



Transportation Planning Certification Review
COMPASS Planning Area
(Ada and Canyon Counties, Idaho)
April 22-23, 2014

Final Report
August 2014

Prepared by
Federal Highway Administration
Federal Transit Administration

TABLE OF CONTENTS

Executive Summary	iii
Introduction	1
Follow Up to 2010 Certification Review	3
Public Participation	4
Metropolitan Transportation Plan (MTP)	6
Transportation Improvement Program (TIP)	8
Alternative Modes	11
Performance Management	14
Air Quality and Conformity	16
Appendix A: Public Meeting	21
Appendix B: Acronyms and Abbreviations	22
Appendix C: Field Review Agenda	24
Appendix D: Federal Review Team	26
Appendix E: Metropolitan Transportation Planning – Public Involvement [23 USC 134(i)-(j)]	27
Appendix F: Interested Parties, Participation, and Consultation [23 CFR 450.316]	28
Appendix G: Review and Evaluation of COMPASS’ Public Participation program	30
Appendix H: Metropolitan Transportation Planning, Scope of Planning Process, Performance-Based Approach [23 USC 134(h)(2)]	39
Appendix I: Federal Regulatory Compliance Assessment For Draft LRTP, Communities in Motion 2040	41

EXECUTIVE SUMMARY

This final report documents the Federal certification review of the Community Planning Association of Southwest Idaho's (COMPASS') transportation planning program.

The purposes for this review were; first, to fulfill the Federal requirement to review and evaluate the planning programs of each transportation management area (TMA) no less than once every four years and, second, to serve as an opportunity for Federal, State, and local partners to discuss ways in which to improve the effectiveness of each metropolitan planning organization's (MPO's) planning process.

The review, which was conducted by a team of representatives from Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), consisted of an examination of the MPO's documented practices, procedures, guidelines and activities; a field review which included meetings with the MPO management, staff, and members as well as the general public; a follow up assessment and report on the findings, commendations, corrective actions (as needed), and recommendations of the Review Team; and, finally, a joint statement of certification by FHWA and FTA on COMPASS' transportation planning program.

In January, 2014 the Federal review team began its planning and preparations for the COMPASS certification review. Integral to these preparations was a discussion with the COMPASS MPO Director and his staff on the roles, responsibilities, and scheduling of the review; the areas of focus for the review; and any information requests and presentations necessary to support the review process.

On April 22nd and 23rd, 2014 the Review Team conducted the on-site visit portion of the review. Participating in the various field activities were the MPO staff and management, the local transit provider, State and local government staff, an MPO Board member, and members of the general public at large. Included in this site visit were several scheduled meetings with the MPO management and staff; a discussion with MPO Board members; a public meeting to solicit input from individuals, groups, and agencies involved in the MPO's planning process; and a closeout session in which the review team presented to the MPO its general impressions of the MPO's program along with the citing of any elements deserving of recognition or follow up.

This final report documents the findings, commendations, recommendations, and corrective actions, made by the review team concerning COMPASS' transportation planning program. In the context of this review, "**Findings**" are statements of the conditions found on a given subject area during the course of the review; "**Commendations**" highlight elements of the MPO's program that demonstrate innovative, highly effective, well-thought-out practices and procedures for implementing the planning requirement; "**Recommendations**" are suggestions based on agency initiatives or best practices that the MPO should consider to enhance their planning processes; and "**Corrective Actions**" address specific areas or elements of the program in which the MPO currently fails to fully meet the intent of the Federal requirements and, if left unaddressed, could result in restrictions being imposed on the MPO's program. Table 1 below includes a summary of commendations, recommendations, and corrective actions.

Table 1: Commendations, Recommendations, and Corrective Actions
2014 COMPASS Certification Review

COMPASS FOLLOW UP TO 2010 CERTIFICATION REVIEW:

Commendations:

Based upon COMPASS' input and the review team's verification it was concluded that all of the 2010 corrective actions have been satisfactorily addressed.

PUBLIC PARTICIPATION:

Commendations:

COMPASS is commended for its commitment to public participation, including its ongoing efforts to continually improve the process through new and innovative tools and techniques.

Corrective Actions:

The MPO needs to develop an overarching Public Participation Plan covering its entire planning program by August 2015.

METROPOLITAN TRANSPORTATION PLAN (MTP) DEVELOPMENT

Commendations:

COMPASS is commended for the quality of its current long range plan, CIM 2035, and for the ongoing process leading to its update, CIM 2040.

Recommendations:

A number of refinements to the Plan which should be considered include:

- Provide an explanation on how the Congestion Management Process (CMP) is used in the development of the plan (and TIP).
- Provide more detailed analysis of the consequences of significant unfunded long-term needs. This, in turn, could serve as a basis for exploring potential new revenues.
- Develop a more formal approach for prioritizing investment needs to make the process more transparent to the public and other participants.
- Provide additional information in the environmental assessment of future plan updates to document long-term impacts of forecasted greenhouse gas emissions.

Corrective Actions:

As part of the next plan update (CIM 2045 due July 2019), COMPASS must identify and address bike and pedestrian transportation as unique and separate transportation modes.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Recommendations:

A summary table should be included in the financial plan to clearly show that the estimated program costs for each year do not exceed the total funding available for that year.

Corrective Actions:

**Table 1: Commendations, Recommendations, and Corrective Actions
2014 COMPASS Certification Review**

The final 2016 TIP document must include any significant public comments along with the MPO’s response and follow up action, where appropriate.

ALTERNATIVE MODES:

Commendations:

COMPASS is to be commended for its initiative and proactive approach to developing and implementing its Transportation Alternatives Program (TAP).

Recommendations:

- COMPASS should give further attention to bicycle and pedestrian transportation in its planning program.
- COMPASS should develop a clear and transparent system for prioritizing future investments if additional funding can be secured.

PERFORMANCE MANAGEMENT:

Commendations:

COMPASS is to be commended for its proactive and innovative approach to incorporating the principles of performance management into its planning program.

Recommendations

COMPASS should work toward integrating the more robust performance measures it is monitoring into its Congestion Management Process (CMP). In addition, the CMP should include a systematic process for assessing the effectiveness of implemented strategies.

AIR QUALITY:

Commendations:

- COMPASS is commended for developing the capacity and capability to use EPA’s MOVES emissions model for its conformity determinations.
- COMPASS is commended for the effectiveness of its Interagency Consultation Committee (ICC) process.

Recommendations:

COMPASS should update its air quality conformity MOU with IDEQ.

Based on the findings of this review and, in consideration for the above noted corrective actions, the Federal Highway Administration and the Federal Transit Administration have determined that:

The Community Planning Association of Southwest Idaho’s transportation planning program substantially meets the Federal planning requirements of 23 CFR Part 450 and, therefore, is Certified With Conditions for a period of four years per Section 450.334(b)(1)(ii).

