



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

BOARD PACKET

August 15, 2011

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

**COMMUNITY PLANNING ASSOCIATION
BOARD MEETING CALENDAR
SEPTEMBER 2011 – FEBRUARY 2012**

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
Monday, September 19, 2011 1:30 p.m.	Meridian City Hall 33 E. Broadway Avenue Meridian, Idaho	Workshop – COMPASS Demographics Program
Monday, October 17, 2011 1:30 p.m.	Meridian City Hall 33 E. Broadway Avenue Meridian, Idaho	Workshop – Modeling Capabilities and Relationship to other COMPASS Programs Approve Public Involvement Plan for CIM 2040
Monday, November 21, 2011 1:30 p.m.	Meridian City Hall 33 E. Broadway Avenue Meridian, Idaho	Workshop – Funding Transportation Adopt Resolution Approving the FY2012 Unified Planning Work Program-Revision 1
Monday, December 19, 2011 1:30 p.m.	Nampa Civic Center 311 3rd Street South Nampa, Idaho	COMPASS/VRT Holiday Luncheon Establish 2012 Board and Executive Committee Meeting Dates and Locations Provide 30 Day Notice of Annual Meeting Approve 2012 State Legislative Position Statements
Monday, January 23, 2012 1:30 p.m.	NOTE NEW LOCATION: COMPASS Conference Room 700 N. East 2 nd Street Meridian, Idaho	Tentative Board Meeting Date Annual Board Meeting Confirm Board Officers Rotation. Elect Secretary/Treasurer Confirm Executive Committee Representatives for Cities under 25,000 in Population Confirm Non-Elected Board Members and Alternates Confirm Standing Committee Memberships
Monday, February 27, 2012 12:00-4:00 p.m.	COMPASS Conference Room 700 N. East 2 nd Street Meridian, Idaho	COMPASS Board Workshop

MAKING A MOTION:

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

Motions to Protect Rights:
• Division of the Assembly
• Point of order
• Appeal chair's ruling
• Point of information
• Parliamentary inquiry
Motions to Choose Voting Methods:
• Vote by ballot, roll call, counted vote
• Choose method of nominations
• Open or close nominates or the polls
Motions to Delay Action:
• Refer to a committee
• Postpone to a definite time
• Recess
• Adjourn
• Postpone indefinitely
• Lay on the table
Motions to Vary the Procedures:
• Suspend the rules
• Divide the question
• Request to withdraw a motion
• Request relief from duty – or resign
Motions to Re-examine:
• Reconsider
• Rescind/Amend something previously adopted
• Take from the table
• Discharge a committee

To Change a Proposed Motion:
Amend Motions to Raise Urgent Issues:
• Question of privilege
• Orders of the day
• Object to consideration
Motions to Control Debate:
• Limit debate
• Previous question

TABLE OF RULES RELATING TO MOTIONS:

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



BOARD OF DIRECTORS' MEETING
AUGUST 15, 2011 - 1:30 P.M.
MERIDIAN CITY HALL
33 EAST BROADWAY AVENUE
MERIDIAN, IDAHO

NOTICE: This packet contains only the documents listed with an asterisk (*) in the agenda. The entire packet, including all attachments is available at: http://www.compassidaho.org/documents/people/board/agenda08152011.pdf. The online document requires Acrobat to read it; COMPASS' homepage http://www.compassidaho.org contains a free download link if you need a copy. The online document includes bookmarks at the left of the screen that are named to correspond to agenda items that have attachments. Clicking on a bookmark will take you directly to the named document.

** AGENDA **

I. AGENDA ADDITIONS/CHANGES (1:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA (1:35)

- Page 3 *A. Approve July 18, 2011, Board Meeting Minutes
Page 7 *B. Receive Approved June 21, 2011, Executive Committee Meeting Minutes

IV. SPECIAL ITEMS

- 1:40 A. Member Agency Presentation: Tom Dale
City of Nampa's Goals, Successes, Issues, Challenges
Mayor Tom Dale will discuss Nampa's goals, successes, issues, and challenges.
1:55 B. Workshop -How COMPASS Programs Fit Together Matt Stoll
Matt Stoll will lead a workshop on how COMPASS' programs fit together.

V. ACTION ITEMS

- 2:10 Page 9 *A. Approve Federal Legislative Positions Ken Burgess
Ken Burgess will seek approval of proposed federal legislative positions.
2:30 Page 12 *B. Adopt Resolution 07-2011 Approving Toni Tisdale
FY2012-2016 Regional Transportation Improvement Program and Air Quality Conformity Demonstration; and Resolution 08-2011 Amending FY2011-2015 Regional Transportation Improvement Program
Staff will seek approval of FY2012-2016 Regional Transportation Improvement Program and Air Quality Conformity Demonstration, and amending the FY2011-2015 Regional Transportation Improvement Program.

2:40 Page 43 *C. **Adopt Resolution 09-2011 Approving FY2012 Unified Planning Work Program**
Staff will seek approval of FY2012 Unified Planning Work Program.

Matt Stoll

VI. INFORMATION/DISCUSSION ITEMS

2:50 Page 52 * A. **Receive 2011 Performance Monitoring Report**
Staff will review the 2011 Performance Monitoring Report.

Carl Miller

3:00 B. **Status Report – Finance Committee**
Rebecca Arnold, Finance Committee Chair, will recap the August 11, 2011, Finance Committee meeting.

Rebecca Arnold

3:05 Page 62 * C. **Status Report - Communities in Motion Update**
Staff will provide a status report on the Communities in Motion update.

Liisa Itkonen

3:20 D. **Status Report – Administrative Building**
Matt Stoll will provide a status report on the COMPASS/VRT administrative building.

Matt Stoll

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

A. Staff Activity Report

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

B. Status Report – Corridor Studies

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

C. Status Report – Current Air Quality Efforts

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

D. Status Report – Current Transportation Project Information

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

E. Status Report – Standing Committees' Attendance

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

F. Status Report – Mobility Management

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

VIII. ADJOURNMENT (3:30)

*Enclosures

Times are approximate. Agenda is subject to change.

**BOARD OF DIRECTORS' MEETING
JULY 18, 2011
MERIDIAN CITY HALL
33 EAST BROADWAY AVENUE
MERIDIAN, IDAHO**



****MINUTES****

ATTENDEES: Rebecca Arnold, Commissioner, Ada County Highway District
Lisa Bachman, Councilwoman, for Scott Dowdy, Mayor, City of Kuna
Nichoel Baird Spencer for James Reynolds, Mayor, City of Eagle
Vern Bisterfeldt, Commissioner, Ada County
Todd Bunderson, Capital City Development Corporation
Dave Case, Commissioner, Ada County Highway District
Elaine Clegg, Councilwoman, City of Boise
Tom Dale, Mayor, City of Nampa
John Evans, Mayor, City of Garden City
Kelli Fairless, Valley Regional Transit
Caleb Hood, for Tammy de Weerd, Mayor, City of Meridian
Bruce Krosch, Southwest District Health, Ex officio
Kathleen Lacey for Dave Bieter, Mayor, City of Boise,
Immediate Past Chair
Carol McKee, Commissioner, Ada County Highway District, **Chair Elect**
Bryce Millar, Commissioner, Nampa Highway District #1, **Vice Chair**
Brent Orton, City of Caldwell
Charlie Rountree, Councilman, City of Meridian,
Secretary/Treasurer
Jerome Scroggins, Commissioner, Canyon Highway District #4
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Vicki Thurber, Mayor, City of Middleton

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MEMBERS ABSENT: Kathy Alder, Commissioner, Canyon County
Chris Collins, Mayor, City of Notus
David Eberle, Councilman, City of Boise
David Ferdinand, Commissioner, Canyon County,
Chair
Dave Jones, Idaho Transportation Department
Jason Kreizenbeck, Governor's Office, Ex officio
James Maguire, Boise State University
Nathan Mitchell, Mayor, City of Star
Garret Nancolas, City of Caldwell
Steven Rule, Commissioner, Canyon County
Patrick Rice, Greater Boise Auditorium District, Ex officio
Craig Telford, Mayor, City of Parma
Martin Thorne, Councilman, City of Nampa
Sharon Ullman, Commissioner, Ada County
Pete Wagner, Department of Environmental Quality
Rick Yzaguirre, Commissioner, Ada County

OTHERS: Fred Abousleman, National Association of Regional Councils
Ken Burgess, Veritas Advisors
Sally Goodell, Ada County Highway District
Keith Holmes, Community Planning Association
Liisa Itkonen, Community Planning Association
Don Matson, Community Planning Association
John McEvoy, Commissioner, Canyon Highway District #4
Carl Miller, Community Planning Association
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association
Jeanne Urlezaga, Community Planning Association
Jessica Wilson, Community Planning Association

CALL TO ORDER:

Chair Elect McKee called the meeting to order at 1:35 p.m. and welcomed Bruce Krosch, Director of Southwest District Health, to his first COMPASS meeting.

AGENDA ADDITIONS/CHANGES

Kelli Fairless moved and Elaine Clegg seconded to add Action Item IV-D to the agenda regarding letters of support for upcoming grant applications. Motion passed unanimously.

OPEN DISCUSSION/ANNOUNCEMENTS

Board members announced upcoming activities in their communities, and reported on the status of federal funding cuts for transit and other programs such as the Safe Routes to School.

CONSENT AGENDA

- A. Approve June 20, 2011, Board Meeting Minutes.**
- B. Receive Approved May 17, 2011, Executive Committee Meeting Minutes**
- C. Approve Bruce Krosch of Southwest District Health as Non-Elected Ex-officio Public Health Representative.**

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

ACTION ITEMS

A. Approve End-of-Year Request Priorities

Toni Tisdale presented End-of-Year request priorities.

After discussion, **Elaine Clegg moved and Dave Case seconded approval of the End-of-Year request priorities as presented. Motion passed unanimously.**

B. Approve Implementation Plan for State Street Transit and Traffic Operational Plan (TTOP)

Don Matson presented the implementation plan for the State Street Transit and Traffic Operational Plan (TTOP).

After discussion, **Nichoel Baird Spencer moved and Tom Dale seconded approval of the implementation plan for State Street Transit and Traffic Operational Plan (TTOP) as presented. Motion passed unanimously.**

C. Adopt Resolution 06-2011 Approving Revision 2 of the FY2011 Unified Planning Work Program

Matt Stoll presented Resolution 06-2011 approving revision 2 of the FY2011 Unified Planning Work Program.

After discussion, **Dave Case moved and Rebecca Arnold seconded adoption of Resolution 06-2011 approving Revision 2 of the FY2011 Unified Planning Work Program as presented. Motion passed unanimously.**

D. Authorize COMPASS Letters of Support for Upcoming Grant Applications

Kelli Fairless stated Federal Transit Administration sent notices regarding discretionary funding that is available under bus and bus related facilities. Kelli requested letters of support for competitive grant applications for a bus barn for BSU, which BSU is providing the local match for, and a bicycle/pedestrian/transit facility on Collister between Hill Road and State Street, for which ACHD will be providing the local match.

After discussion, **Tom Dale moved and Vern Bisterfeldt seconded to authorize COMPASS to draft letters of support as requested. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Discuss Federal Position Statements

Ken Burgess discussed proposed federal position statements for Board consideration for approval in August 2011.

Fred Abousleman, Director of the National Association of Regional Councils, spoke to the Board regarding a proposed change to the tax code regarding private sector investment in regional infrastructure improvement projects.

B. Status Report – Finance Committee

Rebecca Arnold provided a status report on the July 5, 2011, Finance Committee meeting.

C. Review FY2012 Unified Planning Work Program

Matt Stoll reviewed the revised FY2012 Unified Planning Work Program assumptions, which were recommended for Board approval by the Finance Committee at its July 5, 2011, meeting.

After discussion of the Canyon County Southern Arterial Study task under Program 701 – Membership Services, Matt stated that the task will be sent back to RTAC for further review and consideration in the FY2012 Unified Planning Program at the RTAC meeting on Wednesday, July 27, 2011.

D. Status Report – Administrative Building

Matt Stoll provided an update on the COMPASS/VRT administrative building.

ADJOURNMENT

Dave Case moved and Tom Dale seconded adjournment at 2:50 pm. Motion passed unanimously.

Dated this 15th day of August 2011.

Approved:

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

Attest:

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

**EXECUTIVE COMMITTEE MEETING
JUNE 21, 2011
COMPASS CONFERENCE ROOM**

****MINUTES****



- ATTENDEES:** Dave Bieter, Mayor, City of Boise, **Immediate Past Chair**
Tom Dale, Mayor, City of Nampa
David Ferdinand, Commissioner, Canyon County, **Chair**
Carol McKee, Commissioner, Ada County Highway District, **Chair Elect**
Bryce Millar, Commissioner, Nampa Highway District #1, **Vice Chair**
Garret Nancolas, Mayor, City of Caldwell
Nathan Mitchell, Mayor, City of Star
Charlie Rountree, Councilman, City of Meridian, **Secretary/Treasurer**
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Vicki Thurber, Mayor, City of Middleton
Rick Yzaguirre, Commissioner, Ada County
- OTHERS PRESENT:** Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Amy Luft, Community Planning Association
Charles Trainor, Community Planning Association
Jeanne Urlezaga, Community Planning Association

CALL TO ORDER:

Chair Ferdinand called the meeting to order at 2:00 pm.

AGENDA ADDITIONS/CHANGES

There were no agenda additions or changes.

OPEN DISCUSSION/ANNOUNCEMENTS

Committee members announced various upcoming activities in their communities.

CONSENT AGENDA

A. Approve May 17, 2011, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish July 18, 2011, COMPASS Board Agenda

Matt Stoll presented staff proposed Agenda Items 1-22 for the July 18, 2011, COMPASS Board meeting, and requested the latitude to amend the agenda as necessary.

After discussion, **Tom Dale moved and Carol McKee seconded approval of Agenda Items 1-22 as presented and Matt has the latitude to amend the agenda as necessary. Motion passed unanimously.**

INFORMATION/DISCUSSION

A. Discuss May 2011 COMPASS Board Retreat Summary and Next Steps

Amy Luft provided a recap of the May 2011 Board Retreat and discussed next steps.

B. Status Report - General and Special Membership

Matt Stoll provided an update on membership dues.

C. Status Report – Administrative Building

Matt Stoll provided update on the COMPASS/VRT Administration Building construction schedule.

OTHER

Matt Stoll provided an overview of the process for the Community in Motion update based on Board direction.

ADJOURNMENT

Tom Dale moved and Carol McKee seconded adjournment at 2:50 pm. Motion passed unanimously.

Dated this 19th day of July 2011.

Approved:

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

Attest:

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

COMPASS BOARD MEETING AGENDA ITEM V-A

Date: August 15, 2011



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Federal Transportation Policy Positions

LONG-TERM AUTHORIZATION PROPOSAL NECESSARY

COMPASS supports the traditional six-year reauthorization of the Transportation Authorization Act. Transportation project planning and construction requires predictability and certainty in regulatory requirements and funding availability to be successful. By adopting a six-year authorization proposal, Congress will provide more stability to state and local transportation planning. A shorter term reauthorization severely limits the ability of states and local entities to properly plan and schedule construction and maintenance.

FEDERAL TRANSPORTATION FUNDING

Federal Fuel Tax

COMPASS supports an increase in the federal fuel tax and supports indexing the fuel tax rate to inflation. The federal fuel tax has not been increased since 1993, buying power has decreased and political challenges associated with fuel tax increases have had a negative effect on the nation's infrastructure investments. The Highway Trust Fund is headed toward insolvency and must be stabilized to provide predictable funding for transportation infrastructure.

Funding Diversification

COMPASS supports implementation of diversified transportation user fee concepts to reduce the sole reliance on fuel tax to fund the Highway Trust Fund. COMPASS supports implementation of a Vehicle Miles Traveled (VMT) user fee system, and implementation of Alternative Fuel Vehicle fee system. Improvements in fuel efficiency and development of alternative fuel vehicles have negatively impacted the Highway Trust Fund Account. Such vehicles still use our nation's roadway infrastructure, however, and should be required to contribute user fees to the construction and maintenance of that infrastructure.

Public-Private Partnership Incentives

COMPASS supports providing greater incentives for private investment in roadway, bridge, and alternative transportation infrastructure. There is currently little incentive for private financing or engagement in public-private partnerships to fund transportation infrastructure. This leaves the total cost of infrastructure in the hands of governments, an increasingly challenging financing mechanism. Expansion of the Transportation Infrastructure Finance and Innovation (TIFIA) program is one example under consideration, although the effectiveness of such programs in rural states like Idaho remains unclear.

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Environmental and Approval Process “Streamlining”

COMPASS supports requiring federal agency adherence to strict approval/decision timelines/deadlines.

COMPASS supports federal management agency “team” approach to environmental review. Multiple agency review would be conducted on a concurrent basis -- rather than time-consuming sequential manner -- to compress decision-making timelines.

COMPASS supports expedited environmental review process for projects that could move quickly or are funded with greater share of state/local/private matching funds.

Federally funded infrastructure projects typically take on the magnitude of years longer to complete and cost much more than locally funded projects. This delay and expense is largely due to a lack of timeliness in the federal agency decision making process and the “silo” effect of multiple agency jurisdiction approval. Congress should streamline and condense the process by allowing federal agencies to review projects concurrently, setting hard deadlines for federal agencies to approve projects and delegating more decision-making authority to states and local planning entities.

Program Consolidation

COMPASS supports the concept of program consolidation with increased flexibility for states and metropolitan planning organizations. Currently there are over 100 federal surface transportation programs which complicate and limit the ability of states and local planning entities to plan for and construct projects of local and regional significance. COMPASS supports consolidation of these programs with added flexibility for states and local entities to meet mutually agreed upon needs.

Federal Highway Program (FHWA) State/Local Match Rate

COMPASS opposes increases in the state/local match requirement rate. States and local governments have difficulty meeting current match rates for federal highway projects. An increase in the match rate formula will make it more difficult for local projects to be completed.

Public Transportation Programs

COMPASS supports increase in federal funding for public transportation. Congress should adopt a bill that provides robust growth in the federal public transportation program to help transit systems meet the mobility needs of their communities. A stagnant economy and increased gas prices have made communities more reliant on public transportation, yet the ability of public transportation entities to meet the needs is limited. Public transportation providers in both urban and rural areas of Idaho operate on very limited funding.

COMPASS supports allowing more flexibility in use of Sec. 5307 public transportation funds for use in operating assistance for large public transportation operations. In urbanized areas (greater than 200,000 population), public transportation providers are not allowed to use Sec. 5307 funds for operating assistance, limiting the level of service they can provide to the community. After the 2010 Census, public transportation services currently provided by Valley Regional Transit to the Nampa urbanized area will be at risk because Sec. 5307 funds may no longer be eligible for operating assistance to that area. COMPASS supports the proposal to eliminate that limitation.

Metropolitan Planning Organizations (MPO)

COMPASS opposes changes to the current federal population trigger of 50,000 required to form a metropolitan planning organization. Metropolitan planning organizations provide a platform for local governments and state transportation agencies to engage in coordinated transportation planning and funding efforts in their region. With the creation of MPOs, Congress recognized that urbanized areas transportation system needs become more regional in nature – transportation needs don't stop at a city or county border. MPOs provide the venue to appropriately coordinate and prioritize those needs with state agencies. In Idaho, if the population trigger is increased, the MPOs in the Pocatello, Idaho Falls, Lewiston/Clarkston, and Kootenai county regions would potentially be eliminated – leaving only COMPASS in the Ada/Canyon Counties region as the only regional planning entity in the state.

