fixed-guideway transit facilities. Regionally significant projects meet a specific definition developed the Northern Ada County Interagency Consultation Committee on Air Quality (ICC).



<b>Record of Decision (ROD)</b>	Presents the selected transportation decision analyzed in an EIS, the basis for that decision, and the environmental commitments to mitigate for project impacts to the human and natural environment.
<b>Reverse Commute</b>	Travel from home to work, or from work to home, against the main directions of traffic.
<b>Right of Way (ROW)</b>	Priority paths for the construction and operation of highways, light and heavy rail, railroads, etc.
<b>Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)</b>	Authorized in 2005, SAFETEA-LU authorized federal funding for transportation investments for fiscal years 2005-2009. Approximately \$286.4 billion in funding was authorized, the largest amount in history, which is used for highway, transit, and other surface transportation programs.
<b>Safety</b>	Improving the function of the transportation system to provide the safest environment for the public.
<b>Single Occupancy Vehicles (SOV)</b>	Cars with just one occupant, the driver. The large number of single occupancy vehicles on the road at rush hour in cities is recognized as a major cause of pollution.
<b>State Implementation Plan (SIP)</b>	Produced by the state environmental agency. Contains specific strategies for controlling emissions and reducing ambient levels of pollutants, in order to satisfy the CAA requirements for demonstrations of reasonable further progress toward attainment. Transportation plans must conform to state implementation plans.
<b>Smart Growth</b>	A set of policies and programs designed to protect, preserve, and economically develop established communities and valuable natural and cultural resources.
<b>State Planning and Research Funds (SP&amp;R)</b>	Primary source of funding for statewide long-range planning.
<b>Sprawl</b>	Urban form that connotatively depicts the movement of people from the central city to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.
<b>Stakeholders</b>	Individuals, organizations, and agencies with an interest in, or who are affected by, the transportation planning process. Includes federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

<b>State Transportation Improvement Program (STIP)</b>	A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.
<b>Sub-area Plan</b>	A study and plan for future transportation improvements within a small area such as a smaller city or a section of a larger city.
<b>Surface Transportation Program (STP)</b>	Federal-aid highway funding program that funds a broad range of surface transportation capital needs including: many roads, transit, sea and airport access, vanpools, bike, and pedestrian facilities.
<b>Transit</b>	Transportation mode that moves larger numbers of people than does a single automobile. Generally renders to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.
<b>Transit Supportive Housing Density</b>	The amount of housing density needed to support a transit system. Seven units per gross acre is the minimum density that is considered transit supportive. Transit supportive density can be derived a variety of ways including a wide mix of densities that averages seven units per acre or more. This type of density is only expected within one-quarter mile of transit stops.
<b>Transportation Control Measures (TCM)</b>	Specific measures that reduce emissions by either reducing vehicle use or reducing traffic flow. Examples: improved public transit, high-occupancy vehicle lanes, shared-ride services, bicycle/pedestrian facilities, and flexible work schedules.
<b>Transportation Demand Management (TDM)</b>	Programs designed to reduce demand for transportation through various means, such as the use of transit and of alternative work hours.
<b>Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)</b>	Authorized in 1998, TEA-21 authorized federal funding for transportation investments for fiscal years 1998-2003. Approximately \$217 billion in funding was authorized, which is used for highway, transit, and other surface transportation programs.
<b>Travel Demand Forecast Model</b>	A computer program that provides a forecast of average (week) day traffic (ADT) for each link of a given transportation network and demographic data set. The model is regularly maintained and updated to include all completed roadway projects. Future-year model networks include anticipated widening and new roadway projects.
<b>Telecommuting</b>	Communicating electronically (by telephone, computer, fax, etc.) with an office, either from home or from another site, instead of traveling to it physically.

<b>Transportation Improvement Program (TIP)</b>	A financially constrained three-year program covering the most immediate implementation priorities for transportation projects and strategies from the metropolitan transportation plan.
<b>Title VI</b>	Part of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.
<b>Transportation Management Area (TMA)</b>	All urbanized areas over 200,000 in population.
<b>Trust Fund</b>	A fund credited with receipts that are held in trust by the government and earmarked by law for use in carrying out specific purposes and programs in accordance with an agreement or a statute.
<b>Unified Planning Work Program (UPWP)</b>	The management plan for the metropolitan planning program. Its purpose is to coordinate the planning activities of all participants in the planning process. The UPWP is also the budget document for the metropolitan planning organization.
<b>Urbanized Area</b>	Area that contains a city of 50,000 or more population plus incorporation surrounding areas meeting size or density criteria as defined by the U.S. Bureau of the Census.
<b>Vehicle Miles Traveled (VMT)</b>	Term used for describing the total number of miles traveled by a vehicle in a given time. Most conventional VMT calculation is to multiply the average length of trips by the total number of trips.