INTRODUCTION

A Transportation Management Area (TMA) is a designation assigned by the Secretary of Transportation for metropolitan areas having an urbanized population of over 200,000 persons. In Idaho, the urbanized portions of the Treasure Valley along with the surrounding lands included in their established metropolitan planning area constitute a TMA, and the organization designated by the State's Governor to carry out the Federally funded transportation planning activities for this TMA is the Community Planning Association of Southwest Idaho (COMPASS).

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to jointly review and evaluate the transportation planning processes for each Transportation Management Area (TMA) no less than every four years to determine if those processes meet the requirements of *23 CFR Part 450, Subpart C - Metropolitan Transportation Planning and Programming*. In addition, in TMAs that are non-attainment or maintenance areas for transportation related pollutants, the review must also evaluate the metropolitan planning organization's (MPO) processes to ensure that they are adequate to ensure conformity of plans and programs in accordance with procedures contained in *40 CFR Part 51- Air Quality: Transportation Plans, Programs, and Projects*.

Upon completion of the review and evaluation, FHWA and FTA must take one of the following actions:

1. Jointly certify that the transportation planning process meets or substantially meets the requirements of *23 CFR 450 Subpart C*;
2. Jointly certify the transportation planning process subject to certain specified corrective actions being taken;
3. Jointly certify the transportation planning process as the basis for approval of only certain categories of programs and projects or;
4. Withhold certification and the approval of certain apportionments and projects.

All Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) projects funded under *Title 23, U.S.C. (Highways) or Chapter 53 of Title 49 U.S.C. (Transportation)* must be selected from the Statewide Transportation Improvement Program (STIP) produced by the State Department of Transportation. In order for projects located within MPO boundaries to be included in the STIP, they must be consistent with the MPO's Metropolitan Transportation Plan (MTP) and be included in the MPO's Transportation Improvement Program (TIP).

In all cases, FHWA and FTA must jointly certify that the transportation planning process in a TMA meets or substantially meets Federal planning regulations before recognizing the RTP and TIP. Thus failure to certify is significant as it can result in the withholding of USDOT funding.

FOLLOW UP TO 2010 CERTIFICATION REVIEW

In the 2010 Certification Review the COMPASS program was determined to substantially meet the Federal requirements and was certified at that time subject to a several corrective actions. A summary of follow up activities and current status for each is provided in Table 2, below.

Table 2: Corrective Actions Update From 2010 Certification Review	
CORRECTIVE ACTION:	FOLLOW UP STATUS:
<p>Metropolitan Transportation Plan: All project and program costs and revenues must be presented in Year of Expenditure</p>	Both the Communities in Motion (CIM) 2035 (adopted in 2010) and the draft CIM 2040 properly identify all costs and revenues in a Year of Expenditure (future worth) convention.
<p>Transportation Improvement Program:</p> <ul style="list-style-type: none"> • Demonstration of fiscal constraint for each program year. • All project and program costs and revenues must be presented in Year of Expenditure. • Total project costs (not just phase costs) must be presented. 	Beginning with the 2010 TIP, COMPASS demonstrates fiscal constraint by year; shows all project and program costs and revenues in a Year of Expenditure (future worth) convention; and shows both phase and total costs for all projects.
<p>Financial Planning/Fiscal Constraint: The financial plans in the Long Range Plan and the Transportation Improvement Program require further details and refinement.</p>	Communities in Motion (2035), adopted in September 2010 includes an expanded discussion on financial planning and fiscal constraint. In addition, COMPASS commissioned a study to investigate, document, and provide recommendations for addressing financial planning and fiscal constraint in conjunction with the TIP and Plan. The final report (Report Number 07-2012) provides extensive further details on transportation program funding and costs. The information from this report serves as the foundation for the financial planning and fiscal constraint analysis included in subsequent COMPASS' TIPs as well as the draft plan update, CIM 2040.

Table 2: Corrective Actions Update From 2010 Certification Review

CORRECTIVE ACTION:	FOLLOW UP STATUS:
Management and Operations: Additional details are needed to explain how the MPO will address TSM/TDM activities in the Long Range Plan update.	The Communities In Motion (2035) long range plan, adopted in September 2010, dedicates the majority of Chapter, Managing Congestion, to the subject of Management and Operations Strategies. This section provides extensive explanation of the Tool Box element of COMPASS' Congestion Management Process (CMP), including how it is used to identify projects for implementation.

Conclusion:

Based upon COMPASS' input and the review team's verification it was concluded that all of the 2010 corrective actions have been satisfactorily addressed and resolved.

PUBLIC PARTICIPATION

Federal Requirements:

In Federal regulations, paragraph (a), of 23 CFR 450.316, Interested Parties, Participants, and Consultation, is the principle reference for MPOs' public participation requirements (See Appendix F). This section explains that the MPO shall develop and use a public participation plan that defines a process for providing interested parties with a reasonable opportunity to be involved in the metropolitan transportation planning process and that this plan be developed by the MPO in consultation with all interested parties. The section goes on to outline the general content of these plans including that the plan articulate specific procedures, strategies, and desired outcomes.

In addition, paragraph (a)(2) of 23 CFR 450.316 goes on to specify that when significant written and oral comments are received on the draft transportation plan and TIP, a summary, analysis, and report on the disposition of comments shall be made as part of the final plan and TIP respectively.

In Federal law, the sections applicable to public participation are paragraph (i), Transportation Plan, and paragraph (j), Transportation Improvement Program, both of 23 USC 134 (See Appendix E). With respect to the transportation plan, the law explains that the MPO will provide interested parties with a reasonable opportunity to comment on the plan. In addition, it establishes that the contents of the participation plan (for the development of the long range plan), shall be developed in consultation with all interested parties.

Findings:

COMPASS' Public Participation Process consists of an overarching public involvement policy that describes the goals of public participation and outlines the key priorities of public participation. The Process also includes separate public participation plans developed for the major activities undertaken by the MPO. With that, the key elements of COMPASS' Public Participation Process are as follows:

- COMPASS Public Involvement Policy, adopted October 15, 2012
- LRTP Public Involvement Plan, adopted October 2011
- FY2014-2018 TIP Public Participation Plan, adopted January 2012
- Title VI Plan, adopted May 2014
- Limited English Proficiency Plan, adopted May 2014

The MPO uses a Public Involvement Policy that sets the overall framework for individual public participation plans used by the MPO for separate planning activities. While not always documented in the individual plans, the MPO demonstrated an effective use of a variety of techniques and involvement strategies to reach out and involve various stakeholders and members of the public to ensure each sector of the population has the opportunity to participate in the planning and programming processes of the MPO.

The MPO is in the process of developing an overarching communications plan to support the Public Involvement Policy.

The Public Participation Policy does not identify or document the overall public involvement processes used to ensure stakeholders including freight shippers, transportation providers, and the traditionally underserved will be able to participate in the planning and programming processes.