T:\FY11\700 Services\760 Legislative Services\COMPASS draft Federal Transportation Policy Positions August 2011.docx

COMPASS BOARD MEETING AGENDA ITEM V-B

Date: August 15, 2011



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: FY2012-2016 Regional Transportation Improvement Program (TIP)

Summary:

The Draft FY2012-2016 Regional TIP and corresponding air quality conformity demonstration was open for public comment June 24 through July 25, 2011. COMPASS staff received 25 comments, which are provided on Attachment 1. Project changes as a result of additional staff review and public comments are provided on Attachment 2. The Draft TIP document, as well as various formats of the project list, is available online: <http://www.compassidaho.org/people/boardmeetings.htm> under the August 15, 2011 meeting packet.

RTAC recommended approval of the FY2012-2016 Regional TIP on June 27, 2011.

Staff Recommendation/Request:

Staff seeks approval of Resolution 07-2011 (Attachment 3) approving the FY2012-2016 Regional TIP and corresponding air quality conformity demonstration.

Staff also seeks approval of Resolution 08-2011 (Attachment 4) amending FY2012 of the FY2011-2015 Regional TIP allowing immediate action on changes made during the update process.

Implication (policy and/or financial):

Delay of this action would delay access to funding for some projects. The FY2011-2015 Regional TIP will remain active until approval of the FY2012-2016 Regional TIP.

Highlights:

Several formatting changes regarding partial projects (includes termini outside Ada County and Canyon County), project grouping, and inflation factors for year-of-expenditure reporting were made to the FY2012-2016 Regional TIP. These changes are detailed on Attachment 2.

The Statewide Transportation Improvement Program (STIP) is now called the Idaho Transportation Investment Program (ITIP). All projects in Ada County or Canyon County are shown only in the COMPASS TIP. ITD's ITIP includes a reference to the COMPASS TIP.

More Information:

- 1) Attachment 1: Public Comments
- 2) Attachment 2: Changes to the TIP
- 3) Attachment 3: Resolution 07-2011, Approving FY2012-2016 TIP
- 4) Attachment 4: Resolution 08-2011, Amending FY2011-2015 TIP
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at 855-2558, extension 228 or email ttisdale@compassidaho.org.

PC: File 685

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800 S. Industry Way, Ste 100

Meridian, ID 83642

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Public Comments
Draft FY2012-2016 Regional Transportation Improvement Program

No.	Date Received	Zip Code or Name (if permission granted)	Comment	Staff Response
1	6/24/11	Email	Summary: An Economic Model based on return should be used to justify any investment.	Staff responded that COMPASS is scheduled to obtain an economic model soon.
2	6/24/11	83617	Please consider extending 4 lanes from Eagle to the Hwy 16 junction. Especially in the winter, cars can be backed up from Linder Road to Hwy 16. I live in Emmett and work at HP.	Staff forwarded comments to ITD.
3	6/24/11	83709	I am so glad to see further support for the Safe Routes to School Program. It is a great program and just needs to be expanded throughout the valley. Thank you!!	Staff forwarded comments to ITD.
4	6/24/11	83705	I concur with the viable and reasonable nature of the transportation projects listed in the TIP on the COMPASS website.	No response.
5	6/28/11	83702	The projects you have proposed for this year look necessary and well-thought out, so I have no concerns regarding the immediate scope of work. What strikes me as interesting is the research proposed for 2012-2014 (11848 Metropolitan Planning Transit). I hope a part of this research will include prioritization of alternative transportation. Alternative transportation is an area in which I believe our city is lacking and the augmenting of it would be a great benefit to Boise citizens; especially those outside the downtown area, but certainly also those within it. I would very much like to see more proposals for a streetcar and hope your planning will prioritize it highly.	Staff forwarded comments to VRT and the City of Boise.
6	6/29/11	83607 Carol Julius	<ol style="list-style-type: none"> 1. Would like to see increased funding to provide opportunities for Nampa/Caldwell area to implement Bicycle and Pedestrian plans. 2. Would like to see additional public transportation routes available for lower income population to specifically assist in providing transportation to public health clinics and services available in the Treasure Valley. 	Staff forwarded comments to Cities of Nampa and Caldwell and VRT.
7	6/29/11	ACHD	Summarized: The Fairview Avenue projects should no longer be included in the TIP because they are not within the "life" of the TIP and FYWP.	COMPASS staff made these corrections.
8	7/1/11	Idaho Smart Growth	<p>Summarized from a letter.</p> <ol style="list-style-type: none"> 1. Commend COMPASS for adopting "Complete Street" policy 2. Commend COMPASS (and partner agencies) to focus on Maintenance of roads and bridges over new construction as a priority 3. Regarding expansion on Fairview and Franklin, they encourage the agencies involved to think about alternative approaches to handling higher capacity. More investments should be made in bus rapid transit and the transit system in general to create a safe system for drivers, pedestrians, and bicyclists. They support roundabouts. 4. Supports investments in ACHD-Commuteride, Safe Routes to Schools, pedestrian improvements on State Street, Valley Regional Transit and other safety projects. 5. Support inclusion of pedestrian facilities in the Broadway Bridge project. 	No response.

No.	Date Received	Zip Code or Name (if permission granted)	Comment	Staff Response
9	7/5/11	83713 Morrie Lewis, Boise	Although road resurfacing and improvement of existing roadways are also important, planning ahead for growth is equally and critically important. The Three Cities River Crossing corridor preservation project (key #09189) could someday provide a much needed alternative route for local pedestrians, cyclists, and vehicle traffic from west Boise, Meridian, and Eagle to access local businesses, greenbelt, and parks. At this time the only option for accessing these areas is to share high-traffic roadways (e.g. Eagle Road/SH 55). Please continue to do what is possible to meet or accelerate the schedule of this project in order to ensure its successful completion. It would be cost-efficient to preserve this corridor now for future roadway development rather than to be forced to modify or abandon plans later due to (residential/commercial) growth and development.	Staff forwarded the comments to ACHD.
10	7/6/11	Email	California provides major funding for trucking operations that either switch to natural gas or for those who are willing to put infrastructure in place for delivery of these fuels. Can you provide leads on information being considered by Idaho?	Staff commented with no knowledge of Idaho considering fuel conversions and forwarded the request to ITD.
11	7/6/11	83703 Molly Reed	As someone who commutes to and from work primarily via bicycle (by choice, not by necessity), I would like to see more bicycle lanes built into every possible street, or at least into most primary artery streets. As I also do most of my grocery shopping and errands on my bicycle, I cannot always take side streets or the greenbelt to get where I need to go. The few existing bicycle lanes are many times woefully inadequate (my daily commute includes a bike "lane" that in several places is not even wide enough for the bike lane symbol). Usually, however, bike lanes simply do not exist, making bicycle travel either inconvenient or downright unsafe in some areas. I ride the bus in the winter when ice renders the greenbelt unsafe, so I would also like to see road infrastructure brought into conformity with the requirements of public transportation. Providing increased access to public transportation and cycling lanes would reduce traffic congestion and improve air quality and for everyone.	Staff forwarded comments to ACHD and VRT.
12	7/13/11	83714 Billy Cornelius	I commute/exercise on many of Boise/Meridian/Eagle and SW Idaho roads. Some have bike lanes, some do not. I would like to see more roads have bike lanes, particularly the North/south roads. Garret is dangerous in the Chinden area. So is State, Five Mile, and Cloverdale.	Staff forwarded comments to ACHD.
13	7/16/11	Charles Fullmer	Needs some way to catch the inbound #3 (bus) at the first stop past Ann Morrison/University. (Needs additional wheelchair access.)	Staff forwarded detailed information about Mr. Fullmer's request to VRT.
14	7/16/11	83712	State Street to Eagle – add bike lanes on both sides of the road for bike protection and to aid motorists as well.	No response.
15	7/16/11	83702	Please include bicycles and pedestrian interconnectivity and safety in all transportation plans.	No response.
16	7/11/11	Email	Thanks for the opportunity to comment on COMPASS plans. Two items are of interest. 1. Garrett Street is a critical connection path between the west bench, including the business park and HP and the "Greenbelt." While Maple Grove offers an excellent "off the bench" route with its wide bicycle lanes and sidewalks, it empties onto Garrett. Garrett is narrow, highly congested due to the apartments and the straightest shot to the "Green Belt." Garrett is in serious need of improvement for bicycle safety. Please place this as an	Staff forwarded comments to ACHD. ACHD responded on 7/20/11.

No.	Date Received	Zip Code or Name (if permission granted)	Comment	Staff Response
			<p>immediate priority in people moving plans.</p> <p>2. I see no provision for bicycles in the COMPASS plans. Bicycles are becoming a larger component of public transit – especially in one of the best mountain bicycle trail friendly cities in the west. With this reputation, projects especially focused on facilitation of bicycle transportation through the county and area is critical. I think projects such as:</p> <ul style="list-style-type: none"> o Paved “Greenbelt” lanes extending to Eagle and Star o Focused north south lanes across the area o Better Boise to foothills access lanes especially to the bicycle park near Eagle. <p>There are probably additional ideas from the bicycle community. I hope these ideas will be included in COMPASS’s plans.</p>	
17	7/22/11	VRT	<p>Summarized: Valley Regional Transit is requesting the following language changes in the descriptions for to remove references to the specific number and size of buses to be purchased. We are making this request because the exact number and size may change based on actual vehicles costs at the time of purchase. (Key numbers: NPT33, NPT34, NPT35, NPT39, NPT37, NPT36, and NPT 41)</p>	COMPASS staff made these corrections.
18	7/24/11	VRT	<p>Summarized: A needed project was inadvertently left off the project list. Add Capital: System Enhancements for Boise for 2012. Amounts are: \$33,433 total (\$26,746 federal)</p>	COMPASS staff made the correction.
19	7/25/11	ACHD	<p>Summarized: ACHD provides the following comments in order to improve the information provided:</p> <ul style="list-style-type: none"> - Key No. H365 – SH 55 and McMillan Road Intersection – As this project is developing, ACHD wishes to provide the most current information available. As this is a locally funded project, ACHD reserves the right, in cooperation with ITD to modify the budget as needed. This project is expected to be managed and constructed by ACHD. - The current budget and timeline: FY2012 – PC - \$150,000 FY2013 – PC - \$165,000 FY2014 – RW - \$81,000 FY2015 – UT - \$500,000 CN - \$2,125,000 Total Cost - \$3,021,000 (Note: the final breakdown between ACHD and ITD is still being negotiated.) - Key NO 12365 – SH-44 and Linder Road Intersection – This is also a joint project. At this time, it does not appear federal money will be used in the completion of this work. This funding was originally allotted to ACHD to complete this intersection project or maintenance work. As ACHD will use local funds to pay its portion of this project, we anticipate that the federal money be available for ACHD maintenance. Furthermore, as this project is being completed with local funding only, ACHD reserves the right in cooperation with ITD, to modify the project budget as needed. The current estimate available for the project is \$5,162,000 (\$526,000 Design, \$299,000 right-of-way, \$500,000 utilities, and \$3,837,000 construction). This project is being considered as a candidate for design-build by ITD. It is recommended COMPASS consult with ITD regarding the schedule. - Key Nos. RC0127, RC0130, RC0131, RC0133, and RC0135 (Fairview Expansion projects) these local regionally significant projects are no longer expected to be built within the life of the Draft TIP. The projects should be removed. 	COMPASS staff made the corrections.

No.	Date Received	Zip Code or Name (if permission granted)	Comment	Staff Response
			<ul style="list-style-type: none"> - Key No 12165 – Vans, Pedestrian Facility, and Park and Ride – FY2010 – the funds for this project are obligated. The project should be removed. - Key No 12746 – Vans and Pedestrian Facility – FY2011 – This project was included in the TIP in previous years due to it being an active application for FY2011 earmark funds. As the federal budget was passed for FY2011 and no earmarks were included, it should be removed. 	
20	7/20/11	83703	We need more bus offerings and for later hours in Boise. Also a light rail from Nampa to Boise (using existing train tracks) would be great.	No response.
21	7/21/11	Ray Stark, Boise Metro Chamber of Commerce	The Boise Metro Chamber of Commerce supports several transportation projects to improve our area's surface transportation system: 1) Improve the one-mile arterial grid system- Maple Grove, Five Mile, Cloverdale and Eagle Road and Victory, Franklin, Fairview, Ustick and McMillan Road. Their DRAFT TIP contains some projects in these areas. 2) Fairview Avenue Corridor. DRAFT removes funding but access management projects are needed in the near-term. 3) Three Cities River Crossing is mentioned, ever so slightly. 4) Lake Hazel Extension doesn't seem to be mentioned. 5) The Meridian Interchange does not fit within the Early Development Program. Funding needs to be identified elsewhere. 6) Eagle Road Improvements remains a high priority. 7) US Hwy 20/26 Corridor Preservation is mentioned, as well as 8) ITS funding for State Hwy 44. The Boise Metro Chamber of Commerce supports these and other projects for funding in the greater Boise area.	No response.
22	6/22/11	83702	<p>Summarized comments regarding the project on Eagle Road to resurface and add raised medians. The Project, as designed, does not address the pressing safety issues specific to Eagle Road. In fact, it was made clear during the recent public open house that ITD has not looked at the impact of the project at specific intersections and driveways on the existing business and commercial corridor. The access management for the Project is being put in place based on the results of generalized Federal Highway Administration studies rather than specific traffic studies for this area.</p> <p>The project contains “major design flaws” because the project requires u-turn maneuvers which are impossible for larger vehicles. Construction congestion generated by the project – only to be followed by years of extended construction congestion caused by lane widening – will discourage shoppers in both Meridian and the City of Eagle. Shopping patterns would likely change, and we have serious doubt that such change will be for the benefit of businesses in Meridian and Eagle.</p>	No response. Letter was also sent to ITD.
23	7/22/11	Boise	Summarized: Intersection of SH-55 (Eagle Road) and McMillan, Meridian – project is located in Boise, not Meridian.	COMPASS staff made the correction.
24	7/25/11	Boise	<p>Summarized comments:</p> <ol style="list-style-type: none"> 1. Broadway Bridge (Key No. 11588) Replacing the Broadway Bridge (Hwy 20/26) has been a priority for Boise City for several years due to its low sufficiency rating and inadequate pedestrian and bicycle facilities. We encourage ITD to form a project committee that includes our Planning, Public Works, and Parks & Recreation staffs to assist ITD staff during the design phase with issues related to city utilities on the bridge and the Greenbelt underpass. We also recommend the inclusion of Boise State University staff, as the bridge is an important transportation gateway to the campus. 2. Intersection of SH-55 (Eagle Road) and McMillan (Key No H365) the planned improvement is to widen this intersection from a 5-by-5 to a 7-by-7, which adds a second left-turn lane and right turn lane to each leg. Pedestrians and bicyclists cross the intersection to access Boise's 	Staff forwarded the comments to ITD and ACHD.

No.	Date Received	Zip Code or Name (if permission granted)	Comment	Staff Response
			<p>Charles F. McDevitt Sports Complex at the northwest corner, Lowell Scott Middle School at the northeast corner, and a commercial complex with an Albertsons store at the southeast corner. We request the following:</p> <ul style="list-style-type: none"> A. Design the intersection to safely accommodate pedestrians and bicyclists, including countdown pedestrian signals, pedestrian refuges, enhanced pedestrian striping, and bike lanes. B. Analysis of proposed intersection widening to ensure there are sufficient capacity gains after factoring the increased pedestrian crossing phase needed to traverse the added lanes. C. Invite representatives from the Meridian School District and Lowell Scott Middle School to be part of the project design team. D. Redesign the chain-link fence located between the curb and sidewalk along Lowell Scott Middle School. The fence creates an additional safety concern to pedestrians if a vehicle drove over the curb and brought the chain link fence down over a pedestrian. E. Include a direct sidewalk on the north side of the west leg of McMillan Road. F. Add 475 linear feet of sidewalk to fill the gap on the west side of the north leg of Eagle Road, between the parks parking lot and the subdivision to the north. 	
25	7/25/11	Rob Howarth, Central District Health Department	<p>Hello, Central District Health Department appreciates the evolving partnership with COMPASS and its member organizations. The focus of our involvement with COMPASS, including this comment opportunity, is to promote community health by minimizing the barriers to health that transportation projects and other features of the built environment can create. This is the first opportunity we have taken to review an annual Transportation Improvement Program. I note a number of projects in the TIP that seek to improve or maintain public transportation choices and corridor preservation. I believe these types of projects that provide for alternative modes of transportation and consolidation of vehicle riders can decrease the traffic burden on our roadways, leading to better health for all. Beyond that, I find it difficult to judge whether specific projects will be a benefit or a detriment to community health. I hope to continue to work with COMPASS and its partners to include community health as a factor in our planning process. Perhaps I will be better oriented to the TIP process and we will all be able to identify and include better, healthier, choices in transportation projects and time progresses.</p>	No response.