## Acronyms

<b>AASHTO</b>	American Association of State Highway and Transportation Officials	<b>EPA</b>	Environmental Protection Agency
<b>ACCHD</b>	Association of Canyon County Highway Districts	<b>FAA</b>	Federal Aviation Administration
<b>ACHD</b>	Ada County Highway District	<b>FHWA</b>	Federal Highway Administration
<b>ADA</b>	Americans with Disabilities Act	<b>FONSI</b>	Finding of No Significant Impacts
<b>ADT</b>	Average Daily Traffic (or Average Daily Trips)	<b>FOTI</b>	Forum on Transportation Investment
<b>AFB</b>	Air Force Base	<b>FTA</b>	Federal Transit Authority
<b>AMPO</b>	Association of Metropolitan Planning Organizations	<b>FY</b>	Fiscal Year
<b>APTA</b>	American Public Transportation Association	<b>GARVEE</b>	Grant Anticipation Revenue Vehicle
<b>BOI</b>	Boise Airport	<b>GIS</b>	Geographic Information System
<b>CAA</b>	Clean Air Act	<b>HDA</b>	Highway Distribution Account
<b>CAAA</b>	Clean Air Act Amendments	<b>HOV</b>	High Occupancy Vehicle
<b>CE</b>	Categorical Exclusion	<b>HTF</b>	Highway Trust Fund
<b>CFR</b>	Code of Federal Regulations	<b>IHS</b>	Interstate Highway System
<b>CIM</b>	Communities in Motion	<b>I/M</b>	Vehicle Inspection and Maintenance Program
<b>CIP</b>	Capital Improvements Program	<b>INPR</b>	Idaho Northern and Pacific Railroad
<b>CMAQ</b>	Congestion Mitigation/Air Quality	<b>ISTEA</b>	Intermodal Surface Transportation Equity Act of 1991
<b>CMS</b>	Congestion Management System	<b>ITD</b>	Idaho Transportation Department
<b>CO</b>	Carbon Monoxide	<b>ITS</b>	Intelligent Transportation System
<b>COMPASS</b>	Community Planning Association of Southwest Idaho	<b>LOS</b>	Level of Service
<b>CPI</b>	Consumer Price Index	<b>LRTP</b>	Long Range Transportation Plan
<b>EIS</b>	Environmental Impact Statement	<b>MIS</b>	Major Investment Study
<b>EJ</b>	Environmental Justice	<b>MPO</b>	Metropolitan Planning Organization

<b>MSA</b>	Metropolitan Statistical Area	<b>SP&amp;R</b>	State Planning and Research Funds
<b>NAAQS</b>	National Ambient Air Quality Standards	<b>SOV</b>	Single Occupancy Vehicles
<b>NEPA</b>	National Environmental Policy Act of 1969	<b>STIP</b>	State Transportation Improvement Program
<b>NOx</b>	Oxides of Nitrogen	<b>STP</b>	Surface Transportation Program
<b>PCT</b>	Plan Coordination Team	<b>TAZ</b>	Traffic Analysis Zone
<b>PE</b>	Preliminary Engineering	<b>TCM</b>	Transportation Control Measures
<b>PL</b>	Planning Funds	<b>TDM</b>	Transportation Demand Management
<b>PPM</b>	Parts per million	<b>TDP</b>	Transit Development Program
<b>O<sub>3</sub></b>	Ozone	<b>TEA-21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>O&amp;M</b>	Operations and Maintenance	<b>TIP</b>	Transportation Improvement Program
<b>OA</b>	Obligation Authority	<b>TMA</b>	Transportation Management Area
<b>ROCI</b>	Regional Operations and Capital Improvements Plan	<b>TSCP</b>	Transportation Service Coordination Plan
<b>ROD</b>	Record of Decision	<b>TSM</b>	Transportation System Management
<b>ROW</b>	Right of Way	<b>UPRR</b>	Union Pacific Railroad
<b>RPTA</b>	Regional Public Transportation Authority	<b>UPWP</b>	Unified Planning Work Program
<b>RTTF</b>	Regional Transportation Task Force	<b>USC</b>	United States Code
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users	<b>VMT</b>	Vehicle Miles Traveled
<b>SIP</b>	State Implementation Plan	<b>VRT</b>	Valley Regional Transit

# Acknowledgements

Putting together a regional long-range transportation plan is a major challenge. It involves land use, transportation, financing, politics, and a host of other issues. The complexity of planning requires extensive collaboration and a great deal of time. The planning process for *Communities in Motion* kicked off in 2003, meaning it was a three-year effort that involved hundreds of local elected officials, local and state staff, and consultants. They spent many evenings and not a few weekends in getting *Communities in Motion* accomplished.

The 2,000 plus citizens who attended meetings, reviewed documents and gave their ideas and energy to the process cannot be thanked enough. They had the option to stay home or come out and participate. Without citizen participation, any plan is headed for failure.

The Community Planning Association of Southwest Idaho (COMPASS) thanks the following people and organizations for their work and their support during the development of *Communities in Motion*. We hope we listed all the participants and apologize if we missed anyone.

Listing a person as a participant in *Communities in Motion* does not necessarily mean he or she fully supports the recommendations in the plan. As in any plan, a diversity of opinion is guaranteed.