Additionally, the Policy does not clarify the process for the disposition of comments received, how the Policy will be reviewed for effectiveness, nor how or if the MPO consults with tribes during the planning process.

Appendix G provides a more detailed review and evaluation of COMPASS' public participation program.

Commendations:

- COMPASS is commended for its commitment to public participation, including its ongoing efforts to continually improve the process through new and innovative tools and techniques. For example, the Stakeholder Outreach Matrix developed to track public participation in conjunction with the updating of COMPASS' long range plan is one such noteworthy innovation.

Corrective Actions:

- The MPO needs to develop an overarching Public Participation Plan which covers its entire planning program. This document must:
 - Specify and reflect the actions, tools and resources used to reach out to the public and involve them in the planning processes. This includes specifying how the MPO reaches out and involves Title VI and EJ populations, freight shippers and transportation operators.
 - Address how Tribes with either tribal land, or traditional areas are consulted in the planning processes, and how land management agencies are likewise consulted.
 - Document how the disposition of public comments will be made available to the public once the decision making process is completed.
 - Outline how and when the public participation plan will be assessed for effectiveness and updated.

METROPOLITAN TRANSPORTATION PLAN (MTP)

Regulatory Basis:

Federal regulations require the development of a MTP as a key product of the metropolitan planning process:

The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon. ... the transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.
[23 CFR 450.322]

The MTP is to be updated every four years in nonattainment and maintenance areas and every five years in attainment areas to ensure its consistency with changes in land-use, demographic, and transportation characteristics. Appendix H describes the scope of the metropolitan transportation planning process and Appendix E includes the public participation requirements.

Findings:

In consideration of the fact that the update to COMPASS' current long range plan, CIM 2035 is in its final stages of completion, the assessment of COMPASS' long range plan will focus on the draft CIM 2040 plan rather than on the soon-to-be-retired CIM 2035. A detailed assessment of the draft CIM 2040 plan is provided in Appendix I. Through our review and assessment the Federal team noted the following findings:

- The approach, process, and draft plan for CIM 2040 is generally consistent with the Federal requirements on 23 CFR 450.322 and incorporates the performance management concepts currently identified in the Notice of Proposed Rulemaking process for MAP-21 planning regulations.
- DRAFT CIM 2040 includes some limited information contrasting system-wide transportation operational characteristics under a fiscally constrained scenario versus unconstrained scenario (Chapter 6). Data includes differences in region-wide VMT, travel time delay, and travel time in individual corridors.
- The CIM 2040 update includes a prioritized list of unfunded projects by corridor. The plan describes a consultation process and data / information used to determine these priority investments but does not specify the how specific priorities were identified. (Chapter 6)
- CIM 2040 update includes an assessment of the environmental impacts associated with long-term implementation of the plan, including potential mitigation strategies (Chapter 9). The analysis is wide ranging and addresses hydrology, wildlife, historic resources, open space, and air quality. Further, it addresses long-

term climate forecasts that indicate a possibility of earlier snowmelts and more winter precipitation in the form of rain as a result of greenhouse gas emissions.

Commendations:

- We commend COMPASS for its current long range plan, CIM 2035 and for the ongoing work towards its update, CIM 2040. Elements of the plan and plan development process which are particularly noteworthy include:
 - The coverage of environmental considerations including the identification of mitigation strategies as performance measures.
 - The financial plan including its identification of transportation revenues and costs; the identification of the gap between the two; and possible sources and strategies for finding additional revenues.
 - The performance management features of the plan including the tracking of performance measure data and the reporting of this data in COMPASS' Performance Monitoring Report.

Recommendations:

- The coverage of the CMP might be further enhanced by adding some explanation in CIM 2040 on how the CMP is used to develop the plan and TIP.
- Updates to the MTP should provide more detailed analysis of the consequences of significant unfunded long-term needs. This, in turn, could serve as a basis for exploring potential new revenues. This additional information should include assessing the impacts on a variety of travel modes (e.g., bike, pedestrian, transit). It should also report on potential impacts on employers, as well as low-income, people with disabilities, and other vulnerable populations.
- COMPASS should consider developing a more formal approach for prioritizing investment needs to make the process more transparent to the public and other participants. Also, once a process is developed the region can more easily assess and reassess priorities as situations change in the future, including potential additional funding or a reduction in funding anticipated.
- COMPASS should consider providing additional information in the environmental assessment of future plan updates to document long-term impacts of forecasted greenhouse gas emissions. This should include potential hydrological impacts (flooding) as well as impacts on agriculture, wildlife, human health, and overall air quality. In addition, adaptation strategies should be identified as potential mitigation measures.

Corrective Actions:

- The plan must identify and address bike and pedestrian transportation as unique and separate transportation modes. With this the plan should identify the networks for these systems and proposed strategies and projects for improving these elements of the overall transportation system.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Regulatory Basis:

23 CFR 450.324 requires the MPO to develop a TIP in cooperation with the State and public transit operators. Specific requirements and conditions, as specified in the regulations, include, but are not limited to:

- An updated TIP covering a period of at least four years that is compatible with the State Transportation Improvement Program (STIP) development and approval process; [23 CFR 450.324 (a)]
- The TIP should identify all eligible TCM's included in the STIP and give priority to eligible TCM's and projects included for the first two years which have funds available and committed; [23 CFR 450.324 (i)]
- The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements; Federal Lands Highway projects and safety projects included in the State's Strategic Highway Safety Plan. The TIP and STIP must include all regionally significant projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with Title 23 or Title 49 funds. In addition, all federal and non-federally funded, regionally significant projects must be included in the TIP and STIP and consistent with the Metropolitan Transportation Plan (MTP) for information purposes and air quality analysis in nonattainment and maintenance areas; [23 CFR 450.324 (c),(d)]

Findings:

The COMPASS TIP is updated annually. The procedures, criteria, and other requirements associated with these updates and amendments thereto are detailed in COMPASS' TIP guidance document entitled, "Policy and Procedures Guide for the TIP".

Collaboration between the State, the MPO, and the transit authority occurs at several points during the TIP update process. The State provides a schedule for the STIP, after which COMPASS prepares a coordinated TIP schedule to ensure State deadlines are met. The State provides COMPASS an initial list of projects to insure coordination with development of the preliminary TIP project list and the air quality conformity analysis. The transit operator, Valley Regional Transit, also provides their project list to COMPASS to ensure its inclusion in the preliminary TIP. Both the State and Valley Regional Transit participate in the public review of the proposed TIP. The Idaho Transportation Department (ITD) Office of Transportation Investment provides COMPASS with program funding estimates to ensure that TIP development is fiscally constrained.

The TIP shows *Section 5309* Federal Transit Administration funding committed to the area in the first year of the TIP. At the request of FTA, anticipated *Section 5309* funds are no longer shown in subsequent years. (They are added by amendment after they become available.)