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Changes to the TIP
Draft FY2012-2016 Regional Transportation Improvement Program

Attachment 2

Key Number	Project	Current	Changed to:
09189	Three Cities River Crossing, US-20/26 to SH-55 Corridor Preservation	High Priority – SAFETEA-LU FY2013 CE – 247 CN - 2467 STP-TMA FY2014 RW - 1050	Move funds to reflect change in project. Change description. High Priority – SAFETEA-LU FY2013 CE – 247 CN – 2467 STP-TMA FY2014 CN - 1050
10541	Amity Road, Chestnut Street to Kings Corner	FY2012 CN - 4370	Carry over remaining ROW funds and break out CE funds. FY2012 ROW – 2280 CE – 656 CN - 3714
11045	I-84, Regina to Cleft Eastbound	2012 CE – 264 CN – 1748	Remove project, as it was advanced to FY2011.
11066	Rideshare, ACHD's Rideshare Program, Ada County - FY2012 and FY2013	Not Grouped	Grouped – no ROW , for rideshare program
11234	Rideshare, ACHD's Rideshare Program, Canyon County - FY2012	Not Grouped	Grouped – no ROW , for rideshare program
11235	Rideshare, ACHD's Rideshare Program, Canyon County - FY2013	Not Grouped	Grouped – no ROW , for rideshare program
11372	Transit - Capital, Safety and Security - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 14 (federal =11)
11373	Transit - Capital Lease or Purchase and Maintenance - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN -282 (federal=234)
11374	Transit - Demand Response Operations - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 130 (federal=104)
11375	Transit - Fixed Line Operations - FY2011	Not included	Add project – delayed in FY2011 FY2012 CN – 651 (federal=326)
11376	Transit - Planning - FY2011	Not Included	Add project – delayed in FY2011 FY2012 PC – 141 (federal=113)
11377	Transit - Preventive Maintenance - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 386 (federal=309)

Key Number	Project	Current	Changed to:
11385	Transit - Capital, Safety and Security - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 34 (federal=27)
11386	Transit - Capital Lease or Purchase and Maintenance - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN -
11387	Transit - Planning - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 134 (federal=107)
11388	Transit - Preventive Maintenance - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 1825 (federal=1460)
11389	Transit - Demand Response Operations - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 387 (federal=310)
11390	Transit - Job Access Reverse Commute (JARC) - Program Development FY0211	Not Included	Add project – delayed in FY2011 FY2012 CN – 147 (federal=118)
11391	Transit - New Freedom Initiative Development - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 147 (federal=118)
11586	Rideshare, ACHD's Rideshare Program, Canyon County - FY2014	Not Grouped	Grouped – no ROW , for rideshare program
11787	Transit - Vans - FY2009 (ACHD)	Not Grouped	Grouped – no ROW, for van purchase
11848	Metropolitan Planning Transit – FY2012	Grouped	Not Grouped – project is funded through FTA, which does not allow grouping at this time
11849	Metropolitan Planning Transit – FY2013	Grouped	Not Grouped – project is funded through FTA, which does not allow grouping at this time
12059	Rideshare, ACHD's Rideshare Program, Ada County - FY2014	Not Grouped	Grouped – no ROW , for rideshare program
12165	Transit - Vans, Pedestrian Facility, and Park and Ride - FY2010	2012 CN – 239	Remove project, as it was obligated in FY2011.
12166	Transit - Fixed Line Operations - FY2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 2350 (federal=1175)
12169	Transit – Planning – FY2012	FY2012 PC – 134	Remove project, as it is duplicated with Key Number NPT38.
12342	I-84, Pavement Striping – FY2014	Partial funding shown FY2013 PE – 6 FY2014 CE – 21 CN – 139	Partial project – show all costs in TIP FY2013 PE – 10 FY2014 CE – 35 CN - 235

12343	I-84, Pavement Striping – FY2015	Partial funding shown FY2014 PE – 6 FY2015 CE – 21 CN – 139	Partial project – show all costs in TIP FY2014 PE – 10 FY2015 CE – 35 CN - 235
12354	SH-21, High Bridge to Robie Creek	Partial funding shown FY2012 CE – 8 FY2014 CE – 49 CN - 326	Partial project – 10% in Ada – remove costs, reference ITIP for costs
12370	Rideshare, ACHD's Rideshare Program, Ada County - FY2015 and FY2016	Not Grouped	Grouped – no ROW , for rideshare program
12375	Rideshare, ACHD's Rideshare Program, Canyon County - FY2015	Not Grouped	Grouped – no ROW , for rideshare program
12376	Rideshare, ACHD's Rideshare Program, Canyon County - FY2016	Not Grouped	Grouped – no ROW , for rideshare program
12770	Metropolitan Planning Transit – FY2014	Grouped	Not Grouped – project is funded through FTA, which does not allow grouping at this time
12746	Transit - Vans and Pedestrian Facility, ACHD - FY2011	2012 CN – 1063	Remove project, as it was a discretionary application that was not funded.
12747	Transit – Bus and Support Vehicles, Equipment, and Preventive Maintenance	FY2012 CN – 1063	Change amounts: FY2012 CN – 1250
H303	SH-16, SH-44 to Emmett	Partial funding shown FY2012 PE – 18 CE – 240 CN - 2820	Partial project – show all costs in TIP Fy2012 PE – 30 CE – 40 CN - 4700
H305	State Highways, Pavement Striping – Fy2016	Partial funding shown Fy2014 PE - 1 FY – 2016 CE – 4 CN – 55	Partial project – show all costs in TIP Fy2014 PE - 5 FY – 2016 CE – 20 CN – 275
H307	Intersection SH-55 and Midway Road, Nampa	Grouped	Not Grouped – project includes ROW and does not expect a Categorical Exclusion
H314	SH-55 (Eagle Road) and Fairview Avenue, Meridian	FY2012 PE – 20	Remove project per ITD.
H353	Treasure Valley High Capacity Corridor Alternatives Analysis	Not Grouped	Grouped – project is a study
H354	Communities in Motion Update, COMPASS	Not Grouped	Grouped – project is a study
H356	FY2017 Federal Aid Maintenance Set Aside	Not Grouped	Grouped – Project is set aside for maintenance development
H358	Rideshare, ACHD's Rideshare Program, Canyon County - PD	Not Grouped	Grouped – no ROW , for rideshare program

H365	Intersection SH-55 (Eagle Road) and McMillan Road, Meridian Boise Intersection improvements. This is a joint project between ACHD and ITD. ITD will provide up to \$2.6 million in 2013, and ACHD will design and build the project. Details will be provided when available.	Safety – Statewide 2013 CN – 2600	Adjust funding and add ACHD local funds and change description. Funding split still under negotiations. State/Local Joint Funding 2012 PC – 150 2013 PC – 165 2014 RW – 81 2015 CE – 500 CN - 2125
H366	SH-16, Boise River Bridge North Stage	Funding Source: Future GARVEE	Change funding source to GARVEE 2012
H367	SH-16, SH-44 Intersection and Local Stage	Funding Source: Future GARVEE	Change funding source to GARVEE 2012
H368	SH-16, Phyllis Canal and South Phase	Funding Source: Future GARVEE	Change funding source to GARVEE 2012
H369	Intersection North Linder Road and SH-44 (State Street), Ada County	Not included.	Add project using State funding per ITD. FY2012 CN – 1854 FY2013 CN - 2146
NEW	Transit - Vehicle Replacement, Boise - 2011	Not Included	Add project – delayed in FY2011 FY2012 CN – 747 (federal=598)
NPT33	Transit - Boise Replacement Vehicles - FY2013		Changed description with no reference to number of vehicles.
NPT34	Transit - Boise Replacement Vehicles - FY2014		Changed description with no reference to number of vehicles.
NPT35	Transit - Boise Replacement Vehicles - FY2015		Changed description with no reference to number of vehicles.
NPT36	Transit - Valley Regional Transit Replacement Support Vehicle		Changed description with no reference to number of vehicles.
NPT37	Transit - Valley Regional Transit Replacement Staff Cars		Changed description with no reference to number of vehicles.
NPT39	Transit - Nampa Replacement Buses		Changed description with no reference to number of vehicles.
NPT41	Transit - Valley Regional Transit Replacement Support Vehicle		Changed description with no reference to number of vehicles.
NPT42	Transit - Capital Enhancements - FY2012 (Boise)	Not included.	Added project. FY2012 CN – 34 (federal = 27)
PT906	Transit – Vehicle Purchase, WITCO – FY2012	Not included.	Add project using FTA 5310 funds per ITD Public Transportation. FY2012 CN – 62 (federal = 57)

PT930	Transit - Mobility Management, VRT – FY2012	Not included.	Add project using FTA 5316 Rural funds per ITD Public Transportation. FY2012 CN – 16 (federal = 13)
PT939	Transit – Mobility Management, VRT – FY2012	Not included.	Add project using FTA 5316 Small Urban funds per ITD Public Transportation. FY2012 CN – 33 (federal = 26)
PT944	Transit – Mobility management, VRT – FY2012	Not included.	Add project using FTA 5317 Rural funds per ITD Public Transportation. FY2012 CN – 16 (federal 13)
PT951	Transit – Mobility management, VRT – FY2012	Not included.	Add project using FTA 5317 Small Urban funds per ITD Public Transportation. FY2012 CN – 33 (federal 26)
RC0127	Fairview Avenue, Cloverdale Road to Five Mile Road	PD PC – 825 ROW – 850 UT – 110 CE – 550 CN – 5500	Remove project, as ACHD's Five Year Work Program no longer shows project as funded.
RC0130	Fairview Avenue, Eagle Road (SH-55) to Cloverdale Road	PD PC – 520 ROW – 252 CE – 200 CN – 5202	Remove project, as ACHD's Five Year Work Program no longer shows project as funded.
RC0131	Fairview Avenue, Five Mile Road to Maple Grove Road	PD PE – 65 PC – 300 ROW – 1170 CE – 150 CN – 3525	Remove project, as ACHD's Five Year Work Program no longer shows project as funded.
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road)	PD PC – 520 ROW – 272 CE – 250 CN – 5202	Remove project, as ACHD's Five Year Work Program no longer shows project as funded.
RC0135	Fairview Avenue, Meridian Road to Locust Grove Road	PD PC – 520 ROW – 611 CN – 5202	Remove project, as ACHD's Five Year Work Program no longer shows project as funded.

RD205-05	Ustick Road, Locust Grove to Leslie Way	Not included.	Add project, as it is regionally significant per ICC. FY2014 ROW – 925 FY2015 UT – 150 CE – 40 CN – 2240
TMA30	Rideshare, ACHD's Rideshare Program, Ada County - PD	Not Grouped	Grouped – no ROW , for rideshare program

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

Staff recently learned of various formatting issues in ITD's documents that require significant changes to the format of the TIP. These changes are detailed below:

- Partial Projects – Some State projects have termini beyond the COMPASS planning area (Ada and Canyon Counties). Currently the TIP reports total costs in the description, but only reports the percentage of funding within the planning area in the financial section of each project. This has changed to include all costs for the project if at least 20% of the project is in the planning area with notation of the location and percentage of the project within the planning area in the description. Projects with less than 20% of the project in the planning area are still shown in the TIP with zero costs and a description that costs can be found in the State documents.
- Grouping – ITD staff pointed out more projects are eligible for grouping in the COMPASS TIP. Grouping allows simpler approvals for project modifications. All planning projects and ACHD Rideshare projects are now grouped. If a capital construction project has already obtained or expects a Categorical Exclusion, the project is eligible for grouping. However, the Regional Technical Advisory Committee requested no capital projects be shown as grouped even if they are eligible. Details of all projects, including grouped projects, are shown in the detailed format of the TIP.
- Inflation – Staff originally understood the inflation rates for year-of-expenditure reporting were flat across all programs. Recently, we learned certain programs do not include the inflation factor. For instance, the rail programs, Safe Routes to School, transit, metropolitan planning, etc... do not include inflation. These adjustments were made in the final Draft TIP. Detailed reports now report if a project includes an inflationary adjustment or not. Inflated costs are only reflected in the Year of Expenditure reporting.

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**FOR THE PURPOSE OF APPROVING THE FY2012-2016 REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM AND ASSOCIATED AIR
QUALITY CONFORMITY DEMONSTRATION**

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

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

WHEREAS, the 1990 Clean Air Act Amendments requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

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

WHEREAS, the public was invited to review the projects included in the documents and provided one month to comment on the Regional Transportation Improvement Program;

WHEREAS, three open houses were held at local Farmers' Markets to solicit public comments on the Regional Transportation Improvement Program;

WHEREAS, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds; and

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2012-2016 Regional Transportation Improvement Program and corresponding Air Quality Conformity Demonstration for Northern Ada County and the Nampa Urbanized Area in compliance with all applicable State and Federal regulations;

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors adopts the Final FY2012-2016 Regional Transportation Improvement Program and the associated Air Quality Conformity Demonstration.

DATED this 15th day of August 2011.

APPROVED:

By: _____
David Ferdinand, Chair
Community Planning Association Board

ATTEST:

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

**FOR THE PURPOSE OF AMENDING THE FY2011-2015
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

WHEREAS, a public comment period was held from June 24 through July 25, 2011 with the FY2012-2016 Regional Transportation Improvement Program;

WHEREAS, the Air Quality Conformity Demonstration was run for the FY2012-2016 Regional Transportation Improvement Program, including these projects;

WHEREAS, the Community Planning Association desires to take timely action to insure the availability of federal funds;

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

WHEREAS, the attached table dated July 29, 2011, details the amendments to the FY2011-2015 Regional Transportation Improvement Program.

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

Dated this 15th day of August 2011.

APPROVED:

By: _____
David Ferdinand, Chair
Community Planning Association Board

ATTEST:

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

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Amendment #1 for the FY2011-2015 Regional Transportation Improvement Program
 All changes to adjust FY2012 to match FY2012 in the FY2012-2016 TIP Update
 July 29, 2011

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
09989	Intersection of Star Road and Franklin Road	PE							0
		PC							0
	Funding Source: STP-U Intersection improvements.	RW							0
		UT							0
		CE		198					198
				210					210
		CN		1290					1290
				1360					1360
Sum		0	1488	0	0	0	0	1488	
			1570					1570	
10541	Amity Road, Chestnut Street to Kings Corner	PE							0
		PC							0
	Funding Source: STP-U Widen from four (4) to five (5) lanes urban section.	RW	2500	0					2500
			220	2280					
		UT							0
		CE		0					0
				656					656
		CN		4370					4370
		3714					3714		
Sum		2500	4370	0	0	0	0	6870	
		220	6650						
11045	I-84, Regina to Cleft Eastbound	PE	4						4
		PC							0
	Funding Source: Restoration Pavement rehabilitation. Total project cost is \$10,115,000 (20% Ada County and 80% Elmore County). Ada County portion.	RW							0
		UT							0
		CE	0	264					264
			209	0					209
		CN	0	1748					1748
			2363	0					2363
Sum		95	2012	0	0	0	0	2016	
		2669	0					2576	
11046	SH 55, Snake River Bridge to Pride Lane, Canyon County	PE							0
		PC							0
	Funding Source: Pavement Preservation Pavement rehabilitation.	RW							0
		UT							0
		CE		142					142
				149					149
		CN		1420					1420
				1491					1491
Sum			1562	0	0	0	0	1562	
			1640					1640	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
11065	Federal Aid Overlay Arterials and Collectors - FY2012	PE	2						2
		PC	93						93
	Funding Source: STP-TMA Supplement the local overlay program.	RW							0
		UT							0
		CE		0					0
				310					310
				1025					1025
CN		2179					2179		
Sum		95	1025	0	0	0	0	1120	
			2489					2584	
11066	Rideshare, ACHD's Rideshare Program, Ada County - FY2012 and FY2013	PE							0
		PC							0
	Funding Source: STP-TMA Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools.	RW							0
		UT							0
		CE							0
				220					220
				440					440
CN		220					220		
Sum		0	220	0	0	0	0	220	
			440					440	
11372	Transit - Capital, Safety and Security - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Nampa Urbanized Area. (federal = 11)	RW							0
		UT							0
		CE							0
			14	0					14
			0	14					14
CN	14	0					14		
Sum	14	0	0	0	0	0	14		
	0	14					14		
11373	Transit - Capital Lease or Purchase and Maintenance - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Nampa Urbanized Area. (federal = 234)	RW							0
		UT							0
		CE							0
			282	0					282
			0	282					282
CN	282	0					282		
Sum	282	0	0	0	0	0	282		
	0	282					282		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
11374	Transit - Demand Response Operations - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide operating funds for demand response service in the Nampa Urbanized Area. (federal = 04)	RW							0
		UT							0
		CE							0
		CN	130 0	0 130					130
		Sum	130 0	0 130	0	0	0	0	130
11375	Transit - Fixed Line Operations - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide transit operations and administration in the Nampa Urbanized Area. (federal = 326)	RW							0
		UT							0
		CE							0
		CN	651 0	0 651					651
		Sum	651 0	0 651	0	0	0	0	651
11376	Transit - Planning - FY2011	PE							0
		PC	141 0	0 141					141
	Funding Source: FTA 5307 Support planning efforts in the Nampa Urbanized Area. (federal = 113)	RW							0
		UT							0
		CE							0
		CN							0
		Sum	141 0	0 141	0	0	0	0	141
11377	Transit - Preventive Maintenance - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide preventive maintenance support for fixed route and demand responsive transit services in the Boise Urbanized Area. (federal = 309)	RW							0
		UT							0
		CE							0
		CN	386 0	0 386					386
		Sum	386 0	0 386	0	0	0	0	386

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
11385	Transit - Capital, Safety and Security - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Boise Urbanized Area. (federal = 27)	RW							0
		UT							0
		CE							0
		CN	34 0	0 34					34
		Sum	34 0	0 34	0	0	0	0	34
11387	Transit - Planning - FY2011	PE							0
		PC	134 0	0 134					134
	Funding Source: FTA 5307 Support planning efforts in the Boise Urbanized Area. (federal=107)	RW							0
		UT							0
		CE							0
		CN							0
		Sum	134 0	0 134	0	0	0	0	134
11388	Transit - Preventive Maintenance - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide preventive maintenance support for fixed route and demand responsive transit services in the Boise Urbanized Area. (federal = 1460)	RW							0
		UT							0
		CE							0
		CN	1825 0	0 1825					1825
		Sum	1825 0	0 1825	0	0	0	0	1825
11389	Transit - Demand Response Operations - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide operating funds for demand response services in the Boise Urbanized Area. (federal=310)	RW							0
		UT							0
		CE							0
		CN	387 0	0 387					387
		Sum	387 0	0 387	0	0	0	0	387

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
11390	Transit - Job Access Reverse Commute (JARC) - Program Development FY0211	PE							0
		PC							0
	Funding Source: FTA 5316 Large Urban Mobility management for the JARC program in the Boise Urbanized Area. (federal=118)	RW							0
		UT							0
		CE							0
		CN	147 <u>0</u>	0 <u>147</u>					147
		Sum	147 <u>0</u>	0 <u>147</u>	0	0	0	0	147
11391	Transit - New Freedom Initiative Development - FY2011	PE							0
		PC							0
	Funding Source: FTA 5317 Large Urban Mobility management for the New Freedoms Program in the Boise Urbanized Area. (federal=118)	RW							0
		UT							0
		CE							0
		CN	147 <u>0</u>	0 <u>147</u>					147
		Sum	147 <u>0</u>	0 <u>147</u>	0	0	0	0	147
11566	US-95, Wilder to Parma, Canyon County	PE							0
		PC							0
	Funding Source: Pavement Preservation Pavement Rehabilitation.	RW							0
		UT							0
		CE		227 <u>280</u>					227 <u>280</u>
		CN		2270 <u>2383</u>					2270 <u>2383</u>
		Sum	0	2497 <u>2663</u>	0	0	0	0	2497 <u>2663</u>
12044	SH 55 (Eagle Road), Fairview Avenue to SH 44	PE							0
		PC							0
	Funding Source: Restoration Road resurfacing.	RW							0
		UT							0
		CE		0 <u>882</u>	840 <u>0</u>				840 <u>882</u>
		CN		0 <u>8820</u>	8400 <u>0</u>				8400 <u>8820</u>
		Sum	0	0 <u>9702</u>	9240 <u>0</u>	0	0	0	9240 <u>9702</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
12048	South Cemetery Road, SH 44 to Willow Creek, Middleton	PE		0					0
		PC		37					37
	Funding Source: STP-U	RW		0					0
	Construct a new 0.284 mile roadway segment linking SH 44 and Middleton Road by way of Sawtooth Lake Drive.	UT							0
		CE							0
		CN						2343	2343
		Sum	0	0	0	0	0	2343	2343
			373					2716	
12166	Transit - Fixed Line Operations - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307	RW							0
	Provide transit operations and administration in the Boise Urbanized Area. (federal=1175)	UT							0
		CE							0
		CN	2350	0					2350
		Sum	2350	0	0	0	0	0	2350
			2350					2350	
12168	Transit - Capital Lease or Purchase and Maintenance - FY2012	PE							0
		PC							0
	Funding Source: FTA 5307	RW							0
	Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area. (federal=275)	UT							0
		CE							0
		CN		896					896
		Sum	0	896	0	0	0	0	896
			344					344	
12169	Transit - Planning - FY2012	PE							0
		PC		134					134
	Funding Source: FTA 5307	RW		0					0
	Support planning efforts in Boise Urbanized Area.	UT							0
		CE							0
		CN							0
		Sum	0	134	0	0	0	0	134
			0					0	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
12179	Transit - Capital Lease or Purchase and Maintenance - FY2012	PE							0
		PC							0
	Funding Source: FTA 5307 Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area. (federal=199)	RW							0
		UT							0
		CE							0
		CN		282					282
		Sum	0	282	0	0	0	0	282
		249					249		
12366	State Street ITS, ACHD	PE	5						5
		PC	115						115
	Funding Source: STP-TMA Install intelligent transportation system (ITS) devices on State Street, including closed circuit television cameras, speed detection systems, fiber optic communications cable, dynamic message signs, upgraded traffic signal controllers, and re-time traffic signals.	RW							0
		UT							0
		CE		100					100
				150					150
		CN		700					700
		850					850		
Sum	0	800	0	0	0	0	920		
		1000					1120		
12367	Franklin Road and Black Cat Road Intersection	PE	15						15
		PC							0
	Funding Source: STP-TMA Reconstruct the intersection at Franklin Road and Black Cat Road with a three (3) lane by five (5) lane intersection or a two-lane roundabout.	RW		1200					1200
				0					0
		UT							0
		CE				200			200
		CN				2000			2000
Sum	15	1200	0	2200	0	0	3415		
		0					2215		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
12371	COMPASS Planning - FY2012 and FY2013	PE							0
		PC		612 477					612 477
	Funding Source: STP-TMA Assist COMPASS in meeting federal transportation planning responsibilities.	RW							0
		UT							0
		CE							0
		CN							0
	Sum	0	612 477	0	0	0	0	0	612 477
12371	COMPASS Planning - FY2012 and FY2013	PE							0
		PC		0 185					0 185
	Funding Source: STP-U Assist COMPASS in meeting federal transportation planning responsibilities.	RW							0
		UT							0
		CE							0
		CN							0
	Sum	0	0 185	0	0	0	0	0	0 185
12745	Transit - Capital Enhancements - FY2011	PE							0
		PC							0
	Funding Source: FTA 5307 Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area. (federal=11)	RW							0
		UT							0
		CE							0
		CN	14 0	0 14					14
	Sum	14 0	0 14	0	0	0	0	0	14
12747	Transit - Bus and Support Vehicles, Equipment, and Preventative Maintenance - FY2011	PE							0
		PC							0
	Funding Source: FTA 5309 Provides for bus and support vehicle purchase, equipment, and preventative maintenance in the Boise Urbanized Area. (federal=1000)	RW							0
		UT							0
		CE							0
		CN	1250 0	0 1250					1250
	Sum	1250 0	0 1250	0	0	0	0	0	1250