# Board of Directors—for adoption of plan, August 17, 2006

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Tom Dale, Chair-Elect  
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Central District Health	Russell Duke
Office of the Governor	Matt Ellsworth
Greater Boise Auditorium District	Pat Rice

## *Communities in Motion* Steering Committee

The Steering Committee for *Communities in Motion* was an advisory group comprised elected officials from the COMPASS Board (the Executive Committee), a County Commissioner from Boise, Elmore, Gem, and Payette counties, a representative of the Idaho Transportation Department, and a representative of Valley Regional Transit. The Steering Committee provided guidance and feedback on the proposed policy recommendations prior to formal presentations to the COMPASS and Idaho Transportation Boards.

The Steering Committee represented their respective agencies and constituents; collaborated in the formulation of a mutually beneficial regional vision and planning process; collaborated in the development of solutions to regional issues and needs; and, provided direction and guidance in the identification of transportation, land use, and economic policy strategies to address regional needs and achieve the regional vision.

The list indicates persons who were invited to participate on the Steering Committee. Some individuals were invited but decided not to participate.

Ada County	Judy Peavey-Derr, Commissioner
Boise County	Dale Hanson, Commissioner
Canyon County	Matt Beebe, Commissioner
Elmore County	Mary Egusquiza, Commissioner
Gem County	Sharon Pratt, Commissioner
	Michelle Sherrer, Commissioner
Payette County	Rudy Endrikat, Commissioner
	Marc Shigeta, Commissioner
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City of Nampa	Tom Dale, Mayor
City of Meridian	Tammy de Weerd, Mayor
City of Parma	Bob Flowers, Mayor
Ada County Highway District	John Franden, Commissioner
Idaho Transportation Department	Charles Rountree, Planning Division Administrator
	Eric Shannon, District Engineer
Valley Regional Transit	Kelli Fairless, Executive Director



## *Communities in Motion* Plan Coordination Team

The Plan Coordination Team (PCT) comprised technical staff from member agencies and organizations affiliated with the *Communities in Motion* planning process. The PCT provided technical guidance and reviewed concepts and policies developed for the overall project. The list indicates people who were invited to participate on the Plan Coordination Team. Some individuals were invited but decided not to participate.

Ada County	Dean Gunderson
	Michael Wilson
Ada County Highway District	Katey Levihn
	Don Kostelec
	Sally Goodell
Boise County	Kathy Brady
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Canyon County	Bonnie Ford-Le Compte
	Leon Jensen
City of Meridian	Steve Siddoway
	Matt Ellsworth
City of Boise	Karen Gallagher
	Kathleen Lacey
	Hal Simmons
City of Caldwell	Gordon Law
	Brent Orton
City of Eagle	Nichoel Baird-Spencer
City of Star	Craig Eckles
	Gian Paolo Mammone
City of Nampa	Paul Raymond
Idaho Transportation Department	Sue Sullivan
Partnering Counties Representative	Vern Brewer (Holladay Engineers)
Partnering Counties Representative	Joe Haynes (Local Highway Technical Assistance Council)
Assoc. of Canyon County Highway Districts	Tim Richard
	Stephen Freiburger
Valley Regional Transit	Kelli Fairless
	Kevin Bittner
CH2M Hill	Scott Ellsworth
Doherty & Associates	Karen Doherty
ECO Northwest	Terry Moore
Fregonese Calthorpe	David Auscherman
	Radcliffe Dacanay
Kittelson & Associates	Sonia Henum
	Phil Worth
PlanningWorks	Michael Lauer
RBCI	Rosemary Curtin

## COMPASS Staff

COMPASS staff, from the start of the planning process in 2003, through its completion in 2006, contributed to the development of the plan in many ways. From modeling, map-making, and budgeting, to demographic analysis, administrative support, and public involvement, COMPASS staff were integral in the creation and completion of *Communities in Motion*.

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Clair Bowman	Linda Ritter
Nancy Brecks *	Terri Schorzman *
John Cunningham *	Matt Stoll *
Ross Dodge *	Cindy Thiel
Pam Elliott *	Toni Tisdale *
Ryan Head *	Charles Trainor *
Keith Holmes *	Jeanne Urlezaga *
June Hues (Ramsdell)	MaryAnn Waldinger *
Don Matson *	Yancey Willis *
Carl Miller *	Diane Wilton *
Kate Nice	Debbie Winchar *
Erv Olen	Jay Witt
Patricia Nilsson	

\* Indicates COMPASS staff in November 2006.

## COMPASS Public Participation Committee

The COMPASS Public Participation Committee reviewed materials and hosted meetings for the “Communities in Conversation” public involvement event, and provided advice and guidance for enriching public engagement for all COMPASS planning efforts.

Brian Ballard	Thad Hoffman
Nan Ballein	Erik McLaughlin
Ester Ceja	Lawrence Rincover
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Sunny Freeman-Genz	Deanna Smith
Miguel Gaddi	Brian Tandrow
Linda Gossett	Todd Wilder
Julia Kertz Grant	Rachel Winer
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Kittelson & Associates  
Fregonese Calthorpe Associates  
CH2M Hill  
Michael Kodama & Associates  
ECO Northwest  
Rosemary B. Curtin, Inc., Public Affairs Consulting

## And...

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