COMPASS' TIP Policies and Procedures Guidebook contains the sets of criteria used to rank proposed projects. Criteria have been established for 1) roadway and ITS projects, 2) alternative modes projects, and 3) transportation-related studies. Separate criteria have also been established for ranking projects proposed for Transportation Enhancement funding. All ranked projects are then included in the proposed TIP subject to fiscal constraints by fiscal year.

The determination as to whether projects are consistent with the Plan is based on the project either being explicitly listed in the Plan or is judged to clearly advance goals and policies of the Plan. The COMPASS TIP historically includes project programming for a five-year period and an additional year for Preliminary Development (PD).

The COMPASS TIP contains:

- All the transportation projects to be funded under *Title 23, U.S.C.*
- All regionally significant transportation projects, regardless of funding source.
- Cost estimates including the total project cost for each project.
- Project phase and implementation status.
- The amount of federal funds proposed to be obligated during each program year.
- Proposed source of federal and non-federal funds.

TCMs are not required in the COMPASS area and therefore are not included in the TIP.

The TIP does include a separate table of projects that are priorities for discretionary funding. COMPASS has not historically received this type of funding, but has increased efforts in the past years to have projects included in the upcoming federal transportation reauthorization bill.

To support the TIP development process, COMPASS had produced a TIP Guidebook. Including in the Guidebook is a description of how public involvement is incorporated. The projects are solicited annually in writing and at a series of open meetings between COMPASS and member agencies' transportation committees, City Councils, or other groups designated by the member agency. Once the preliminary TIP is drafted, a 30-day comment period is held, during which an all-day public open house is hosted by COMPASS. COMPASS publicizes this meeting using direct mailing to stakeholders, website notice, legal notice, display advertisements in the region's two largest newspapers, and press releases. Any comments received and their disposition are provided to the COMPASS Board in the staff report when they adopt the final TIP in August and are also provided to ITD prior to their adoption of the STIP.

ITD incorporates, without modification, directly or by reference, the “final” approved TIP into the STIP.

The MPO follows the State’s procedures included in the STIP to determine when a TIP amendment is necessary and the level of additional public involvement. All TIP amendments are brought to the Regional Technical Advisory Committee for a recommendation, after which the item is placed on the COMPASS Board agenda for action. If public involvement is required, COMPASS hosts an open meeting and provides a 30-day comment period prior to Board action on the amendment. Once approved by the COMPASS Board, COMPASS forwards the amendment to ITD requesting that the amendments be included in the STIP. However, the disposition of public comments is not included in the final TIP document and are not made available following the approval of the TIP.

The TIP is provided on the COMPASS website and available in hard copy. It includes a list showing the status of projects from prior years (e.g., committed, delayed, or completed).

The current TIP demonstrates fiscal constraint by year; shows all project and program costs and revenues in a Year of Expenditure (future worth) convention; and shows both phase and total costs for all projects.

With respect to the financial plan requirements of 23 CFR 450.324(h), one recommendation for improving upon the current financial plan is the addition of a summary table presenting the estimated program costs, by year for comparison purposes with the estimated funding available each year.

COMPASS’ TIP development process is well thought out, time tested, and in conformance with Federal regulations and expectations. In addition the resultant TIP document presents the transportation program in a clear and complete format that is effective for conveying the program to a wide range of users and audiences.

Recommendation:

- A summary table should be included in the financial plan to clearly show that the estimated program costs for each year do not exceed the total funding available for that year.

Corrective Action:

- The final TIP document must include any significant public comments along with the MPO’s response and follow up action, where appropriate.

ALTERNATIVE MODES

Regulatory Basis:

It is the national policy per 23 USC 134 that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.

With respect to the metropolitan transportation plan, specific direction from 23 CFR 450.322 concerning the scope of application of the plan for the various transportation modes is as follows:

(f) The metropolitan transportation plan shall, at a minimum, include:

....

(2) Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

Findings:

In evaluating the planning process and products of a metropolitan planning organization, one consideration is how well the MPO addresses the full complement of surface transportation modes in its program. To that end, COMPASS was asked to provide some further explanation and insights into how they address transportation modes other than motorized vehicles (cars, trucks, and motorcycles).

A good reference for an overview of COMPASS' planning activities is the 2014 UPWP. Below are tasks that relate to alternative modes transportation.

- Collect and maintain existing and planned multi-modal service data (i.e., GIS, data/maps, routes, bus stops, vanpools, bike and pedestrian facilities, and other multi-modal facilities and amenities); provide technical assistance in the evaluation of Title VI low income and minority service impacts and analysis; finalize the development of the Transportation Service Coordination Plan for the 3D Local Mobility Management Network (LMMN) Plan; participate in Regional Coordination Council and Regional Park and Ride Committee;

research and collection of information and GIS data on existing pathway plans throughout the region and identify gaps and needs of regional pathways.

- Provide Complete Streets Level of Service (CSLOS) analysis for Regional Transportation Improvement Program projects, development review applications, corridor studies and comprehensive plan and other plan updates (Note: A CSLOS score includes auto, transit, bicycle, and pedestrian for CIM arterials).

In addition to the specific UPWP activities noted above, COMPASS' planning program supports transportation alternatives initiatives in a number of other ways. For example, the establishment of its Transportation Alternatives Program (TAP) in follow up to MAP-21 served to quickly get projects of this type identified, programmed and underway.

COMPASS also has provided technical support to a number of alternative modes projects and studies including a pathway gaps study for the ACHD vanpool, carpool and park and ride programs and the City of Boise's Alternatives Analysis Downtown Boise Circulation System.

With respect to transit, COMPASS serves in a partnership support role with the regional transit authority, VRT, including on a number activities such as the development of the Mobility Management Development Guide, the related Mobility Management Strategies: Accessibility Options Report, and periodic program reporting activities such as for the Transit Service Plan. In addition, COMPASS provides planning administration support, technical assistance and coordination with VRT on numerous other transit planning activities.

For the bike and pedestrian modes of transportation, COMPASS has served as a clearinghouse of information on the work undertaken by its member agencies and has also provided support to activities such as the Ada/Canyon County Trails System (FACTS). However, there currently is no regional authority, forum or process through which the discussion, guidance, technical assistance, and coordination of these modes of transportation is being facilitated. As a result, the planning for these modes of transportation, including the identification of needs, development of strategies, and implementation of solutions seems to be largely dependent on member agencies to pursue individually and without the benefit of any regional concept, direction, or plan.

In general, COMPASS, has been actively involved in and supportive of a transportation planning for alternative modes transportation. In particular, COMPASS has clearly provided strong support to Valley Regional Transit (VRT) and its regional public transportation program. With respect to the bicycle and pedestrian modes of transportation, however, it appears that there is a need for greater coordination, guidance, and direction from a regional standpoint. COMPASS needs to serve not only as a clearinghouse of information on what its members are doing for these modes of transportation but also to provide leadership in the form of coordination, guidance, and

technical assistance (i.e., data, analysis, and evaluation) for discussions on these modes of transportation.