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
12748	Transit - Job Access Reverse Commute (JARC) Administration - FY2011	PE							0
		PC							0
	Funding Source: FTA 5316 Large Urban Program administration for mobility management projects in the Boise Urbanized Area. (federal=13)	RW							0
		UT							0
		CE							0
		CN	13 0	0	13				13
		Sum	13 0	0	13	0	0	0	0
12749	Transit - New Freedom Initiative Administration - FY2011	PE							0
		PC							0
	Funding Source: FTA 5317 Large Urban Program administration for mobility management projects in the Boise Urbanized Area. (federal=8)	RW							0
		UT							0
		CE							0
		CN	8 0	0	8				8
		Sum	8 0	0	8	0	0	0	0
CL120	Set Aside for STP-TMA Cost Increases - FY2012	PE							0
		PC							0
	Funding Source: STP-TMA Set aside for STP-TMA cost increases.	RW							0
		UT							0
		CE							0
		CN		0	306				306
		Sum	0	0	306	0	0	0	0
H301	US-95, Parma North City Limits to Fruitland	PE							0
		PC							0
	Funding Source: Pavement Preservation Pavement rehabilitation. Total cost \$5,240,00 (38% Canyon, 62% Payette).	RW							0
		UT							0
		CE		0	167				167
		CN		0	1824				1824
		Sum	0	0	1991	0	0	0	0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
H302	US-20, Snake River Bridge to Junction US-95	PE							0
		PC							0
	Funding Source: Pavement Preservation Pavement rehabilitation.	RW							0
		UT							0
		CE		ϑ					ϑ
				50					50
		CN		ϑ					ϑ
				470					470
Sum	0	ϑ	0	0	0	0	0	ϑ	
		520						520	
H303	SH-16, SH-44 to Emmett	PE		ϑ					ϑ
				18					18
	Funding Source: Pavement Preservation Resurface the roadway. Total costs = \$5,130,000 (60% in Ada County, 40% in Gem County).	PC							0
		RW							0
		UT							0
		CE		ϑ					ϑ
				240					240
		CN		ϑ					ϑ
		2820					2820		
Sum	0	ϑ	0	0	0	0	0	ϑ	
		3078						3078	
H307	Intersection SH-55 and Midway Road, Nampa	PE		ϑ					ϑ
				30					30
	Funding Source: Safety-Statewide Add a traffic signal and other operational improvements at the intersection of SH-55 and Midway Road in Nampa.	PC							0
		RW				ϑ			ϑ
						200			200
		UT							0
		CE						ϑ	ϑ
								570	570
CN						ϑ	ϑ		
						3800	3800		
Sum	0	ϑ	0	ϑ	0	ϑ	ϑ	ϑ	
		30			200		4370	4600	
H309	Allendale Road Railroad Crossing, Canyon County	PE		ϑ					ϑ
				5					5
	Funding Source: State Rail Safety improvements at the railroad crossing at Allendale Road in Canyon County. Replace asphalt with concrete.	PC							0
		RW							0
		UT							0
		CE				ϑ			ϑ
						10			10
		CN				ϑ			ϑ
				65			65		
Sum	0	ϑ	0	ϑ	0	0	0	ϑ	
		5			75			80	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
H312	SH-45, Deer Flat to I-84B	PE		ϕ 270					ϕ 270
		PC							0
	Funding Source: Restoration Rebuild roadway.	RW							0
		UT							0
		CE				ϕ 825			ϕ 825
		CN				ϕ 5500			ϕ 5500
		Sum	0	0	0	ϕ 6325	0	0	ϕ 6325
H316	Intersection SH-55 (Karcher Road) and Nampa/Caldwell Boulevard, Nampa	PE		ϕ 10	ϕ 20				ϕ 30
		PC							0
	Funding Source: Safety-Statewide Intersection improvements to reduce safety issues at the intersection of SH-55 (Karcher Road) and Nampa/Caldwell Boulevard in Nampa.	RW							0
		UT							0
		CE						ϕ 50	ϕ 50
		CN						ϕ 1000	ϕ 1000
		Sum	0	ϕ 10	ϕ 20	0	0	ϕ 1050	ϕ 1080
H322	I-84 Bridge Repair, Exit 27	PE		ϕ 200					ϕ 200
		PC		ϕ 100					ϕ 100
	Funding Source: Bridge Bridge Rehabilitation.	RW							0
		UT							0
		CE		ϕ 485					ϕ 485
		CN		ϕ 3300					ϕ 3300
		Sum	0	ϕ 4085	0	0	0	0	ϕ 4085
H326	I-84 Mayfield Road Interchange, Orchard	PE		ϕ 25					ϕ 25
		PC		ϕ 50					ϕ 50
	Funding Source: Bridge Rehabilitate the bridge.	RW							0
		UT							0
		CE		ϕ 45					ϕ 45
		CN		ϕ 300					ϕ 300
		Sum	0	ϕ 420	0	0	0	0	ϕ 420

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
H351	State Street, Glenwood Street to Collister Drive, Pedestrian Improvements	PE		ϑ					ϑ
				<u>15</u>					<u>15</u>
	Funding Source: STP-TMA This project will complete concept, design, right-of-way acquisition and construction of pedestrian facilities from Collister Drive to Ellens Ferry Drive. This is Phase I of a multi-phased project.	PC		ϑ	ϑ				277
				<u>135</u>	<u>142</u>				<u>15</u>
		RW				ϑ			ϑ
						<u>40</u>			<u>40</u>
		UT						ϑ	ϑ
								<u>20</u>	<u>20</u>
CE						ϑ	ϑ		
						<u>168</u>	<u>168</u>		
CN						ϑ	ϑ		
						<u>1122</u>	<u>1122</u>		
	Sum	0	ϑ	ϑ	ϑ	0	ϑ	ϑ	
			<u>150</u>	<u>142</u>	<u>40</u>		<u>1310</u>	<u>1642</u>	
H352	Ustick Road and Meridian Road Intersection, Meridian	PE		ϑ					ϑ
				<u>33</u>					<u>33</u>
	Funding Source: STP-TMA Modify signal and reconstruct and widen the roadway approaches to the intersection.	PC		ϑ					ϑ
				<u>292</u>					<u>292</u>
		RW					ϑ		ϑ
							<u>500</u>		<u>500</u>
		UT						ϑ	ϑ
								<u>70</u>	<u>70</u>
CE						ϑ	ϑ		
						<u>276</u>	<u>276</u>		
CN						ϑ	ϑ		
						<u>1759</u>	<u>1759</u>		
	Sum	0	ϑ	0	0	ϑ	ϑ	ϑ	
			<u>325</u>			<u>500</u>	<u>2105</u>	<u>2930</u>	
H357	State Street ITS, SH 16 to 23rd Street, Valley Regional Transit, Boise	PE							0
									0
	Funding Source: STP-TMA Install intelligent transportation system (ITS) devices on State Street, including closed circuit television cameras, speed detection systems, fiber optic communications cable, dynamic message signs, upgraded traffic signal controllers, and re-time traffic signals. This is Valley Regional Transit's portion of the project, see also KN 12366.	PC							0
									0
		RW							0
									0
		UT							0
									0
CE							0		
							0		
CN			ϑ				ϑ		
			<u>200</u>				<u>200</u>		
	Sum	0	ϑ	0	0	0	0	ϑ	
			<u>200</u>					<u>200</u>	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
H359	21st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell	PE		0					0
		PC		9					9
	Funding Source: STP-U Widen 21st Avenue from Chicago Avenue to Cleveland Boulevard from a two-lane to five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings.	RW							0
		UT						0	0
		CE						100	100
		CN						0	0
		Sum	0	0	0	0	0	0	0
			76				1917	1917	
							2420	2505	
H360	Transit - Nampa Maintenance Facility Capital Equipment	PE							0
		PC							0
	Funding Source: STP-U Funds will be used to move the existing Valley Regional Transit maintenance facility in Canyon County to a new location.	RW							0
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
			456				456	456	
							0	456	
H361	Farmway Road/SH-44 Extension Rehabilitation	PE		0					0
		PC		10					10
	Funding Source: STP-R Reconstruct Farmway Road from US 20/26 to SH-44 and SH-44 from Farmway Road to I-84 ramps. Work includes eliminating abrupt shoulders and corrects sub-standard bridge crossings.	RW							0
		UT							0
		CE						0	0
		CN						456	456
		Sum	0	0	0	0	0	0	0
			440				2280	2280	
							2736	3186	
H364	I-84, Meridian Interchange to Five Mile Road	PE		0	0	0	0	0	0
		PC		200	200	200	200	200	1000
	Funding Source: Feasibility and Early Environmental Project will realign and rebuild I-84 from the Meridian Interchange to Five Mile Road.	RW							0
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
			200	200	200	200	200	1000	
							200	1000	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
H365	Intersection SH-55 (Eagle Road) and McMillan Road, Boise	PE							0
		PC		ϑ	ϑ				ϑ
	Funding Source: State/Local Joint Funding Intersection improvements. This is a joint project between ACHD and ITD. ITD will provide up to \$2.6 million in 2013, and ACHD will design and build the project. Details will be provided when available.	RW		<u>150</u>	<u>165</u>		ϑ		ϑ
		UT					<u>81</u>		<u>81</u>
		CE					ϑ		ϑ
		CN					<u>500</u>		<u>500</u>
							ϑ		ϑ
		Sum	0	ϑ	ϑ	ϑ	ϑ	0	ϑ
		<u>150</u>	<u>165</u>	<u>81</u>	<u>2625</u>		<u>3021</u>		
H366	SH-16, Boise River Bridge North Stage	PE							0
		PC							0
	Funding Source: FY2012 GARVEE SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing. This project includes the North Stage of the Boise River Bridge.	RW							0
		UT							0
		CE		ϑ					ϑ
		CN		<u>3100</u>					<u>3100</u>
				ϑ					ϑ
		Sum	0	ϑ	0	0	0	0	ϑ
		<u>32000</u>					<u>32000</u>		
		<u>35100</u>					<u>35100</u>		
H367	SH-16, SH-44 Intersection and Local Stage	PE							0
		PC							0
	Funding Source: FY2012 GARVEE SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing. This project includes SH-44 intersection and local stages.	RW							0
		UT							0
		CE		ϑ					ϑ
		CN		<u>2400</u>					<u>2400</u>
				ϑ					ϑ
		Sum	0	ϑ	0	0	0	0	ϑ
		<u>24000</u>					<u>24000</u>		
		<u>26400</u>					<u>26400</u>		
H368	SH-16, Phyllis Canal and South Phase	PE							0
		PC							0
	Funding Source: FY2012 GARVEE SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing. This project includes a bridge over the Phyllis Canal and the South Phase.	RW							0
		UT							0
		CE		ϑ					ϑ
		CN		<u>1400</u>					<u>1400</u>
				ϑ					ϑ
		Sum	0	ϑ	0	0	0	0	ϑ
		<u>15000</u>					<u>15000</u>		
		<u>16400</u>					<u>16400</u>		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
H369	Intersection North Linder Road and SH-44 (State Street), Ada County	PE							0
		PC							0
	Funding Source: State Widen the intersection for safety improvements.	RW							0
		UT							0
		CE							0
		CN		ϑ	ϑ				ϑ
		Sum	0	1854	2146	0	0	0	4000
		1854	2146				4000		
NEW	Transit - Vehicle Replacement, Boise - 2011	PE							0
		PC							0
	Funding Source: FTA 5309 Funds will be used to replace vehicles in the Boise Urbanized Area. Funds through the Discretionary State of Good Repair Initiative.	RW							0
		UT							0
		CE							0
		CN	747 0	ϑ	747				747
		Sum	747 0	ϑ	747	0	0	0	747
		747	747				747		
NPT38	Transit - Planning - FY2012	PE							0
		PC							0
	Funding Source: FTA 5307 Support planning efforts in the Boise Urbanized Area. (federal=107)	RW							0
		UT							0
		CE							0
		CN		ϑ	134				ϑ
		Sum	0	ϑ	134	0	0	0	ϑ
		134	134				134		
NPT42	Transit - Capital Enhancements - FY2012	PE							0
		PC							0
	Funding Source: FTA 5307 Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Boise Urbanized Area. (federal=27)	RW							0
		UT							0
		CE							0
		CN		ϑ	34				ϑ
		Sum	0	ϑ	34	0	0	0	ϑ
		34	34				34		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
PT906	Transit – Vehicle Purchase, WITCO – FY2012	PE							0
		PC							0
	Funding Source: FTA 5310 Purchase new vehicles to expand coverage, extend hours, and maintain existing services. (federal=57)	RW							0
		UT							0
		CE							0
		CN		0					0
		Sum	0	0	0	0	0	0	0
PT930	Transit - Mobility Management, VRT – FY2012	PE							0
PC									0
Funding Source: FTA 5316 Rural Provide funding for the travel training, volunteer ride reimbursement, and market mobility programs. (federal=13)	RW								0
	UT								0
	CE								0
	CN		0						0
	Sum	0	0	0	0	0	0	0	
PT939	Transit – Mobility Management, VRT – FY2012	PE							0
PC									0
Funding Source: FTA 5316 Small Urban Provide funding for the travel training, volunteer ride reimbursement, market mobility programs, and services along the Franklin Road corridor. (federal=26)	RW								0
	UT								0
	CE								0
	CN		0						0
	Sum	0	0	0	0	0	0	0	
PT944	Transit - Mobility Management, VRT - FY2012	PE							0
PC									0
Funding Source: FTA 5317 Rural Provide funding for the travel training, volunteer ride reimbursement, and market mobility programs. (federal=13)	RW								0
	UT								0
	CE								0
	CN		0						0
	Sum	0	0	0	0	0	0	0	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2011	2012	2013	2014	2015	PD	SUM
PT951	Transit – Mobility Management, VRT – FY2012	PE							0
		PC							0
	Funding Source: FTA 5317 Small Urban	RW							0
	Provide funding for the travel training, volunteer ride reimbursement, market mobility programs, and services along the Franklin Road corridor. (federal=26)	UT							0
		CE							0
		CN		0					0
		Sum	0	0	0	0	0	0	0
				0					0

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

Note: existing projects only show corrections for FY2012. New projects include funds in all years.

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COMPASS BOARD MEETING AGENDA ITEM V-C

Date: August 15, 2011



Topic: FY2012 Unified Planning Work Program (UPWP)

Summary:

This final budget is being proposed in order to obtain formal adoption of the UPWP prior to the beginning of FY2012.

Staff Recommendation/Request:

Adopt Resolution 09-2011 approving the FY2012 Unified Planning Work Program.

Implication (policy and/or financial):

In order to utilize federal aid funds, a UPWP approved by the COMPASS Board of Directors is required for submission to the Idaho Transportation Department, the Federal Highway Administration and Federal Transit Administration by September 1, 2011.

Highlights:

The draft version of the FY2012 UPWP was presented to the COMPASS Board at the July 18, 2011 meeting as an information item. This draft version was reviewed by the COMPASS Finance Committee at its July 5, 2011 meeting. The Finance Committee recommends COMPASS Board approval. This same draft version was reviewed with the COMPASS Regional Technical Advisory Committee at its July 27, 2011 meeting. The Committee discussed Program 701; Member Services and did not recommend any changes. The Committee recommends COMPASS Board approval with the following changes:

- Program sheet 710; Complete Streets. Inclusion of economic development strategies, and creation of a project team.
- Program 720; State Street Corridor Implementation. Remove "Facilitate access management inventory" as this will not be ready until FY2013.

Additional Information:

1. Attachment – Resolution No. 09-2011
2. Attachments – Summarized Financial Worksheets
 - Revenue and Expense Summary
 - Expenses by Work Program Number and Funding Source
 - Direct Expense Summary
 - Indirect Operations and Maintenance Expense Summary
 - Workday Allocation
 - Program sheet 710; Complete Streets
 - Program sheet 720; State Street Corridor Implementation
3. To review a complete UPWP package on the COMPASS web site, please go to:
<http://www.compassidaho.org/people/boardpackets.htm>
4. For more information contact Jeanne Urlezaga, Operations Director at 855-2558 ext. 242 or at jurlezaga@compassidaho.org.

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

RESOLUTION NO. 09-2011



**PROVIDING FOR THE APPROVAL OF THE
FY2012 UNIFIED PLANNING WORK PROGRAM OF THE
COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO**

WHEREAS, federal transportation planning guidelines under Title 23CFR require development of a Unified Planning Work Program that shows the programming of federal funds and includes references to all transportation planning efforts regardless of funding sources as a condition of receiving federal planning funds;

WHEREAS, the Community Planning Association of Southwest Idaho staff prepared the draft FY2012 Unified Planning Work Program and submitted it to the Regional Technical Advisory Committee, the Finance Committee, and the Community Planning Association of Southwest Idaho Board of Directors for their review; and

WHEREAS, the Community Planning Association of Southwest Idaho desires to incorporate final funding and program allocations in the Unified Planning Work Program prior to the beginning of FY2012.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors adopts the FY2012 Unified Planning Work Program, including reference to all transportation planning studies;

BE IT FURTHER RESOLVED, that the Community Planning Association of Southwest Idaho assures the appropriate necessary local matching funds are budgeted for the Unified Planning Work Program, Federal Transit Administration grants, Federal Highway Administration grants and all other grants and contracts as noted in the FY2012 Unified Planning Work Program of the Community Planning Association of Southwest Idaho, a copy of which is attached hereto and incorporated as an integral part of the Resolution; and

BE IT FURTHER RESOLVED, that the Executive Director is authorized to submit all related grant and contract applications, and sign all necessary documents for grant and contract purposes.