The CIM2040 financial strategy that limits investments to operating and maintaining the current transportation system puts a severe burden on alternative travel modes. While unmet roadway needs are also significant, the lack of investment will fall disproportionately on bike, pedestrian, and public transit needs given these systems are currently less well developed. In addition, these modes disproportionately are depended upon by youth, elderly, low-income, disabled, and other vulnerable populations.

Commendations:

- COMPASS is to be commended for its initiative and proactive approach to developing and implementing its Transportation Alternatives Program (TAP).

Recommendations:

- COMPASS should give further attention to bicycle and pedestrian transportation in its planning program and, in particular, it should provide coordination and planning of these modes at a regional level and more explicitly and extensively address these modes in the metropolitan transportation plan.
- COMPASS should develop a clear and transparent system for prioritizing future investments if additional funding can be secured. Strong consideration should be given to giving extra weight to expanding the underdeveloped multimodal network of alternative travel modes and serving environmental justice and other transportation disadvantaged populations.

PERFORMANCE MANAGEMENT

Statutory Basis:

Currently, the performance management requirements established for metropolitan planning areas are detailed in 23 USC 134, paragraph (h), Scope of Planning Process, subparagraph (2), Performance-Based Approach (See Appendix F).

Performance management is a strategic approach that uses system information to make investment and policy decisions to achieve performance goals. Performance management typically includes both the management of the transportation system and management of the organizations with responsibility for the transportation system.

Performance-based planning and programming is an attempt to apply performance management principles to transportation system policy and investment decisions, providing a link between management and long range decisions about policies and investments that an agency makes in its transportation system. Performance-based planning and programming is a system-level, data-driven process to identify the strategies and investments.

The metropolitan planning organizations are responsible for developing and implementing for their MPOs a performance-based transportation planning process that supports the national goals described in 23 USC 150(b). Included in this task are:

- the development of performance targets for both surface transportation (highways) and public transportation (transit); and
- the integration of elements of its performance-based planning (e.g., goals, objectives, performance measures, and targets) into other MPO transportation plans and processes.

More detail on MAP-21 requirements for performance-based planning are included in Appendix H.

Findings:

COMPASS has been using performance management principles in its planning program since well before the enactment of MAP-21. Included in their process are identified performance measures and the annual tracking and reporting of its program status for these measures. The recent updating of COMPASS' long range plan included a significant effort to further update its performance measures both to improve its process from an MPO perspective and to reflect anticipated Federally prescribed performance measures and processes. Until such time as FHWA provides final rules on performance management, particularly as applied to the metropolitan process, COMPASS has already

done as much or more than can reasonably be asked of it to incorporate performance management into its program.

The COMPASS performance monitoring effort identifies a number of multi-modal measures but it is not clear that these measures are used as part of the CMP. The CMP appears to focus on travel time data to determine congestion levels along identified corridors. Other data measures, such as transit frequencies, walk/bike facilities, travel mode shares, are important to evaluate potential mitigation investments needed to address congestion. In addition it does not appear that the CMP includes a systematic process for assessing the effectiveness of implemented strategies overtime.

Commendations:

- COMPASS is to be commended for its proactive and innovative approach to incorporating the principles of performance management into its planning program.

Recommendations

- COMPASS should work toward integrating the more robust performance measures it is monitoring into the CMP to ensure that a wide variety of travel modes and strategies are considered as appropriate mitigation for congested corridors. In addition, the CMP should include a systematic process for assessing the effectiveness of implemented strategies over time.

AIR QUALITY

Regulatory Basis:

Section 176 (c)(1) of the Clean Air Act Amendments of 1990 (CAAA) states: "*No metropolitan planning organization designated under section 134 of title 23, United States Code, shall give its approval to any project, program, or plan which does not conform to an implementation plan approved or promulgated under section 110.*" The Intermodal Surface Transportation Efficiency Act of 1991 subsequently included provisions responsive to the mandates of the CAAA. Implementing regulations have maintained this strong connection.

Provisions governing air-quality-related transportation planning are incorporated in a number of metropolitan planning regulations rather than being the primary focus of one or several regulations. For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air-quality-planning requirements, requirements for setting metropolitan planning area boundaries (MPAs), interagency coordination, MTP content and updates, requirements for the CMP, public meeting requirements, and conformity findings on MTPs and TIPs.

Findings:

COMPASS does an effective job of carrying out its air quality conformity responsibilities in accordance with Federal and State laws and regulations.

Air Quality issues in the COMPASS Planning Area:

Northern Ada County is designated as a maintenance area in attainment of the carbon monoxide (CO) National Ambient Air Quality Standard (NAAQS). A violation of the CO NAAQS has not been recorded since 1987. The Idaho Department of Environmental Quality (DEQ) submitted the *Limited Maintenance Plan and Request for Redesignation to Attainment for the Northern Ada County Carbon Monoxide Not-Classified Nonattainment Area* to the EPA in December 2001. The EPA approved the Plan and subsequently redesignated the area in December 2002.

Northern Ada County is also designated as a maintenance area in attainment of the coarse particulate matter (PM₁₀) NAAQS. No violation of the PM₁₀ NAAQS in Northern Ada County has been recorded since 1991. Prior to March 12, 1999, Northern Ada County was designated as a nonattainment area for PM₁₀. On that date the EPA Administrator signed a revocation of Northern Ada County's nonattainment designation. This ruling was challenged in the Ninth District Circuit Court. On January 31, 2001, the U.S. Department of Justice approved a settlement agreement for the Idaho Clean Air Force et al. v. EPA et al. lawsuit. A major component of the settlement agreement required an update to Northern Ada County's

PM₁₀ SIP. In September of 2003, the EPA approved the *Northern Ada County PM₁₀ SIP Maintenance Plan and Redesignation Request*.

Exceedances of the 24-hour PM₁₀ NAAQS in Northern Ada County have occurred during severe wintertime air stagnation events. These events, known as atmospheric inversions, are caused when cold, stagnant air is held close to the valley floor by warmer air aloft. During these events, particulates form in the atmosphere out of such gaseous pollutants as nitrogen oxides (NO_x) and volatile organic compounds (VOC). Thus, both NO_x and VOC are considered precursors of PM₁₀. As a result, the PM₁₀ Maintenance Plan contains approved PM₁₀, NO_x, and VOC motor vehicle emissions budgets.

Within the past few years, exceedances of both the 24-hour fine particulate matter (PM_{2.5}) and the 8-hour ozone NAAQS have occurred in both Northern Ada County and neighboring Canyon County. However, the exceedances have not led to violations of the NAAQS. Thus Northern Ada County and Canyon County are designated as attainment for both ozone and PM_{2.5}.

Air quality monitoring in the COMPASS planning area shows it to be within the limits of the existing standards for the criteria pollutant, ozone. However, the U. S. Environmental Protection Agency has issued a proposed rulemaking that would lower the 8-hour primary ozone standard from the current 0.075 parts per million (PPM) to somewhere in the range of 0.060 to 0.070 PPM. The projected timeline for the change in the standard is August 31, 2010 with the effective date of any resultant non-attainment designations being August 2011.

Based on recent air quality monitoring results, it is entirely possible that some portion of the COMPASS planning area will be designated non-attainment for ozone if the anticipated reduction of the standard is enacted.

Agency Designation for Air Quality Planning:

Responsibilities under Section 174 of the Clean Air Act are delegated between MPOs and the Idaho DEQ, per state administrative rules. An MOU identifying COMPASS as the lead for air quality in conformity in the Northern Ada County area and identifying the specific roles and responsibilities delegated to it in this capacity was adopted in 1995.

Specific to Northern Ada County, DEQ is the lead agency for preparing and submitting State Implementation Plans (SIPs), with the exception of the CO SIP. COMPASS (formally the Ada Planning Association) was designated as the lead planning authority for CO. However, DEQ must review and approve any SIP prior to submission to the U.S. Environmental Protection Agency (EPA). COMPASS is also designated as the lead agency for interagency consultation.

Incorporation and Implementation of Air Quality Goals:

Resources for the transportation conformity process (including interagency consultation) are dedicated in the Unified Planning Work Program (UPWP). COMPASS' Board approves the UPWP. In addition, air quality studies and projects being managed by or involving COMPASS are included in the UPWP. Therefore, any TCM implementation projects requiring COMPASS resources would be listed in the UPWP.

The Northern Ada County Interagency Consultation Committee on Air Quality (ICC), meets regularly to discuss and approve the assumptions used to assess the regional air quality impacts associated with programmed projects. In addition, roadway projects being planned for "out-years" (years beyond the five years of the TIP) are incorporated into the regional emissions analysis. However, COMPASS' regional emissions analyses do include impacts from programmed projects not required in the analysis by 40CFR93. Once the project lists (or model networks) are approved by the ICC, a regional emissions analysis is completed by COMPASS and a draft conformity demonstration made available for public comment. After the public comment period, the TIP, along with its conformity demonstration, is adopted by the Board. The TIP, with the associated conformity demonstration, is then submitted to the FHWA, FTA, and the ITD for inclusion into the STIP.

COMPASS uses the same conformity demonstration process for the MTP as for the TIP.

A 30-day public comment period is established for every conformity demonstration prior to the adoption of a TIP or MTP. Comments made on the conformity demonstration are addressed as applicable and included in an appendix to the demonstration. Additionally, meetings of the ICC are open to the public and noticed 30-days prior to the meeting date per state administrative rules.

"Regionally significant" or federally funded projects are assessed for regional impacts on air quality using modeling tools before placed in the TIP for funding. Projects listed in the MTP are those qualifying as "Regionally Significant" per the ICC's current working definition. This list, along with other long-range project lists, like the Ada County Highway District's Capital Improvements Plan, are used to assess the air quality impacts associated with the roadway network that is planned, assuming the same fiscal constraints that were incorporated to produce each list. Ultimately, ICC approves the project list used for regional emissions analyses.

DEQ is the designated lead agency for SIP development for all pollutants, with the exception of CO. DEQ is responsible for the evaluation and documentation of TCMs in SIPs. Both the SIP and TCM development processes would involve, to some degree, the ICC, as motor vehicle emissions budgets and TCMs should be assessed for their reasonableness.

Currently, no TCMs are in need of implementation in any of the Northern Ada County's maintenance plans. If/when TCMs are required, they will be included in the SIP, UPWP, TIP, and/or MTP. COMPASS is designated as the lead agency for implementation of TCMs, which would be accomplished via the TIP and MTP processes as applicable. This

may involve working with local governments to adopt ordinances. The ICC monitors the progress towards meeting any implementation schedules. Should action be needed to implement TCMs, the ICC would identify the appropriate action and work to see that action was taken by the appropriate agency.

Commendations:

- COMPASS is to be commended for having developed the capacity to use the new MOVES emissions model in its conformity determinations
- COMPASS is to be commended for the effectiveness of its Interagency Consultation Committee (ICC).

Recommendations:

- COMPASS should pursue updating the MOU between it and IDEQ identifying their respective roles and responsibilities for addressing the Federal air quality conformity requirements within the COMPASS planning area.

APPENDIX A

PUBLIC INPUT

(April 22, 2014 Public Meeting)

The public meeting for the certification review was held at the COMPASS Auditorium in Meridian, Idaho. The facility was chosen for its central location to the COMPASS planning area; both geographically and population-wise. Those in attendance, aside from the Federal Review Team members and COMPASS staff consisted of two representatives from local government.

The meeting consisted of a fifteen minute overview of the purpose for the certification review followed by an opportunity for those in attendance to share their comments and questions on COMPASS and its transportation planning process. No questions, written or oral, were submitted by the two attendees.

APPENDIX B

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
AQ	Air Quality
CAAA	Clean Air Act Amendments of 1990
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
DBE	Disadvantaged Business Enterprises
DOT	Department of Transportation
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information system
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
L RTP	Long-Range Transportation Plan
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area Boundary
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHS	National Highway System

PEA	Planning Emphasis Area
PL	Metropolitan Planning Funds
PPP	Public Participation Plan
RTP	Regional Transportation Plan
SHA	State Highway Administration
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Transportation Analysis Zone
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
Title VI	Title VI of the 1964 Civil Rights Act
TMA	Transportation Management Area
TMIP	Travel Model Improvement Program
U.S.C.	United States Code
UAB	Urban Area Boundary
UPWP	Unified Planning Work Program
UZA	Urbanized Area
VMT	Vehicle Miles of Travel

APPENDIX C

FIELD REVIEW AGENDA

Tuesday, 4/22	Topic	Lead	References
Location: COMPASS 1:00 p.m.	Introduction: Purpose of Review, Format & Schedule Recap of Findings and Recommendations from 2010 Review	Scott	2010 Cert Review
1:15 p.m.	COMPASS Overview: Mission, Vision, and Goals Emerging Transportation Issues COMPASS' Roles and Priorities	Matt	Mission/Vision
1:45 p.m.	MAP-21 Changes and Implications: NHS/NHPP, TAP, PM/PBPP, and Early Acquisition, etc.	Scott and Ned	
2:15 p.m.	Follow Up to 2010 TMA Review COMPASS' follow up	Matt	2010 TMA Review Final Report
2:45 p.m.	Public Involvement Policy and Program	Amy	Public Involvement
3:00 p.m.	Break		
3:15 p.m.	LRTP Update: Plan Update Approach New Features and Focus MAP-21 Considerations Public Outreach and Involvement	Liisa	2040 LRTP Update
4:00 p.m.	TIP TIP Development Process CMP and the TIP TIP Format Fiscal Constraint Public Involvement	Toni	2014 TIP
4:30 p.m.	Adjourn		