DATED this 15th day of August 2011.

APPROVED:

By: _____
David Ferdinand, Chair
Community Planning Association Board

ATTEST:

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

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2012 UNIFIED PLANNING WORK PROGRAM
REVENUE AND EXPENSE SUMMARY**

REVENUE	FY2011 Revision 2	FY2012
GENERAL MEMBERSHIP		
Ada County	200,030	199,476
Ada County Highway District	200,030	199,476
Canyon Highway District No. 4	11,845	11,738
Nampa Highway District No. 1	11,845	11,738
Boise City	99,095	96,632
Caldwell City	29,550	32,806
Canyon County	131,927	130,872
Eagle City	9,743	9,426
Garden City	5,812	5,139
Kuna City	6,852	7,240
Meridian City	33,745	35,808
Middleton City	3,853	3,931
Nampa City	56,715	57,510
Notus City	429	
Parma City	1,407	1,397
Star City	2,629	2,767
Subtotal	805,506	805,956
SPECIAL MEMBERSHIP		
Boise State University	8,190	8,100
Capital City Development Corporation	8,190	8,100
Department of Environmental Quality	8,190	8,100
Idaho Transportation Department	8,190	8,100
Valley Regional Transit	8,190	8,100
Subtotal	40,950	40,500
GRANTS AND SPECIAL PROJECTS		
FHWA/FTA - Consolidated Planning Grants		
CPG - FY2010 K# 10698 Ada County - Carry Over	89,133	
CPG - FY2010 K# 10698 Canyon County - Carry Over	31,317	
CPG - FY2011 K# 11191 Ada County	855,148	
CPG - FY2011 K# 11191 Canyon County	300,457	
CPG - FY2011 K# 11191 Ada County - Carry Over		98,738
CPG - FY2011 K# 11191 Canyon County - Carry Over		34,692
CPG - FY2012 K# 11199 Ada County		855,148
CPG - FY2012 K# 11199 Canyon County		300,457
Sub Total CPG Grants	1,276,056	1,289,035
STP-St. K # 7827, SH44 Corr Pres Study; carry-over	533,922	
ITD-Local Match for K# 7827, SH44 Corr Pres Study; carry-over	42,294	
STP-St. K# 7826, US 20/26 Corr Pres Study; carry-over	287,863	
ITD-Local Match for K# 7826, US 20/26 Corr Pres Study; carry-over	22,803	
STP TMA - K# 9827, Household Travel Survey Phase 1 & 2	278,000	416,970
STP TMA - K# 9506 FY09 Trans Planning, Ada; carry-over	22,389	
STP TMA - K# 12371, Reinstate off-the-top funds for Planning	306,000	306,705
STP TMA - K# 12061, Communities in Motion Update	-	185,320
FTA - Mobility Management; 5316 & 5317 funds (carry-over)	209,200	87,968
FTA - Rural Mobility Management; K# 11909; 2009 ARRA	25,541	
Subtotal	1,728,013	996,963
OTHER		
COMPASS Local Match for CPG Carry Over (Fund Balance)	9,541	
COMPASS Local Match for K# 9506 Carry Over (Fund Balance)	1,774	
COMPASS Local Match for Mobility Mgt Carry Over (Fund Balance)	52,300	
COMPASS (Fund Balance)		21,542
COMPASS (Fund Balance - Local Match for FY2011 CPG carry-over)		10,570
COMPASS (Fund Balance - Building Fund + Accrued Interest)		1,000,000
COMPASS (Fund Balance - Set-Aside for CIM Grant Implementation Program)		2,355
Set-Aside for Potential Rescission of Fed Aid Funds (Fund Balance)	243,352	243,352
Interest Income	9,800	5,000
Subtotal	316,766	1,282,819
COMPASS REVENUE	4,167,291	4,415,272

EXPENSE	FY2011 Revision 2	FY2012
SALARY, FRINGE & CONTINGENCY		
Salary	1,080,100	1,080,100
Fringe	443,491	463,559
Medical Expense Reimbursement Plan	5,000	5,000
Salary Contingency (Overtime and Bonus)	20,000	20,000
Sick Time Trade	10,000	10,000
Subtotal	1,558,591	1,578,659
INDIRECT OPERATIONS & MAINTENANCE		
COMPASS	348,000	255,800
Subtotal	348,000	255,800
DIRECT OPERATIONS & MAINTENANCE		
610, SH44 Corridor Preservation Study	568,109	
611, US 20/26 Corridor Preservation Study	308,716	
620, Growth and Transportation Monitoring		2,500
647, Regional Growth Issues and Options		
653, Communications and Education	41,300	33,200
661, <i>Communities in Motion</i>	162,645	483,000
671, Mobility Management Strategies	100,968	7,200
685, Transportation Improvement Program	1,800	3,200
710, Complete Streets		14,500
715, HOV / Park & Ride Study	26,000	
760, Legislative Services	106,050	106,050
801, Staff Development	20,000	20,000
820, Committee Support	10,000	7,000
836, Regional Travel Demand Model	40,000	76,000
837, Transit Ridership Survey	24,163	
838, Household Travel Survey, Phase 1 & 2	300,000	450,000
842, Congestion Management System		48,000
860, Geographic Information System Maintenance	1,200	1,200
861, Regional Orthophotography		10,000
990, Direct Operations and Maintenance	134,043	73,255
Subtotal	1,844,993	1,335,105
COMPASS EXPENSE	3,751,584	3,169,564

SET-ASIDES AND BUILDING FUND	FY2011 Revision 2	FY2012
992, Set-Aside for Potential 20% Rescission	243,352	243,352
993, Set-Aside for CIM Grant Implementation Program	2,355	2,355
995, Building Fund (tsf in 2011; estimated bal in 2012)	170,000	1,000,000
Subtotal	415,707	1,245,707
COMPASS SET-ASIDE AND BUILDING FUND	415,707	1,245,707

COMPASS REVENUE AND EXPENSE SUMMARY		
TOTAL REVENUE	4,167,291	4,415,272
LESS: TOTAL EXPENSES	3,751,584	3,169,564
LESS: TOTAL SET-ASIDES	415,707	1,245,707
CHANGE IN FUND BALANCE	0	0

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2012 UNIFIED PLANNING WORK PROGRAM
EXPENSES BY WORK PROGRAM NUMBER AND FUNDING SOURCE**

WORK PROGRAM NUMBER	EXPENSES				FEDERAL FUNDING SOURCES							MATCH, LOCAL & OTHER FUNDING				TOTAL FUNDING SOURCES
	Work Days	Indirect Cost	Direct Cost	Total Cost	CPG-Ada FHWA/FTA	CPG-Canyon FHWA/FTA	STP-TMA K# 12371	STP-STATE K# 12061	STP-TMA K# 9827	FTA-5316 & 5317	Total Federal	Match	Local	Other Revenue	Total Local	
601 UPWP/Budget Development & Fed assurances	273	151,882	-	151,882	51,368	18,999	70,367				140,734	11,148			11,148	151,882
620 Growth and Transportation System Monitoring	124	62,165	2,500	64,665	43,741	16,178				59,919	4,746			4,746	64,665	
647 Regional Growth Issues and Options	60	31,951	-	31,951.30	21,612	7,994				29,606	2,345			2,345	31,951	
653 Communications and Education	151	84,896	33,200	118,096	39,941	14,773	54,714			109,428	8,668			8,668	118,096	
661 Communities in Motion	828	433,337	483,000	916,337	459,819	170,070	33,869	185,320		849,078	67,259			67,259	916,337	
671 Mobility Management Strategies	162	76,665	7,200	83,865					83,865	83,865				-	83,865	
685 Transportation Improvement Program	318	165,073	3,200	168,273	56,911	21,049	77,960			155,921	12,352			12,352	168,273	
692 Regional Transportation Funding Information	42	21,623	-	21,623	14,626	5,410				20,036	1,587			1,587	21,623	
TOTAL PROJECTS	1,958	1,027,593	529,100	1,556,693	688,018	254,472	236,910	185,320	-	83,865	1,448,586			-	108,106	1,556,693
701 General Membership Services	201	107,449	-	107,448.61						-			107,449		107,449	107,449
703 General Public Services	38	20,864	-	20,864						-			20,864		20,864	20,864
705 Transportation Liaison Services	50	33,111	-	33,111						-			33,111		33,111	33,111
710 Complete Streets	100	46,970	14,500	61,470						-			61,470		61,470	61,470
720 State Street Transit Corridor Implementation	92	52,292	-	52,292						-			52,292		52,292	52,292
760 Legislative Services	80	62,363	106,050	168,413						-			168,413		168,413	168,413
761 Blueprint for Good Growth	36	22,295	-	22,295	20,658					20,658	1,636			1,636	22,295	
TOTAL SERVICES	597	345,344	120,550	465,894	20,658	-	-	-	-	-	20,658			-	445,235	465,894
801 Staff Development	63	32,510	20,000	52,510						-			52,510		52,510	52,510
820 Committee Support	318	141,696	7,000	148,696	37,553	3,872				41,425.88	10,914	96,355		107,270	148,696	
836 Regional Travel Demand Model	175	83,959	76,000	159,959	57,249	21,174	69,795			148,218	11,741			11,741	159,959	
838 Household Travel Survey	45	26,142	450,000	476,142	17,683	6,540			416,970	441,193	34,949			34,949	476,142	
842 Congestion Management System	90	33,999	48,000	81,999	55,466	20,515				75,980	6,019			6,019	81,999	
860 Geographic Information System Maintenance	201	113,018	1,200	114,218	77,259	28,575				105,834	8,384			8,384	114,218	
861 Regional Orthophotography	51	30,202	10,000	40,202						-		40,202		40,202	40,202	
TOTAL SYSTEM MAINTENANCE	943	461,524	612,200	1,073,724	245,209	80,677	69,795	-	416,970	-	812,651	72,006	189,067	-	261,073	1,073,724
990 Direct Operations / Maintenance	0	-	73,255	73,255						-			68,255	5,000	73,255	73,255
991 Support Services Labor	872	-	-	-						-				-	-	-
992 Set-Aside for Potential 20% Rescission	-	-	243,352	243,352						-				243,352	243,352	243,352
993 Set-Aside for CIM Grant Implementation Program	-	-	2,355	2,355						-				2,355	2,355	2,355
995 Building Fund	0	-	1,000,000	1,000,000						-				1,000,000	1,000,000	1,000,000
999 Indirect Operations/Maintenance	-	-	-	-						-				-	-	-
TOTAL INDIRECT/OVERHEAD	872	-	1,318,962	1,318,962	-	-	-	-	-	-	-	-	68,255	1,250,707	1,318,962	1,318,962
G R A N D T O T A L	4,370	1,834,459	2,580,812	4,415,272	953,886	335,149	306,705	185,320	416,970	83,865	2,281,895	181,749	700,920	1,250,707	2,133,378	4,415,272

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FY2012

EXPENSES BY WORK PROGRAM AND FUNDING SOURCE - TOTAL

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
 FY2012 UNIFIED PLANNING WORK PROGRAM
 DIRECT EXPENSE SUMMARY

DESCRIPTION	TOTAL DIRECT	LEGAL / LOBBYING (72)	EQUIPMENT (34)	TRAVEL / EDUCATION (40)	PROFESSIONAL SERVICES (30)	PRINTING (60)	PUBLIC INVOLVEMENT (64)	MEETING SUPPORT (65)	OTHER (63)	BUILDING & MOVING - CONTINGENCY	FY2013 CARRY-OVER
620 Regional Growth Issues and Options	2,500				2,500						
653 Communications and Education	33,200				8,900	3,500	18,500	850	1,450		
661 Communities in Motion	483,000				404,000	17,000	52,000		10,000		
671 Mobility Management Strategies	7,200				1,200	4,000	2,000				
685 Transportation Improvement Program	3,200						3,200				
710 Complete Streets	14,500						2,000		① 12,500		
760 Legislative Services	106,050	85,950		9,000					11,100		
801 Staff Development	20,000			20,000							
820 Committee Support	7,000							7,000			
836 Regional Travel Demand Model	76,000			1,500	74,500						
838 Household Travel Survey	450,000				450,000						
842 Congestion Management System	48,000				48,000						
860 Geographic Information System Maintenance	1,200								1,200		
861 Regional Orthophotography	10,000				10,000						
990 Direct Operations / Maintenance	73,255		37,000		17,100			3,500	② 15,655		
SUB-TOTAL, DIRECT EXPENSES	1,335,105	85,950	37,000	30,500	1,016,200	24,500	77,700	11,350	51,905	-	-
992 Set-Aside for Potential 20% Rescission	243,352								243,352		
993 Set-Aside for CIM Grant Implementation Program	2,355								③ 2,355		
995 Building Fund	1,000,000								④ 1,000,000	1,000,000	
SUB-TOTAL	1,245,707	-	-	-	-	-	-	-	245,707	1,000,000	-
GRAND TOTAL	2,580,812	85,950	37,000	30,500	1,016,200	24,500	77,700	11,350	297,612	1,000,000	-

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① \$12,500 for BSU Grad Student

② \$10,000 for NARC Conference
~~\$5,655~~ for costs not federally funded
 \$15,655 Total

③ \$2,355 Set-Aside for CIM Grant Implementation Program

④ \$967,920 for Cost of Building
~~\$32,080~~ for Moving and Contingency
 \$1,000,000 Estimate of Building Fund

FY2012

DIRECT EXPENSE SUMMARY

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
 FY2012 UNIFIED PLANNING WORK PROGRAM
 INDIRECT OPERATIONS AND MAINTENANCE EXPENSE SUMMARY**

CATEGORY	ACCOUNT CODE	FY2011 Revision 2	FY2012
Professional Services	30	36,000	36,000
Equipment Lease	35	5,000	5,000
Equipment Repair / Maintenance	36	5,000	5,000
Travel / Education	40	6,000	6,000
Dues	42	12,000	12,000
Publications	43	3,000	3,000
Postage	50	5,000	5,000
Telephone	51	10,000	10,000
Space Rent	52	102,700	800
Janitorial	53	10,000	10,000
Moving Costs	54	15,300	-
Building Maintenance Costs	55		25,000
Printing	60	2,500	2,500
Copier	61	10,000	10,000
Advertising	62	5,000	5,000
Travel / Events	63	8,000	8,000
Audit	70	16,000	16,000
Insurance	71	13,000	13,000
Legal Services	72	20,000	20,000
General Supplies	80	8,000	8,000
Computer Supplies	82	10,000	10,000
Computer Software / Maintenance	83	23,000	23,000
Internet Service	84	1,500	1,500
Commuting Incentive	90	1,000	1,000
Vehicle Maintenance	91	3,000	3,000
Utilities	92	10,000	10,000
Local Travel	93	5,000	5,000
Other / Miscellaneous	95	2,000	2,000
TOTAL		348,000	255,800

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2012 UNIFIED PLANNING WORK PROGRAM
WORKDAY ALLOCATION**

WORK PROGRAM DESCRIPTION	LEAD STAFF	DIRECTORS	PRINCIPAL PLANNERS	ASSOCIATE PLANNERS	ASSISTANT PLANNERS	OPERATIONS	TOTAL
601 UPWP/Budget Development & Fed assurances	JU	69	49	-	4	151	273
620 Growth and Transportation System Monitoring	CM	-	64	28	32	-	124
647 Regional Growth Issues and Options	CM	-	40	10	10	-	60
653 Communications and Education	AL	4	112	5	-	30	151
661 <i>Communities in Motion</i>	CTr	10	523	53	182	60	828
671 Mobility Management Strategies	WS	-	71	20	65	6	162
685 Transportation Improvement Program	TT	13	186	-	100	19	318
692 Regional Transportation Funding Information	DM	-	28	-	14	-	42
TOTAL PROJECTS		96	1,073	116	407	266	1,958
701 General Membership Services	CTr	5	134	13	49	-	201
703 General Public Services	CTr	-	28	6	4	-	38
705 Transportation Liaison Services	MSt	12	38	-	-	-	50
710 Complete Streets	CM	-	40	20	40	-	100
720 State Street Transit Corridor Implementation	DM	-	79	5	8	-	92
760 Legislative Services	MSt	60	13	-	4	3	80
761 Blueprint for Good Growth	CTr	10	16	-	-	10	36
TOTAL SERVICES		87	348	44	105	13	597
801 Staff Development	JU	-	38	3	9	13	63
820 Committee Support	JU	20	16	2	-	280	318
836 Regional Travel Demand Model	MW	-	92	-	83	-	175
838 Household Travel Survey	MW	10	20	-	10	5	45
842 Congestion Management System	MW	-	5	10	70	5	90
860 Geographic Information System Maintenance	RD	-	151	50	-	-	201
861 Regional Orthophotography	RD	-	49	2	-	-	51
TOTAL SYSTEM MAINTENANCE		30	371	67	172	303	943
TOTAL DIRECT		213		227	684	582	3,498
991 Support Services Labor	JU	247	48	3	6	568	872
TOTAL INDIRECT/OVERHEAD		247	48	3	6	568	872
TOTAL LABOR		460	48	230	690	1,150	4,370

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PROGRAM NO.	710			CLASSIFICATION:	
TITLE:	Complete Streets				
TASK / PROJECT DESCRIPTION:	Conduct Walkability Analysis and Complete Streets Level of Service (CSLOS) analysis. Walkability to key destinations (parks, grocery stores, transit stops, and Major Activity Centers), identification of existing and planned networks and accessibility, a cost-benefit analysis of the improvements, and economic development strategies. A CSLOS score including auto, transit, bicycle, and pedestrian of all CIM arterials (funded and unfunded).				
PURPOSE, SIGNIFICANCE AND REGIONAL-VALUE:	Complete Streets are an essential component to a fully-functional transportation network by providing multi-modal options for all users. Complete Streets also improve safety, lower transportation costs, provide alternatives to private cars especially for elderly populations, encourage health through walking and biking, create a sense of place, improve social interaction, and generally improve property values.				
REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, MPO CERTIFICATION REVIEW	<p><u>Federal Requirements</u> Metropolitan Planning Organizations are required to include analysis of "pedestrian walkways and bicycle facilities" [23 CFR 450.322(f)]. On March 11, 2010 the United States Department of Transportation provided a Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks.</p> <p><u>Certification Review:</u> The scope and application of the CMP should be expanded to provide for the evaluation of alternative modes of transportation (e.g., bus TSM/TDM measures, walking, and biking). [Transportation Planning Certification Review, 2010, p. viii]</p> <p><u>Communities in Motion:</u> Complete Streets projects meet the Communities in Motion requirement for Task 1.3.1 and Task 1.3.3 in identifying and encouraging alternative transportation, and Task 1.1.1, 1.3.4 and 1.3.5 for improving the TIP criteria. Task 1.4.5 indicates the need for a pathway map. Task 1.7.1 and 1.7.2. encourage context sensitive or complete streets approaches to planning.</p>				
FY2012 BENCHMARKS					
MILESTONES / PRODUCTS					
Assemble Complete Streets review team					Oct
Walkability Analysis					
Compile Bicycle and Pedestrian plans and GIS data					Oct-Nov
Inventory and integrate existing walkability data used for analysis (existing conditions, demographics, and key destinations)					Dec
GIS inventory of neighborhood park locations					Dec
Identify key destinations: Parks, grocery stores, transit stops, and Major Activity Centers					Dec-Feb
Identify & map senior living facilities, naturally occurring retirement communities (NORCs), future NORCs, hospitals, and social services					Dec-Feb
Compile demographic data including elderly, disabled, refugee, and low-income populations					Dec-Feb
Identify future bicycle and pedestrian facilities					Mar-Apr
Complete analysis and mapping of existing and future network					May
Identify benefit and costs of future network					June
Complete Streets Level of Service (CSLOS) Analysis					
Develop data for CIM arterials (funded and unfunded) for CSLOS					Oct-Apr
Model auto, transit, bicycle, and pedestrian CSLOS for CIM arterials					Oct-Apr
Identify benefit and costs of future network					Aug-Sept
Identify economic development strategies					Apr-Sept
LEAD STAFF: Carl Miller					
END PRODUCT: Walkability analysis with a culminating report accepted by the COMPASS Board consisting of the following elements: 1) Walkability maps to public and private parks, grocery stores, transit stops, and Major Activity Centers, 2) Analysis of pedestrian and bicycle accessible of existing and future network, 3) CSLOS scores for auto, transit, bicycle, and pedestrians for each CIM corridor, and 4) A cost-benefit report and economic development strategies for use in update to <i>Communities in Motion</i> .					Expense Summary
					Total Workdays: 100
					Salary \$ 28,182
					Fringe \$ 12,212
					Overhead \$ 6,576
					Total Labor Cost: \$ 46,970
ESTIMATED DATE OF COMPLETION: September-2012					
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	
FHWA/FTA					
STP					
STP-TMA(PL)					
STP-Urban(PL)					
Local	\$44,873	\$16,597		\$61,470	
Other					
Total:	\$44,873	\$16,597	\$0	\$61,470	
					DIRECT EXPENDITURES:
					Professional Services
					Legal / Lobbying
					Equipment Purchases
					Travel / Education
					Printing
					Public Involvement \$ 2,000
					Meeting Support
					Other \$ 12,500
					Pass-through
					Total Direct Cost: \$ 14,500
					710 Total Cost: \$ 61,470

PROGRAM NO.	720	CLASSIFICATION:	Services
TITLE:	State Street Corridor Implementation		
TASK / PROJECT DESCRIPTION:	Multi-year cooperative project with member agencies along State Street to advance studies, plans, development, and transit and roadway improvements in the corridor; COMPASS' role is project coordinator providing general support.		
PURPOSE, SIGNIFICANCE AND REGIONAL-VALUE:	State Street is a regionally significant corridor and the only east-west route between the two counties north of the Boise River, and future growth will surpass the capacity of the roadway to carry traffic and transit. The various tasks in the project are orchestrated to help ensure the viability of transportation through the corridor and protect existing neighborhoods and communities in the future.		
REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW	Federal Code 23 CFR 450.318 -- The tasks fulfill more FHWA and FTA goals and direction by focusing on linking traffic, transit, and land development in a stronger relationship than has been done previously in the Treasure Valley. Long-term change in the corridor are included in <i>Communities in Motion</i> (CIM).		

FY2012 BENCHMARKS **MILESTONES / PRODUCTS**

<u>Project management, agency coordination</u>	ongoing
<u>Facilitate/assist Transit and Traffic Operation Plan (TTOP) near-term plans with stakeholders (enhanced transit service, intelligent transportation system (ITS), park and ride study, other roadway improvements, activities to enable land use change/development)</u>	ongoing
Assistance in public involvement and outreach	ongoing
Assistance in transportation modeling	ongoing
<u>Facilitate access management inventory</u>	Jan-Sep
<u>Facilitate/assist in corridor-wide Master Planning</u>	ongoing
<u>Facilitate System Planning process to prepare for alternatives analysis</u>	Oct-Jun
Anticipated major activities/tasks in FY2012 and future fiscal years:	
FY2012-2015 - participate in community challenge or similar planning grant for integrated plan and needs assessment for housing, transportation, environment, etc.	
FY2012-2016 - assistance in development/implementation of access inventory and management plan/policies.	
FY2013-2016 - conduct corridor alternatives analysis.	

LEAD STAFF:	Don Matson	Expense Summary	
END PRODUCT:	1) Completed/implemented near-term plans with member agencies, 2) corridor-wide master plan, 3) access management inventory, 4) access management plan/policies, and 5) corridor alternatives analysis.		
Total Workdays:			92
Salary \$			31,375
Fringe \$		13,596	
Overhead \$		7,321	
Total Labor Cost:		\$ 52,292	

ESTIMATED DATE OF COMPLETION:					September 2012 (multi-year project)		DIRECT EXPENDITURES:
Funding Sources					Participating Agencies		
	Ada	Canyon	Special	Total	Ada County		
FHWA/FTA					Ada County Highway District		
STP					Capitol City Development Corp.		
STP-TMA(PL)					City of Boise		
STP-Urban(PL)					City of Eagle		
Local	\$38,173	\$14,119		\$52,292	City of Garden City		
Other					Idaho Transportation Dept.		
Total:	\$38,173	\$14,119	\$0	\$52,292	Valley Regional Transit		
Total Direct Cost:							\$ -
720							Total Cost: \$ 52,292

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COMPASS BOARD MEETING AGENDA ITEM VI-A

Date: August 15, 2011

Topic: 2011 Performance Monitoring Report

Summary:

Communities in Motion (CIM), the Long Range Transportation Plan, included a commitment to implement a monitoring report that "...summarizes progress toward achieving alternative transportation and desired land use objectives. The report will provide information relevant to determining the need to amend or update the plan. (CIM Task 4.4.3)" This *Communities in Motion Performance Monitoring Report (CIMPMPR)* is the sixth of a series that will evaluate factors of achieving alternative transportation and desired land use objectives.

The report highlights five key "issues" to be addressed:

- Balance Between Jobs and Housing
- Choices in Housing
- Choices in Transportation
- Connectivity
- Preservation of open space and farmland

Staff Recommendation/Request:

No action is sought of the COMPASS Board. The *2011 Communities in Motion Performance Monitoring Report* is a technical report.

Implication (policy and/or financial):

The CIMPMPR meets policy requirements of CIM by tracking factors of transportation and land use objectives. Indicators of successes and failures in achieving the objectives of CIM "Community Choices" scenario are highlighted by the report.

Highlights:

The attached summary highlights progress of the five CIM themes. While these indicators do not produce a comprehensive view of all activities moving the region toward CIM, they do provide a snapshot of areas of progress and points of concern.

The full 2011 *Communities in Motion Performance Monitoring Report* and previous CIMPMPR reports are posted on the COMPASS website at: <http://compassidaho.org/prodserv/gtism-perfmonitoring.htm>.

More Information:

- 1) Attachment – 2011 *Communities in Motion Performance Monitoring Report* Summary
- 2) For additional information contact: Carl Miller, Principal Planner, at 855-2558 ext. 275 or at cmiller@compassidaho.org

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

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SUMMARY



Communities in Motion

Communities in Motion (CIM) is the regional long-range transportation plan for southwest Idaho providing regional transportation solutions for the next 20-plus years. The Board of Directors of the Community Planning Association of Southwest Idaho (COMPASS) adopted CIM in August 2006. Per federal regulations, the plan must be revised every four years. The COMPASS Board adopted the updated plan in September 2010. One provisions of CIM was to develop and implement a monitoring report that “summarizes progress toward achieving alternative transportation and desired land use objectives” (CIM Task 4.4.3).

The 2011 *Communities in Motion Performance Monitoring Report (Performance Monitoring Report)* is the sixth annual report that evaluates factors to depict progress toward meeting goals of the plan. The importance of the data grows as information is tracked across time. In 2011, many of the indicators have been changed to better reflect what is important to the region in fulfilling the CIM plan. These new datasets do not have historical information, so at first will not provide an idea of whether the region is moving in the right direction. However, as data accumulate, the results will portray how the region is moving forward with CIM.

Communities in Motion highlights five key “issues” to be addressed:

- Balance between jobs and housing
- Choices in housing
- Choices in transportation
- Connectivity
- Preservation of open space and farmland

Information and policies indicating progress towards these objectives are on each agency summary page; corresponding regional maps are found in the appendix. A glossary is in the appendix.

Highlights of the 2011 *Performance Monitoring Report* include:

Balance between Jobs and Housing

According the National Bureau of Economic Research (the official arbiter of recessions) the recession began in December 2007 and ended in June 2009. However, the effects of the recession are lingering in the Treasure Valley. In 2010 the overall unemployment rate crept up to 10% and there were 2,359 fewer jobs than in 2009. The effect of job loss had many negative impacts to the jobs to housing balance, housing values, and the overall economy. Five years ago the region had 1.21 jobs per housing unit in the cities’ areas of impact. Now there are only 1.06 jobs per household. Moreover, the overall population center has drifted westward faster than the employment center. In 2010, the population center is near the intersection of Linder Road and Pine Avenue in Meridian; and the employment center was halfway between Eagle Road and Cloverdale Road on the railroad corridor in Meridian.

The new jobs to new housing ratio was developed to highlight what changes occurred in 2010 to more closely balance jobs and housing. The continued job loss has made this evaluation difficult. As the recession winds down in the region and employment picks up again it will be important to continue to monitor where jobs and housing are produced.

For the first time, COMPASS has attempted to measure the area’s land use mix. A diverse mixture of land uses gives residents more options to walk, bike or take transit to nearby attractions.

Low density and segregated land uses are associated with increased auto use, increased obesity and other chronic illness. A map of land use mix is on page 102. There are fewer jobs per housing unit than there were in 2006 when COMPASS first acquired employment data. This trend indicates both unemployment and employment dispersed from housing.

COMPASS has been identifying major activity centers as locations for high traffic/high activity. Locating jobs, housing, and activity in clusters provides opportunity for various transportation options including walking and transit. For the first time in the *Performance Monitoring Report*, the percent of the population that is within a 0.5 mile of a major activity center has been tracked.

Several local government policies were initiated in 2010 to promote a healthy jobs-housing balance:

- Ada County is considering an ordinance allowing alternative energy uses.
- The City of Boise approved entitlements for 1.3 million square feet of commercial and industrial projects.
- The City of Meridian coordinated with the Meridian Development Corporation to draft *Destination Downtown*, a plan for reinvesting in downtown Meridian, and amended the city code to make it easier to develop mixed use projects.
- The City of Middleton is adding retail and office buildings to promote a better jobs-housing ratio.
- The City of Star is coordinating efforts to draft a downtown revitalization plan and implement a new unified code for better planning and a variety of transportation options.
- The City of Wilder is partnering with neighboring communities to develop a commercial-industrial corridor along Highway 19.



Choices in Housing

Both nationally and locally housing value losses mounted in 2010 to a point where the losses were greater than those experienced in the Great Depression.ⁱⁱ At its peak in the third quarter of 2007, the average sales price for a single-family home was \$245,178. By the fourth quarter of 2010, the average sales price in Ada and Canyon counties was \$150,350 - a drop of over 38%. In 2010, housing values are on par with those in 2003.ⁱⁱⁱ Moreover, sub-prime housing and foreclosures remain a concern.

In 2010, only 1,689 new residential units were built; compared with 2,087 in 2009, and 11,039 units built in the peak year of 2005. The number of new multi-family units also fell both in number and as a percentage of overall construction. In 2010, only 144 new multi-family units were built, 9% of the overall residential total. That is a decrease from 2009, when 350 multi-family permits were issued, comprising 16% of the residential total. COMPASS also evaluated the amount of housing in transit-supportive neighborhoods. As a region, 14% of housing was transit-supportive; more than one-third of housing in Garden City qualified.

Housing affordability should be considered in context of transportation costs. While housing that is far from employment is typically more affordable, the resulting transportation costs consume a substantial amount of the housing savings. In 2010, 80% of all residential units were considered affordable when viewed in context of housing values and transportation costs, up from 73% in 2009.

Several cities have adopted policies and/or approved subdivisions to promote choices in housing.

- Ada County updated ordinances to allow for more housing choices and to enable more mixed uses and better traffic flow in new developments.
- The City of Boise approved 465 single family units and 208 multi-family units to create a variety of housing options.
- The City of Meridian worked with a housing task force to identify barriers and find ways to increase affordable and diverse housing stock.



SUMMARY

- The City of Star is working on a planning code to allow for more housing types in zoning districts.
- The City of Wilder is updating its comprehensive plan to encourage a variety of housing types.

Choices in Transportation

The availability of multiple modes of transportation, including automobile, transit, pedestrian and bicycle, were evaluated in several ways. The peak hour travel times for different municipalities to the employment center (currently near the intersection of Cloverdale Road and Franklin Road in Meridian, Idaho) were evaluated for the COMPASS *Congestion Management Report*. Overall, vehicle miles traveled increased in the region to 7.8 million miles from 7.5 million the previous year.

COMPASS also evaluated the amount of time that Valley Regional Transit buses served the various communities. In 2010, buses ran for 84,803 hours, or 8.8 minutes per capita. This is a decrease from 9.1 minutes in 2009, and from a high of 9.9 minutes in 2003. There were 172 vanpools in 2010 and 385 occupied Commuteride park and ride spaces (based on twice yearly counts).

Transit routes remained largely unchanged. The report identifies the number of minutes per capita the bus serves each community. The region averages almost 9 minutes of bus service per capita per year. In Boise, ValleyRide buses provide almost 19 minutes per capita per year.

Multi-modal options improved for pedestrians and bicyclists over the past year. In 2010, more than 38% of roadway miles were accompanied by a sidewalk, a slight increase from 2009. Almost 5% of roadway miles were accompanied by a bikeway; another small increase from the previous year.

The following policy changes also improve the choices in transportation for the region:

- Ada County Highway District is applying principles from its *Complete Streets Policy* and *Livable Street Design Guide* to promote multi-modal uses on streets.
- The City of Boise adopted new parking standards and continues to develop the State Street Plan.
- Canyon Highway District is working with neighboring cities to ensure that policies are appropriate for the rural-urban interface.
- COMPASS completed *Communities in Motion 2035*, the regional long-range transportation plan for Ada and Canyon Counties.
- Garden City continues to participate in the State Street Transit planning process and is continuing efforts on the greenbelt system.
- The Idaho Transportation Department is developing a Bike/Walk Commuter Tool Kit.
- The City of Meridian worked with railroad companies to construct a pathway system and with ACHD to designate bike routes through downtown.
- The City of Middleton has widened roads and approved two roundabouts near the new high school on Emmett Road.
- Nampa Highway District has adopted new engineering policies regarding signage, intersections, and playgrounds.
- The City of Star is redeveloping its Main Street with better pedestrian and bicycle facilities.
- Valley Regional Transit made service changes to maximize service in high demand areas and has participated in several planning projects, including State Street, vehicle sharing, Google Transit, and new routes for Caldwell and southwest Boise.
- The City of Wilder is working on a sidewalk master plan and a controlled access ordinance along Highway 95 and Highway 19.



Connectivity

The ability for residents to access jobs, shopping, public parks, schools, transit, and other services increases quality of life. Both proximity and access of households to these destinations and services are components of connectivity.

There was no change to the overall connectivity of the area, as most of the housing stock and number and location of supportive parks, schools, and grocery stores remained constant. As in 2009, approximately 12% of all housing units had less than a 15 minute walk to those destinations.

Another critical component in enabling choices in transportation is the proximity of employment and housing to existing transit services. The regional housing-to-transit connectivity dropped from 39% to 37%. In 2010, only 26% of all employment was within a walkshed of a transit stop. Transit stops were used for this measure in 2010, rather than transit routes as used in past years, so it is difficult to compare with previous years.

Another new indicator, social services near transit, was designed to highlight the public services (i.e., hospitals, nursing homes, child care facilities, and vocational services) that were accessible for transit-dependent populations. Currently almost 30% of all services are transit accessible. This metric will become increasingly important as the baby-boomer generation ages.

COMPASS is developing the data needed to generate a route directness index for the region. This will highlight how well communities, neighborhoods, and key destinations are connected.

Public improvements, plans, and policies that will improve connectivity in the future are also highlighted in this report:

- Ada County completed the Oregon Trail trailhead and interpretive kiosk to promote hiking, mountain biking, bird watching, and equestrian uses.
- The City of Boise approved construction of a pedestrian bridge across the Boise River, bike lanes in downtown, and a Safe Route to School pedestrian signal.
- Garden City participated in a greenbelt extension and the 36th Street pedestrian bridge project, and adopted an Original Town Circulation Network Plan.
- Canyon Highway District began a corridor study to identify an expressway intended to link the Kuna-Mora Corridor and Bowmont Road with State Highway 55, State Highway 19, and Interstate 84.
- COMPASS worked on the update of the *3C Local Mobility Management Network Plan*.
- The Idaho Transportation Department continues progress in the Safe Routes to School program and is developing a bicycle suitability index and gap analysis tool.
- The City of Meridian worked to promote both pedestrian and vehicle connections between residential and commercial land uses.
- The City of Star is designing the Star River Walk to promote recreation opportunities.
- Valley Regional Transit continued work on the downtown transit center, began the Boise State University park-and-ride program, and improved facilities at shelters.
- The City of Wilder updated its comprehensive plan to encourage a balance of compact, sustainable commercial, and residential development.



SUMMARY

Open Space and Farmland

Population density is the measure of how many people live within an area. Similarly, employment density is the measure of jobs within an area. This report tracks these figures for all city and county areas; however, to preserve open space and farmland it is more appropriate to highlight the changes within cities' areas of impact. In 2010, the population density in cities' areas of impact was 1.9 persons per acre; the employment density in cities' areas of impact was 0.8 jobs per acre. Both of these figures are down from 2006 when there were 2.1 persons per acre and 1.0 jobs per acre.

Two other indicators show how land is being consumed by cities. By the end of 2010 there were over 17,500 acres of city annexed land outside of the adopted areas of impact. A second indicator, unincorporated acres inside the area of impact, shows the potential for infill growth within areas typically already served by or in close proximity to, sewer and water infrastructure, social services, and employment. By the end of 2010, there were 240,869 acres of unincorporated land. Although some of this land is used for parks and open space, even at 3.4 persons per acre the region could double without the need for expanding city limits beyond the existing impact areas. These two indicators are new in the 2011 report, but will continue to be tracked in the future for comparison.

Another measure that shows recreation and health opportunities is open space per capita. In 2010, there were approximately 13 acres per 1,000 population in the region. Boise, Eagle, Garden City, Middleton, and Nampa had even more. The accessibility of these open spaces were partially addressed in the Connectivity section; however, both the amount and connectivity of these areas are critical to achieving a high quality of life.

Some public policy changes that occurred in 2010 may also preserve open space and farmland.

- Ada County adopted ordinances to allow wineries and to allow acquisition of open space and trail systems.
- Ada County Highway District is promoting cross access and stub streets to undeveloped land.
- The City of Boise acquired Stack Rock, Hammer Flat, and Cartwright Road open space areas, totaling 2,101 acres.
- The Garden City adopted a Master Parks Plan.
- The City of Meridian designated an area for rural character preservation and acquired land for a future city park.
- The City of Middleton amended the parks component of its comprehensive plan, established standards for city parks, and signed the *Boise River Trail Plan* to create a trail system near the Boise River.
- The City of Parma adopted amendments to its comprehensive plan to recognize agriculture as an important environmental and economic component of the community and protect legal agricultural operations, discourage development of agricultural areas, and discourage access to the prime farmland areas.
- The City of Wilder adopted a comprehensive plan that designates agricultural areas within the area of impact.