Location: COMPASS Boardroom 6:30-8:00 p.m.	Public Meeting <ul style="list-style-type: none"> • Introduction/Purpose • The Planning Process • Public Input: Comments and Q/A's 	DOT Team	
---	---	-----------------	--

Wednesday, 4/23	Topic	Lead	References
Location: COMPASS (large conference room)			
9:00 a.m.	Alternative Modes Transit Vanpool/Carpool Bike/Ped	Walt	
9:30 a.m.	Performance Management: COMPASS Approach to PM Incorporating Federal PM CMP	Carl	
10:00 a.m.	Conformity: Conformity Status, Analysis Issues N/A Designation Considerations	MaryAnn	2014 Plan/TIP Conformity
10:30 a.m.	Break		
10:45 a.m.	Other Issues: ITD/COMPASS Coordination Self Certification and Federal Planning Finding Trust Fund and Fiscal Constraint	Matt and Scott	
12:00 noon	Lunch		
1:00 p.m.	USDOT Team Work Session Prepare Draft Findings	DOT Team	
3:00 p.m.	Closeout Session: Comments and Initial Findings	DOT Team	
4:30 p.m.	Adjourn	DOT Team	

APPENDIX D

FEDERAL REVIEW TEAM

Federal Transit Administration

Ned Conroy
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
Phone: (206) 220-4318
Email: ned.conroy@dot.gov

Federal Highway Administration

Scott Frey
Idaho Division
3050 Lake Harbor Lane, Suite 126
Boise, Idaho 83703
Phone: (208) 334-9180 #115
Email: scott.frey@dot.gov

Theresa Hutchins
Washington Division
711 S. Capitol Way, Suite 501
Olympia, Washington 98501
Phone: (360) 753-9402
Email: theresa.hutchins@dot.gov

Lori Porreca
Idaho Division
3050 Lake Harbor Lane, Suite 126
Boise, ID 83703
(208) 334-9180 #132
Email: lori.porreca@dot.gov

Julian Merchant
Oregon Division
530 Center Street NE, Suite 420
Salem, Oregon 97301
Phone: (503) 316-2549
Email: julian.merchant@dot.gov

APPENDIX E

23 USC 134, METROPOLITAN TRANSPORTATION PLANNING – PUBLIC INVOLVEMENT

(i) Transportation Plan:

(2) Participation by interested parties. -

(A) In general. - Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

(B) Contents of participation plan. - A participation plan -

(i) shall be developed in consultation with all interested parties; and

(ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

(C) Methods. - In carrying out subparagraph (A), the metropolitan planning organization shall, to the maximum extent practicable -

(i) hold any public meetings at convenient and accessible locations and times;

(ii) employ visualization techniques to describe plans; and

(iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph (A).

(j) Transportation Improvement Program:

(4) Notice and comment. - Before approving a TIP, a metropolitan planning organization, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with subsection (i)(5).

APPENDIX F

23 CFR 450.316, INTERESTED PARTIES, PARTICIPATION, AND CONSULTATION

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

APPENDIX G

REVIEW AND EVALUATION OF COMPASS' 2014 PUBLIC PARTICIPATION PLAN

PUBLIC PARTICIPATION FOR COMPASS' TRANSPORTATION PLANNING PROGRAM

(Based on COMPASS' Public Policy, adopted October 15, 2012)

Required Elements: (from 23 CFR 450.316)	Fulfillment of Elements:
<p>(a)(1)(i): Provides adequate public notice of public participation activities for key decision points (e.g., for Long Range Transportation Plan and TIP).</p>	<ul style="list-style-type: none"> • COMPASS provides a minimum 30-day public comment period on the draft TIP and the draft LRTP, per the COMPASS public involvement policy. • COMPASS provides a minimum 15-day public comment period for TIP and LRTP amendments, per the COMPASS public involvement policy. • Public notice of public comment periods begins on first day of the public comment period with newspaper advertisements, legal notices, news releases, and email blasts, at a minimum. In addition, COMPASS provides a general “heads up” of upcoming public comment periods, as appropriate, on its web site and via email. • In addition to seeking public comment on the draft TIP, COMPASS works closely with cities, counties, transportation advisory committees, and other stakeholders during the development of the TIP. COMPASS, with Valley Regional Transit, ITD, and the Local Highway Technical Assistance Council, as appropriate, meets with these stakeholder groups during the summer and fall during the initial stages of developing the next year’s TIP. • In addition to seeking public comment on the draft LRTP document, COMPASS solicits public comment at key decision points throughout the LRTP development process. For example, COMPASS held three public comment periods to address key decisions on the LRTP update, prior to a draft document being developed (see www.compassidaho.org/prodserv/cim2040.htm#PublicParticipation) • COMPASS also solicits public input on the LRTP beyond formal public comment periods, such as through the scenario planning process, the “Your Treasure Valley Future” photo challenge, youth art and video contests, and soliciting suggestions on why people should care about long-range planning. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • Public comment on the draft FY2014-2018 TIP was solicited from August 5 – September 4, 2013. • Display advertisements about the public comment period were placed in the Idaho Statesman (August 5, 13, and 29), the Idaho Press Tribune (August 5, 13, and 29), the Valley Times (August 5, 12, 19, and 26), and the Kuna Melba News (August 7, 13, and 21). • A news release notifying the public of the comment period and open houses was sent to regional print, visual, and radio media on August 5, 2013. • Legal notices were published in The Idaho Statesman and the Idaho Press Tribune on August 5, 6, and 7, 2013. • All draft TIP materials, including the air quality conformity analysis, Communities in Motion 2035 amendment materials, online and printable comment forms, as well as information about the public comment period and the open houses were available on the COMPASS website from August 5, 2013, through September 4, 2013, at www.compassidaho.org/prodserv/transimprovement.htm. Other pages on the COMPASS website (e.g., “What’s New” and calendar) contained related information and directed viewers to this page.