SUMMARY

2010 QUICK FACTS

The population center and employment center remained in Meridian; however, both shifted westward. The population center is near the intersection of Linder Road and Pine Avenue. The employment center is halfway between Eagle Road and Cloverdale Road along the Union Pacific Railroad corridor.

The average unemployment rate in Ada and Canyon counties increased from 5.1% in 2008 to 8.9% in 2009 and 9.6% in 2010.



The median sales price of single-family homes dropped from \$148,858 in 2009 to \$133,788 in 2010.

In December 2008 the average cost for regular gas was \$1.46 per gallon. In December 2010 it was \$2.91 per gallon.¹

In 2010, buses ran for 8.7 minutes per person.



In 2000, the average commute was 18 minutes; in 2009, it was 21 minutes.

There are over 172,000 acres of unincorporated land within areas of impact. Although some of this land is used for parks and open space, at 3.4 persons per acre (approximately 1.3 households per acre) the region's population could double without the need for expanding city development beyond existing impact areas.



Notes:

- i. <http://www.boisegasprices.com/>
- ii. Housing Market Slips Into Depression Territory, CNBC, www.cnbc.com/id/41019790
- iii. Intermountain MLS
- iv. <http://www.compassidaho.org/prodserv/cms-intro.htm>



SUMMARY

***Communities in Motion* Adoption**
(Adopted by the COMPASS Board on September 20, 2010)

Agency	Adopted 2010 CIM
Ada County	In Process
Ada County Highway District	Yes
Boise	Yes
Caldwell	Yes
Canyon County	Yes
Canyon Highway District No. 4	No
Eagle	No
Garden City	No
Golden Gate Highway District	No
Greenleaf	Yes
Idaho Transportation Department	No
Kuna	Yes
Melba	Yes
Meridian	Yes
Middleton	In Process
Nampa	Yes
Nampa Highway District	Yes
Notus	No
Notus Parma Highway District	No
Parma	Yes
Star	No
Wilder	No
Valley Regional Transit	Yes

Notes: Table reflects adoption of *Communities in Motion 2035* as of June 2011.

COMPASS member agencies such as Boise State University (BSU), Idaho Department of Environmental Quality (DEQ), and Capital City Development Corporation (CCDC) are not included in the 2010 Performance Monitoring Report and do not have a direct authority in land use and transportation policy.



Communities in Motion Five Key Elements

Balance between Jobs and Housing

There are two metrics that can be compared from 2009 to evaluate progress in the balance between jobs and housing. These are jobs/housing balance and new jobs to new housing. The land use mix and population near major activity centers metrics are too new to provide historical tracking. Because of the prolonged recession and continued unemployment, both jobs to housing indicators show declines from 2009. Also, there is a greater distance between the population and employment centers indicating increased demand on the transportation network due to growth demands.

Choices in Housing

Two indicators can show the progress of housing choice in the region: median housing prices and housing affordability. A second ramification of the recession (besides aforementioned unemployment) has been deep declines in housing values. While decreasing the net worth of many households, lower housing prices have also provided opportunities for first-time home owners. Simultaneously, the lack in home equity has restricted households to move to different housing closer to employment or to better reflect changing household composition and preferences. As one indicator shows improvement (affordability) and one indicator shows decline (home values), the arrow shows no change for the overall housing choice.

Choices in Transportation

Peak hour travel time has improved slightly from 2005, averaging 36 seconds less from each municipality to other municipalities and to the regional employment center near Cloverdale Road and Franklin Road in Meridian. Also, the proportion of roads with sidewalks and bikeways have increased, providing additional transportation options. Other indicators do not have enough historical data to indicate progress. Overall, there are increasing transportation choices.

Connectivity

Three indicators are used to measure connectivity and can be tracked historically: 1) household connectivity to grocery stores, parks, and schools, 2) housing near transit, and 3) employment near transit. Social services near transit and route directness index are new categories without historical comparison data. Household connectivity remained steady as 12% have a walkable access to groceries, parks, and schools. Housing near transit also decreased, from 39% to 38%. While few residential units were built in 2010, most were not accessible to existing transit. The arrows shows decline to reflect one neutral and two decreases in this category.

Preservation of Open Space and Farmland

Over 1,100 acres of land within cities' areas of impact were developed in 2010. This reflects fewer acres consumed than in previous years. Also, areas of impacts did not expand into additional rural areas and city limits did not expand beyond existing areas of impact. Population and employment density decreased slightly. Of the four indicators of preservation of open space and farmland, two indicators show improvement and two indicators show declines.



COMPASS BOARD MEETING AGENDA ITEM VI-C

Date: August 15, 2011



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Status Report - *Communities in Motion Update*

Summary:

At the June 2011 Board meeting, the COMPASS Board approved a scope of work to update *Communities in Motion*, as recommended by the Regional Technical Advisory Committee (RTAC). This scope of work for a long-range regional transportation and sustainability plan addresses the following:

1. Is based on and builds upon the *Communities in Motion* plan.
2. Incorporates housing, community infrastructure and health as sustainability elements.
3. Includes a scenario planning process.
4. Develops a grant implementation program for member agencies.
5. Meets federal requirements.

Staff Recommendation/Request:

Information only.

Implication (policy and/or financial):

Work is proceeding with the *Communities in Motion* update to meet the September 2014 adoption date.

Highlights:

- Scenario planning RFQ/P was released on July 7, 2011, proposals were due on July 29, 2011, and were reviewed with the Regional Technical Advisory Committee on August 3 and 5, 2011.
- Economic benefits model RFQ/P was released on August 5, 2011 and the proposals are due on September 9, 2011.
- COMPASS staff is working with the Public Participation Committee representatives to develop the Public Involvement Plan.
- COMPASS Executive Committee discussed the Leadership Team on July 19, 2011 and agreed to serve as the core of the Leadership Team. COMPASS staff will suggest additional members to represent nonmember agencies, per discussion and recommendation from the Regional Technical Advisory Committee.
- COMPASS staff is working with the Regional Technical Advisory Committee to form the Planning Team to assist with the plan update.
- A meeting with partner agencies to review the advance notice of funding availability for the 2011 Regional Plan for Sustainable Development grant was held on July 27, 2011. The final notice was published on July 28, 2011.

More Information:

For detailed information contact: Liisa Itkonen, Principal Planner, 855-2558 ext. 225 or litkonen@compassidaho.org.

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

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JULY 2011 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM AND BUDGET, DEVELOPMENT, TRACKING AND FEDERAL ASSURANCES</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Received Finance Committee and Board approval of the FY2011 Unified Planning Work Program- Revision 2. • Reviewed Draft FY2012 Unified Planning Work Program for Board consideration of adoption at the August meeting. • Processed and tracked revenues and expenditures associated with the FY2011 Unified Planning Work Program and Budget. • Tracked changes and announcements in the Federal Register. • Met with FHWA and ITD representatives to discuss COMPASS' role in bicycle and pedestrian planning within the region.
610	<p>SH 44 CORRIDOR PRESERVATION STUDY</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • Submitted revisions and additional information to ITD for consultant's new contract to complete study. • Issued contract termination letter to consultant with request for affidavit of indebtedness.
611	<p>US 20/26 CORRIDOR PRESERVATION STUDY</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • Completed draft scope of work for new ITD contract and scheduled contract negotiations.
620	<p>GROWTH AND TRANSPORTATION SYSTEM MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Completed the 2011 Performance Monitoring Report. • Presented 2011 Performance Monitoring Report to the Regional Technical Advisory Committee (RTAC). • Received 2010 Census Data (Summary File 1). • Met with Intermountain Multiple Listing Services to begin receiving data on residential sales data.
647	<p>REGIONAL GROWTH ISSUES AND OPTIONS</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Continued data compilation and analysis for 2040 forecast. • Continued development of Scenario Planning Guidebook.
653	<p>COMMUNICATIONS AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Sent first issue of <i>Keeping Up With COMPASS</i>, a new COMPASS newsletter highlighting Board and committee actions. • Hosted Lindsey Riley and Fred Abousleman of the National Association of Regional Councils (NARC) for a site visit in preparation for the 2012 NARC Executive Director's meeting, which will be hosted by COMPASS. • Received Executive Committee approval of two policies dealing with how COMPASS communicates with and collects information from the public. • Attended (as an observer) a focus group sponsored by the City of Nampa on how to best reach out to Latinos. • Tracked and facilitated COMPASS and transportation issues in news media. • Updated web site; made posts to COMPASS Facebook page and blog. • Supported outreach efforts of member agencies and other partners by sending announcements to people in COMPASS database.

PROGRAM NO.	
661	<p data-bbox="381 163 824 199">COMMUNITIES IN MOTION</p> <p data-bbox="1258 199 1518 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="402 235 1518 552" style="list-style-type: none"> • Started drafting data management plan for <i>Communities in Motion</i> update. • Received consultant proposals for scenario planning process. • Continued work with a subcommittee of the Public Participation Committee on the public participation plan for the <i>Communities in Motion</i> update. • Hosted a meeting of partner agencies for the Regional Plan for Sustainable Development advance notice of funding availability on July 27, 2011.
671	<p data-bbox="381 552 1010 588">MOBILITY MANAGEMENT STRATEGIES</p> <p data-bbox="1198 588 1529 623" style="text-align: right;">WALT SATTERFIELD</p> <ul data-bbox="402 623 1518 1333" style="list-style-type: none"> • Met with Valley Regional Transit to discuss the regional mobility working group and other mobility projects. • Presented a draft mobility development plan to the Gem Economic Development Association on July 14, 2011. The draft plan was submitted to planning staff at Gem County. • Attended an Idaho RideShare presentation at the CTAI office on July 14, 2011. • Met with CTAI to discuss the approach to identify locally developed performance measures for public transportation projects. • Attended the Idaho Mobility Council meeting on July 26, 2011. • Presented mobility information items to RTAC regarding the role of the Regional Coordination Council in project prioritization. • Hosted a meeting with Mobility Working Group participants to review the senior coordination planning process and other coordination activities. • Hosted a meeting with CTAI and VRT staff to discuss the approach for the update to the 3C LMMN plan strategies in September 2011. • Attended Mobility Advisory Committee meeting on July 29, 2011 to provide technical support to the Transportation Management Organization Support Group.
672	<p data-bbox="381 1333 912 1369">RURAL MOBILITY MANAGEMENT</p> <p data-bbox="1263 1369 1529 1404" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="402 1404 880 1465" style="list-style-type: none"> • Project has been completed.
685	<p data-bbox="381 1465 1123 1501">TRANSPORTATION IMPROVEMENT PROGRAM</p> <p data-bbox="1274 1501 1518 1537" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="402 1537 1518 2030" style="list-style-type: none"> • Prepared materials for and staffed the TIP Open Houses. The Nampa Arrive After Five was on July 6, 2011, Meridian Farmers Market was on July 9, 2011, and the Capital City Public Market was on July 16, 2011. Staff talked with 73 people during these events regarding the TIP update. • Made presentations about the TIP update to the Meridian Chamber of Commerce Transportation Committee, the Boise Metro Chamber of Commerce Transportation Committee, and attended a Boise staff presentation to the Boise City Council. • Continued preparing information for the TIP Update process. • Attended a webinar on TIGER III funding on July 18, 2011. • Started the FY2013-2017 TIP Update Outreach. The first outreach meeting was with the Garden City Transportation Task Force on July 28, 2011.

PROGRAM NO.	
692	<p>REGIONAL TRANSPORTATION FUNDING INFORMATION DON MATSON</p> <ul style="list-style-type: none"> Continued to collect data for reporting at the end of the fiscal year.
701	<p>GENERAL MEMBERSHIP SERVICES CHARLES TRAINOR</p> <ul style="list-style-type: none"> Met with DEQ and the Ada County Air Quality Board concerning potential COMPASS lead in air quality outreach and education program. Provided past TIP legals notices to Valley Regional Transit in preparation for their FTA certification review.
703	<p>GENERAL PUBLIC SERVICES CHARLES TRAINOR</p> <ul style="list-style-type: none"> Provided information to the public on demographics, development, funding, and traffic issues.
705	<p>TRANSPORTATION LIAISON SERVICES MATT STOLL</p> <ul style="list-style-type: none"> Attended the Caldwell, Meridian, and Boise Metro Chamber of Commerce Transportation Committees in July 2011.
710	<p>COMPLETE STREETS CARL MILLER</p> <ul style="list-style-type: none"> Continued Viacity modeling for City of Nampa pedestrian scenarios. Began drafting City of Nampa Complete Streets report. Presented Nampa Complete Streets analysis to the Canyon County Spatial Data Cooperative. Met with ITD staff to discuss bicycle and pedestrian analysis issues.
715	<p>HIGH OCCUPANCY VEHICLE PARK & RIDE STUDY LIISA ITKONEN</p> <ul style="list-style-type: none"> No significant activity.
720	<p>STATE STREET TRANSIT CORRIDOR IMPLEMENTATION DON MATSON</p> <ul style="list-style-type: none"> Facilitated meetings of State Street Coordinating Committee on July 28, 2011. Received Notice of Funding Availability for possible Community Challenge Planning Grant; scheduled interagency meeting. Monitored discussions with Garden City Council (July 25, 2011) and Ada County Highway District Commission (July 27, 2011) regarding Transit and Traffic Operational Plan and Implementation Plan.
760	<p>LEGISLATIVE SERVICES MATT STOLL</p> <ul style="list-style-type: none"> Participated in relevant activities in support of Board legislative position statements. Tracked and reported significant activity in federal and state transportation-related legislative issues. Continued investigation into the availability of other MPO/COG Position Statements regarding the SAFETEA-LU reauthorization. Researched positions of related national organizations on reauthorization of the federal transportation bill and other federal transportation policies. Worked with Ken Burgess on a Board workshop on reauthorization of the federal transportation bill and other federal transportation issues.

PROGRAM NO.	
761	<p>BLUE PRINT FOR GOOD GROWTH</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • No significant activity.
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Attended Social Media Marketing training on July 15, 2011. • Attended Foundations of Dynamic Traffic Assignment Workshop July 12, 2011.
820	<p>COMMITTEE SUPPORT</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees. • Continued work on new information binders for Board members.
836	<p>MODEL MAINTENANCE AND SUPPORT</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Provided one area of influence model run on proposed developments for use in traffic impact study preparations. • Continued improvements and data input to the traffic count database.
837	<p>TRANSIT ON BOARD SURVEY</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Project has been completed.
838	<p>HOUSEHOLD TRAVEL SURVEY, PHASE 1</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Completed kick-off meeting. • Reviewed draft survey materials, letters and sample size targets. • Began preparations for the pilot test.
842	<p>CONGESTION MANAGEMENT SYSTEM MAINTENANCE/ITS</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Continued to work on the draft annual congestion management report.
860	<p>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</p> <p style="text-align: right;">ROSS DODGE</p> <ul style="list-style-type: none"> • Maintained various regional geographic data layers and conducted analysis in support of many COMPASS projects. • Finalized Diversity Index Analysis on Land Use. • Worked with Regional Geographic Advisory Committee on regional address points and orthophotography.
861	<p>REGIONAL ORTHOPHOTOGRAPHY</p> <p style="text-align: right;">ROSS DODGE</p> <ul style="list-style-type: none"> • Sold 1 section of 2000 orthophotography data.
960	<p>INFORMATION TECHNOLOGY</p> <p style="text-align: right;">JEANNE URLEZAGA</p> <ul style="list-style-type: none"> • Continued coordination with the IT consultant. • Continued system and software maintenance and updates. • Continued to work on configuration and costs to move the IT system to new administrative building.

PROGRAM NO.	
991	<p data-bbox="381 163 836 199">SUPPORT SERVICES LABOR</p> <p data-bbox="1201 199 1518 235" style="text-align: right;">JEANNE URLEZAGA</p> <ul data-bbox="397 235 1437 405" style="list-style-type: none"> • Attended regular staff meetings and prepared monthly status and quarterly variance reports as required. • Continued work with MDC and VRT on administrative building in downtown Meridian. • Oversaw general administration and personnel.

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MEMORANDUM



TO: Community Planning Association Board of Directors

FROM: Don Matson, Principal Planner

DATE: July 29, 2011

RE: Status Report – Corridor Studies

ACTION REQUESTED:

None. Information only.

BACKGROUND:

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

COMPASS also facilitates the State Street Coordination Committee with representatives from Ada County, Ada County Highway District (ACHD), Capital City Development Corporation (CCDC), Cities of Boise, Eagle and Garden City, ITD, Northside Neighborhood Transportation Committee and Valley Regional Transit (VRT).

STATUS:

S.H. 44 Corridor Study:

- Consultant submitted revisions to scope of work to ITD in preparation for new contract to complete the Corridor Study.
- COMPASS sent contract termination letter to URS-Washington Division with request to return notarized Affidavit of Indebtedness.

U.S. 20/26 Corridor Study:

- Consultant completed draft scope of work for new contract with ITD; prepared final invoice under contract with COMPASS.

State Street Transit Corridor:

- COMPASS Board of Directors approved the Transit and Traffic Operational Plan (TTOP) Implementation Plan on July 18, 2011.
- Garden City Council considered the TTOP and Implementation Plan at its meeting on July 25, 2011; scheduled follow-up meeting with staff to address questions.
- ACHD Commission took no action on the TTOP at its July 27, 2011 meeting, allowing time to address Garden City Council concerns.
- State Street Coordination Committee held regular meeting on July 28, 2011. Key topic of discussion was new page on COMPASS' website to serve as clearinghouse for information and documents on State Street.
- Agencies received Notice of Funding Availability (NOFA) on July 28, 2011 for Community Challenge Planning Grant; scheduled scoping meeting.

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

MEMORANDUM

TO: Community Planning Association Board of Directors
FROM: MaryAnn Waldinger, Principal Planner
DATE: August 2, 2011
RE: Status Report – Current Air Quality Efforts

Action Requested:

None. Information only.

Background:

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

Status:

JULY AIR QUALITY MONITORING

The Idaho Department of Environmental Quality reported 21 days in the Treasure Valley with air quality levels in the moderate category and one day in the unhealthy for sensitive groups during the month of July 2011.

- One moderate air quality day was attributable to coarse particulate matter (PM₁₀) recorded in Ada County.
- One moderate air quality day was attributable to fine particulate matter (PM_{2.5}) recorded in Ada County.
- One moderate air quality day was attributable to ozone (O₃) recorded in Ada County.
- Eleven moderate air quality days were attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County.
- Two moderate air quality days were attributable to fine particulate matter (PM_{2.5}) recorded in Ada and Canyon Counties.
- Three moderate air quality days were attributable to fine particulate matter (PM_{2.5}) recorded in Ada and Canyon Counties and ozone (O₃) recorded in Ada County.
- One moderate air quality day was attributable to ozone (O₃) recorded in Ada County and fine particulate matter (PM_{2.5}) recorded in Canyon County.
- One unhealthy for sensitive groups day was attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County

YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate and above moderate days recorded since January 1, 2005.

	Good	Moderate	Unhealthy to Hazardous	Total
2005	298	65	2	365
2006	273	91	1	365
2007	227	125	12	364
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011 YTD	156	52	4	181

Notes: 2008 was a Leap Year hence the extra day. In 2007, one day of data is missing for the month of May.

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MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Toni Tisdale, Principal Planner

DATE: August 1, 2011

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

Action Requested:

None. Information only.

Background:

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

Status:

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

Boise Air Terminal	June 2011	June 2010*	% Change
Monthly Air Passengers (Inbound and Outbound)	257,521	255,363	0.85%
Monthly Air Freight (Inbound and Outbound) (tons)	3,392	3,190	6.33%
Public Transportation Monthly Ridership	June 2011	June 2010*	% Change
ACHD VanPool (Active Routes)	90	86	6.33%
ACHD VanPool (Trips)	21,510	20,417	5.35%
Valley Regional Transit Boise Urbanized Area Services	N/A	N/A	N/A
Valley Regional Transit Nampa Urbanized Area Services	N/A	N/A	N/A
Total	N/A	N/A	N/A
Other Public Transportation Reporting Average Hourly Ridership	June 2011	June 2010*	% Change
Valley Regional Transit Boise Urbanized Area Services	N/A	N/A	N/A
Valley Regional Transit Nampa Urbanized Area Services	N/A	N/A	N/A

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

Transit ridership data is currently not available due to staff turnover.



800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

STATUS OF MAJOR PROJECTS

* Information as of early August 2011.

Project	Sponsor	Comments*
16 th Avenue North, 7 th Street to Garrity Boulevard	Nampa	This project is complete.
Airport Road/Overland Road Corridor Study	Nampa	This project seeks an alternative east-west alignment between Overland Road at Ten Mile Road in Ada County and either Stamm Lane, Airport Road, or Victory Road in Canyon County. A draft report is being circulated for review. The project is anticipated to be complete by late summer 2011.
Amity Avenue, Nampa	Nampa	This project is a Congressional earmark to widen Amity Avenue in the City of Nampa. Design phase began August 25, 2009, and is nearing completion. Final design, right-of-way acquisition, and completion of the Plans, Specifications, and Engineering estimates package is anticipated in late 2011. The approval of the Environmental Assessment public hearing is scheduled for August 17, 2011. Right-of-way acquisition will begin immediately after approval of the Environmental Assessment.
Canyon Crossroads Transportation Museum, Melba	Canyon County	This Transportation Enhancement project will construct a 3,800 square foot Transportation Museum at Celebration Park in Canyon County. The original bid was well over the estimate. The County is now partnering with the Southwest Idaho Resource Conservation and Development Council and is seek additional funding. They are also reviewing the original design concept to find ways to reduce the cost of the project without affecting the original design intent.
Curtis Road ITS	ACHD	This is a Stimulus project that will upgrade traffic signal equipment. Construction is scheduled to being in fall 2011.
Federal Aid Arterials and Collectors – FY2011	ACHD	Construction is scheduled to begin in late summer 2011.
Federal Aid Arterials and Collectors – FY2012	ACHD	Design is underway. Construction is scheduled to begin in late summer 2012.
Five Mile Road, Franklin Road to Fairview Avenue	ACHD	Project design is substantially complete. Additional design is pending for storm water and pedestrian facilities. Right-of-way acquisition is underway.
Franklin Road and Black Cat Road Intersection	ACHD	The consultant was selected for design. Project will be designed in coordination with the Franklin, Black Cat Road to Ten Mile Road project. Construction is programmed for FY2015.
Franklin Road, Black Cat Road to Ten Mile Road	ACHD	The consultant was selected for design. Project will be designed in coordination with the Franklin Road and Black Cat Road intersection project. Construction is expected to begin in FY2016.
Franklin Road, Ten Mile Road to Linder Road	ACHD	Project design is complete. Right-of-way acquisition is underway. Construction scheduled for FY2012.
Franklin Road, Touchmark Way to Five Mile Road	ACHD	Design is complete. Construction to begin in FY2012.
I-84, 10 th Street Interchange to Franklin Road Interchange, Caldwell	ITD	This project is complete.
I-84, Cloverdale Underpass	ITD	This project is complete.
I-84, Cole Interchange to Orchard Interchange, Orchard Interchange to Vista Interchange, Vista to Broadway Interchange	ITD	This project rebuilds and widens I-84 from Orchard Interchange to the Broadway Interchange to four lanes in each direction. The westbound lanes were opened in their final configuration in May 2011. Four lanes in both directions were opened to traffic late in July 2011. The contractor will continue to work on punch list items and additional pick-up items tying and completing all the work in this corridor.
I-84, Franklin Boulevard Interchange to 11 th Avenue Widening	ITD	This project will reconstruct and widen the existing interstate to three lanes in each direction, adds a fourth "auxiliary lane" in the eastbound direction of I-84, and reconstructs the Phyllis Canal and railroad structures. The contractor is preparing to place concrete pavement along the eastbound main line of I-84. The eastbound railroad bridge is now complete. The two abutments of the westbound railroad bridge are complete, and girders are scheduled to be set in early August 2011. The project is expected to be complete in early 2012.

Project	Sponsor	Comments*
I-84, Garrity Interchange Bridge Widening	ITD	This project is complete.
I-84, Garrity Interchange to Meridian Interchange, Traffic Control	ITD	This project is complete.
I-84, Gowen Railroad Bridge Eastbound Lane, Boise	ITD	This is a bridge replacement project. The Plans, Specifications, and Engineer's estimate is expected the first quarter of FY2012, and construction is anticipated to begin spring or summer 2013.
I-84, Ten Mile Interchange	ITD	This project will replace the existing Ten Mile overpass with an interchange. This project will also reconstruct Ten Mile Road north to Franklin Road and south to Overland Road to tie into the existing roadways with bridges over I-84, including a bridge at Tasa Drive and a bridge north of the main overpass. Four lanes in both directions were opened to traffic late in July 2011. The contractor will continue to work on punch list items and additional pick-up items typing and completing all the work in this corridor together.
I-84, Ten Mile Road Interchange Landscaping	ITD	This project is complete.
Intersection of Karcher Road and Middleton Road, Nampa	ITD/ Nampa	This project will reconstruct the existing Karcher Road and Middleton Road intersection from just west of the Elijah Drain culvert to the vicinity of Sundance Street, including curb, gutter, sidewalk, traffic signal, additional lanes, drainage, and on-street lighting. Preliminary design work is underway.
Intersection of Star Road and Franklin Road (roundabout)	Nampa	This project is to design and acquire right-of-way for a two-lane roundabout and to construct the first lane of the roundabout. Right-of-way acquisition is proceeding. Construction will not begin until FY2012.
Kuna Overlays	ACHD	This overlay project is planned for roads within the City of Kuna. Work began in mid- July 2011. Work is expected to be complete by the end of August 2011.
Meridian Road and Main Street, Franklin Road to Cherry/Fairview Avenue	ACHD	Design is substantially complete. Right-of-way negotiations are underway. Public information meeting is scheduled for August 17, 2011, from 5:00 to 7:00 p.m. at Meridian City Hall. Construction is expected to be completed in FY2013.
Nampa Downtown Traffic Signal Interconnect	Nampa	This project will replace a dozen traffic signal controllers in downtown Nampa, interconnect them and initiate a traffic operations center. All work is complete except for one intersection. Final completion is expected by July 31, 2011.
SH-16, US 20/26 to SH-44	ITD	This project will construct a four-lane divided highway with at-grade intersections at US 20/26 (Chinden Boulevard) and SH-44 (State Street) near Star. The project will construct 2.5 miles of the future corridor including a new Boise River crossing. Local roads will be constructed as necessary to provide access to property adjacent to the new full access-controlled facility. The consultant team is currently work on final design activities, including surveys, materials phase reports, hydraulics reports, bridge situation and layout, plan and profile and early acquisition of parcels. Three bid packages are anticipated for demolition of parcels already acquired. The intent is to advertise the first bid package in fall 2011, the second in spring 2012, and the third in summer 2012. ITD anticipates two years of construction for this project.
SH-16, US 20/26 to SH-44 Demolition Package	ITD	This project is complete.
SH-16, Willow Creek Bridge	ITD	This is a bridge replacement project. This two-lane bridge will be replaced with a three-lane structure. The existing bridge will be widened (54 feet compared to 36 feet). Construction began June 20, 2011, and is expected to be complete in December 2011. The contractor constructed the temporary bypass last month and shifted southbound traffic to the temporary lanes. Demolition of the eastern half of the existing bridge started in late July 2011, and is anticipated to be complete by early August 2011.

Project	Sponsor	Comments*
SH-19, Corridor Study	ITD	The SH 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs on SH 19 beginning in Caldwell and extending to Wilder, then south through Homedale to the Oregon state line, finishing at Oregon SH 201. It shares the route of US 95 between Homedale and Wilder. The study is expected to be complete following the acceptance of both the Idaho 55 and US 95 Corridor Studies.
SH-21, Mores Creek Bridge/High Bridge	ITD	This project will rehabilitate the existing bridge including deck, joints, replacement of the bridge parapet and railing, foundation, and other repairs. In June 2011, the contractor completed removal of the bridge deck on the eastern half of the bridge, and initiated the first of numerous concrete overlays to restore the deck. In addition, structural retrofits and painting of the super-structure were completed. Crews will return in 2012 to complete the work that requires low water levels.
SH-21, Robie Creek Road/Lucky Peak High Bridge to Idaho City	ITD	This project is complete.
SH-55 (Eagle Road), Fairview Avenue to SH-44	ITD	This is a pavement rehabilitation project on SH-55 (Eagle Road) between Fairview Avenue and SH-44 and includes raised medians from Franklin Road to SH-44. Public meetings (open house and on-line) were completed in spring 2011. The project concept report was approved in April 2011. The Plans, Specifications, and Engineer's estimates packets is anticipated by October 2011. Construction is expected in FY2012.
SH-55, Karcher Road Access Management Plan (South Segment)	ITD	The Karcher Road Access Management Plan was adopted by the City of Nampa on March 7, 2011, and by the Canyon Highway District #4 on April 27, 2011. Presentation was made to the Canyon County Commissioners on May 10, 2011, with future action pending. A presentation needs to be scheduled with the City of Caldwell. The Access Management Plan will be incorporated into the actual corridor plan for Owyhee County and Canyon County in draft form by September 2011, pending action by the counties, cities, and highway district.
SH-55, Snake River Bridge to Pride Lane	ITD	This is a 4.5 mile pavement rehabilitation project in Canyon County on SH-55 from milepost 2.75 to 3.845 and milepost 6.54 to 7.113. Construction is expected in FY2012.
State Street ITS, ACHD	ACHD	The design consultant is selected. Negotiations on the project scope are ongoing. Implementation is expected to begin in late 2012.
Three Cities River Crossing	ACHD	This is for preservation of a new river crossing between SH-44 and US 20/26. An ACHD Commission public hearing held on July 21, 2010, resulted in the recommendation of the No Build Alternative. ACHD in cooperation with FHWA, is evaluating options for making operational improvements to SH-55 (Eagle Road), SH-44 (State Street), Glenwood Street, and US 20/26 (Chinden Boulevard) to meet the purpose and need of the project.
Transit – ADA Bus Stop Improvements	VRT	This is a Stimulus project. The project will provide improvements to sidewalks near bus stops to comply with the Americans with Disabilities Act and improve mobility. The construction of the first 30 locations is complete. The bid process for the second phase of construction is complete. The total cost for the second phase is \$770,000. This includes making improvements at 116 bus stops in Ada county and 39 stops in Canyon County, and the construction management for all the work. Construction is underway in Ada County and will start in Canyon County in July 2011. Work is expected to be completed in fall 2011.
US-20/26, Oregon State Line to I-84, Corridor Study	ITD	The purpose of this study is to develop a medium range plan that identifies current and future highway needs for more than 14 miles of US 20/26 running from I-84 near Caldwell west to Nyssa, Oregon and the Snake River. The highway overlaps US 95 for eight miles from east of Parma to Anderson Corner Road. The study for that section is addressed in the ongoing US 95 Corridor Study. The study is expected to be completed following the acceptance of the Idaho 19 Corridor Study.
US-95 Access Management Plan (South and North Segments)	ITD	The south segment (Canyon and Owyhee counties) and the North segment (Weiser to Idaho County Line) of the US 95 Access Management Plan are expected to be in draft form by March 2012.

Project	Sponsor	Comments*
US-95, Wilder South City Limit to Parma South City Limit, Canyon County	ITD	This is an 8.2 mile pavement rehabilitation project. The concept is currently being developed. The Plans, Specifications, and Engineer's estimate phase will begin in fall 2011. Construction is scheduled for FY2012.
Ustick Road ITS	ACHD	This is a Stimulus project. The local agreement was recently signed. Equipment will be purchased and installed by ACHD. Construction will begin in fall 2011.

TT: nb T:\FY11\600 Projects\685 TIP\Monthly_Status\1108.doc

DEMOGRAPHIC ADVISORY COMMITTEE

ITEM VII-E

Attendance List of Members

Member Agency/Name	Jan '11 No Mtg	Feb '11	Mar '11 No Mtg	Apr '11 No Mtg	May '11	June '11	July '11 No Mtg	Aug '11	Sept '11	Oct '11	Nov '11	Dec '11	TOTAL
ACCHD/K. Knapp													0
ACHD/ <i>C. Little/J. Lowe</i>		1			1	1							3
Ada County/B.Danielson		1			1	1							3
BSU/ <i>S. Islam</i>													0
CCDC/J. Cecil													0
Canyon Co. Dev. Services / <i>D. Hunter</i>													0
City of Boise/ <i>J. Tomlinson/B. Eggleston/P.Nilsson</i>		1			1	1							3
City of Caldwell/ <i>B. Billingsley</i>		1			1								2
City of Eagle/ <i>N. Baird Spencer</i>		1			1	1							3
City of Garden City/ <i>J. Thornborrow</i>													0
City of Kuna/ <i>M. Obray</i>													0
City of Meridian/ <i>C. Hood</i>		1			1	1							3
City of Middleton/ <i>W. Howell</i>					1	1							2
City of Nampa/ N. Holm					1	1							3
City of Notus/C. Collins													0
City of Star/ <i>N. Mitchell</i>													0
IDEQ/ <i>S. Coe</i>		1			1	1							3
Public Participation Committee/D. Nelson		1			1								2
Valley Regional Transit/ T. Vanegas					1								1
Ex officio Members													
Chamber of Commerce - Ada County/ <i>J.Jones/C.Krause</i>													0
Chamber of Commerce- Canyon Co./ <i>T. Kasper</i>						1							1
COMPASS/ <i>C. Miller</i>		1			1	1							3
Development Community - Ada County/ <i>C. Danley</i>		1			1	1							3
Major Utilities / Idaho Power/ <i>B. Snow</i>		1											1
Development Community - Canyon County/Vacant													0

REGIONAL TECHNICAL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '11	Feb '11	Mar '11	Apr '11	May '11	June '11	July '11	Aug '11	Sept '11	Oct '11	Nov '11	Dec '11	TOTAL
General Members													
ACHD/ <i>S. Anderson & R. Head</i>	1	1	1	1	1	1	1						7
Ada County/ <i>M. Johnson</i>	1	1	1	1	1		1						6
BSU/ <i>C. Jones</i>	1			1		1	1						4
Canyon County/ <i>J. Almeida</i>	1		1	1	1	1							5
Canyon Highway District #4/ <i>C. Hopper</i>	1	1	1	1	1	1	1						
CCDC/ <i>J. Cecil</i>	1		1	1	1		1						5
City of Boise/ <i>Lacey/Gallagher/Nilsson</i>	1	1	1	1	1	1	1						7
City of Caldwell/ <i>R. MacDonald</i>			1	1			1	1					4
City of Eagle/ <i>N. Baird Spencer</i>			1	1	1	1	1						5
City of Garden City/ <i>J. Thornborrow</i>													0
City of Kuna/ <i>S. Hasson</i>		1											1
City of Meridian/ <i>C. Hood</i>	1	1	1	1	1	1	1						7
City of Middleton/ <i>W. Howell</i>	1	1	1	1			1						5
City of Nampa/ <i>C. Bowman</i>	1	1	1	1	1	1	1						7
City of Notus/ <i>C. Collins</i>													0
City of Parma/ <i>C. Telford</i>													0
City of Star/ <i>N. Mitchell</i>													0
IDEQ/ <i>D. Luft</i>			1	1			1						3
ITD/ <i>M. Garz</i>	1	1	1	1	1	1							6
Nampa Highway District #1/ <i>E. Shannon</i>	1	1	1	1	1	1	1						
Public Participation Committee/ <i>D. Smith</i>	1	1		1	1								4
Valley Regional Transit/ <i>M. Barker</i>	1	1		1	1	1							5
Ex officio Members													
Central District Health/ <i>R. Howarth</i>	1		1				1						3
COMPASS/ <i>D. Matson</i>	1	1	1	1	1	1	1						7
Governor's Office/ <i>J. Kreizenbeck</i>													0
Greater Boise Auditorium District/ <i>Vacant</i>													0

TRANSPORTATION MODEL ADVISORY COMMITTEE

Attendance List of Members

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

REGIONAL GEOGRAPHIC ADVISORY COMMITTEE

Attendance List of Members

Member Agency/Name	Jan '11 No Mtg	Feb '11 No Mtg	Mar '11 No Mtg	Apr '11	May '11	Jun '11 No Mtg	July '11	Aug '11 No Mtg	Sept '11	Oct '11	Nov '11	Dec '11	TOTAL
General Members													
Ada County/ <i>T. Buchanan</i>					1		1						2
Ada County Assessors/ <i>A. Kawalec</i>				1	1		1						3
ACHD/ <i>C. Spencer</i>				1			1						3
Canyon County Assessors/ <i>S. Higuera</i>				1	1		1						3
Canyon Highway District No. 4/ <i>K. Knapp</i>					1								3
CCDS/ <i>Vacant</i>													0
City of Boise/ <i>J. Hetherington</i>				1	1								2
City of Caldwell/ <i>D. Marston</i>				1	1		1						3
City of Eagle/ <i>B. Vaughan</i>													0
City of Garden City/ <i>T. Fenske</i>				1	1								2
City of Kuna/ <i>M. Borzick</i>				1									1
City of Meridian/ <i>R. Jack</i>				1	1								2
City of Nampa/ <i>C. Tarter</i>				1	1		1						3
ITD/ <i>B. Emmen</i>													0
Public Participation Committee/ <i>M. Gaddi</i>													0
Ex officio Members													
COMPASS/ <i>E. Adolfsen</i>				1	1		1						3
COMPASS/ <i>R. Dodge</i>													0



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

MEMORANDUM

TO: Community Planning Association Board of Directors

FROM: Liisa Itkonen, Principle Planner

DATE: August 1, 2011

RE: Status Report – Mobility Management

ACTION REQUESTED:

None. Information only.

BACKGROUND:

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

STATUS:

Mobility Management Strategies (JARC and New Freedom)

- Met with Valley Regional Transit to discuss the regional mobility working group and other mobility projects.
- Presented a draft mobility development plan to the Gem Economic Development Association on July 14, 2011. The draft plan was submitted to planning staff at Gem County.
- Attended an Idaho RideShare presentation at the CTAI office on July 14, 2011.
- Met with CTAI to discuss the approach to identify locally developed performance measures for public transportation projects.
- Attended the Idaho Mobility Council meeting on July 26, 2011.
- Presented mobility information items to RTAC regarding the role of the Regional Coordination Council in project prioritization.
- Hosted a meeting with Mobility Working Group participants to review the senior coordination planning process and other coordination activities.
- Hosted a meeting with CTAI and VRT staff to discuss the approach for the update to the 3C LMMN plan strategies in September.
- Attended Mobility Advisory Committee meeting on July 29, 2011 to provide technical support to the Transportation Management Organization Support Group.

Rural Mobility Management (ARRA)

- No activity.

800 S. Industry Way, Ste 100

Meridian, ID 83642

P. 208.855.2558

F. 208.855.2559

www.compassidaho.org

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