PUBLIC PARTICIPATION FOR COMPASS' TRANSPORTATION PLANNING PROGRAM

(Based on COMPASS' Public Policy, adopted October 15, 2012)

Required Elements: (from 23 CFR 450.316)	Fulfillment of Elements:
	<ul style="list-style-type: none"> • COMPASS sent four email messages to approximately 2,000 people each publicizing the TIP public comment period. The first message, sent on August 5, 2013, announced the opening of the public comment period. A second email was sent on August 12, 2013, to remind people of the open houses. A third email was sent on August 26, 2013, and a final email was sent on August 30, 2013. COMPASS requested member agencies and other partners to also forward the emails to their email lists, so the emails likely received even wider distribution. • COMPASS mailed 283 postcards on August 6, 2013, to additional individuals for whom COMPASS does not have email addresses. • COMPASS created a flier advertising the joint TIP, Communities in Motion 2035, and Communities in Motion 2040 public comment period and open houses and sent it to 14 libraries in the two-county area to post on community bulletin boards. The flier was also displayed at the COMPASS office and sent to RTAC and the Public Participation Committee members with a request to post it at their offices and other public places within their jurisdictions. • COMPASS posted information about the TIP comment period on its Facebook page on three days: August 6, 14, and 26, 2013 (www.facebook.com/COMPASSIdaho). • COMPASS posted the open houses on the COMPASS Facebook page "events" section and on the following community calendars: <ul style="list-style-type: none"> o KBOI, Channel 2 o KIVI, Channel 6 o KTVB, Channel 7 o KTRV, Channel 12 o Idaho Press Tribune o Idaho Statesman o Boise Weekly o NewWest.Net o Idaho Business Review • COMPASS used the Executive Director's blog (www.compassidaho.blogspot.com) to help publicize the comment period and discuss issues related to the public comment materials. Three TIP-related blogs were posted during the public comment period. Blogs were posted on August 6, August 14, and August 21, 2013. • COMPASS staff updated a brochure for the TIP, which was available on the COMPASS website, at the COMPASS office, and at the open houses. • The TIP document outlines the public involvement process used and can be found online at www.compassidaho.org/documents/prodserv/trans/FY14/FY2014TIPrptNE W.pdf. • All TIP public comments can also be found online at www.compassidaho.org/documents/prodserv/PublicComment/130904TIPPublicComment-VERBATIM.pdf.

PUBLIC PARTICIPATION FOR COMPASS' TRANSPORTATION PLANNING PROGRAM

(Based on COMPASS' Public Policy, adopted October 15, 2012)

Required Elements: (from 23 CFR 450.316)	Fulfillment of Elements:
(a)(1)(ii): Provides timely notice and reasonable access to information about transportation issues and processes.	<ul style="list-style-type: none"> • COMPASS provides public notice of public comment periods beginning on the first day of the public comment period. Typically, this involves newspaper advertisements, legal notices, Facebook posts, and email blasts, at a minimum. The level of intensity of public notice varies based on the type of item open for public comment (e.g., a full draft TIP or LRTP receives greater public notice than a minor TIP amendment). • Materials for comment are always available online and at the COMPASS office. For larger projects (e.g., the draft TIP or LRTP, key decisions on the draft LRTP, or an amendment to the LRTP), comment materials are also available at public libraries and at open houses, as well as other venues. • Based on timing, materials may also be available at booths at public events and at public presentations. • Outside of public comment periods, COMPASS also provides a significant amount of information on transportation issues and processes on its website (www.compassidaho.org), including providing draft chapters of the next LRTP as they are developed. The public is encouraged to read the draft chapters and provide feedback to COMPASS at any time (www.compassidaho.org/prodserv/cim2040.htm#Plan). • COMPASS also offers a free education series to provide background on transportation issues and processes to the public (http://www.compassidaho.org/comm/publicevents.htm).
(a)(1)(iv): Makes information available on the internet.	<ul style="list-style-type: none"> • COMPASS has an extensive website (www.compassidaho.org) and uses it to provide all public comment materials, as well as background information on all COMPASS programs, products, and services online. • During public comment periods, information is provided on the appropriate program's web page and is also linked from throughout the website, including from the COMPASS home page via "Find it Fast," "what's new," COMPASS calendar, news releases, comments and questions pages, and more. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • All draft TIP materials, including the air quality conformity analysis, Communities in Motion 2035 amendment materials, online and printable comment forms, as well as information about the public comment period and the open houses were available on the COMPASS website from August 5, 2013, through September 4, 2013, at www.compassidaho.org/prodserv/transimprovement.htm. Other pages on the COMPASS website contained related information and directed viewers to this page.
(a)(1)(v): Public meetings are conducted at convenient and accessible locations and times.	<ul style="list-style-type: none"> • Public comment open houses typically span a minimum of four hours (e.g., 4 – 8 pm or 3 – 7 pm) in the afternoon and evening to accommodate varying work schedules. All open house materials are also available online throughout the public comment periods to accommodate those who cannot attend or wish to participate from home. COMPASS staff are also available to answer questions and take comments at the COMPASS office during normal business hours throughout any public comment period. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • COMPASS hosted two open houses: Wednesday, August 14, 2013, 4 to 8 pm, in Nampa at the Hugh Nichols Public Safety Building and Thursday, August 15, 2013, 4 – 8 pm, in Boise at the Library! at Cole and Ustick. Thirty-three people attended the open houses to ask questions and submit comments.

PUBLIC PARTICIPATION FOR COMPASS' TRANSPORTATION PLANNING PROGRAM

(Based on COMPASS' Public Policy, adopted October 15, 2012)

Required Elements: (from 23 CFR 450.316)	Fulfillment of Elements:
(a)(1)(vi): Demonstrates explicit consideration and response to public comments.	<ul style="list-style-type: none"> • All public comments, and responses/answers to comments/ questions, as appropriate, are provided to the COMPASS Board of Directors and the appropriate COMPASS committee(s), and are posted online for public accessibility. When comments are applicable to other agencies, those comments are passed along to those agencies for consideration as well. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • Comments were provided to the COMPASS Board of Directors in its September 16, 2013, meeting packet (www.compassidaho.org/documents/people/board/agenda09162013.pdf) and are posted online (www.compassidaho.org/documents/prodserv/PublicComment/130904TI PPublicComment-VERBATIM.pdf). Comments were also forwarded to other transportation agencies, as is noted in the comment document. • No specific item was changed due to public comment for the FY2014-2018 TIP. Staff did not recommend any changes based on public comment, and the Board concurred.
(a)(1)(vii): Seeks out and considers the needs of those traditionally underserved.	<ul style="list-style-type: none"> • COMPASS actively seeks out and considers the needs of traditionally underserved populations, per the COMPASS public involvement policy. Recent examples of methods used include focus groups, specific invitations to participate in scenario planning workshops, representatives on the Communities in Motion 2040 Planning and Leadership Teams, and holding open houses at facilities used by traditionally underserved populations. COMPASS also offers translation and other accommodations for anyone who needs assistance, upon request. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • All COMPASS notifications and advertisements include the following statements: “Those needing assistance may call 208/475-2229 48 hours in advance. Personas que necesitan asistencia especial, llamar al número 208/475-2229 con 48 horas de aviso.” • COMPASS staff spent time on the phone answering questions and providing additional information for two different individuals who were house-bound and unable to attend open houses or access the web.
(a)(1)(viii): Provides additional opportunity for comment when the final Plan or TIP differs significantly from the version made available to the public	<ul style="list-style-type: none"> • The final LRTP or TIP have not differed significantly from the versions provided for public comment, so this has not arisen. COMPASS is aware of this requirement and will provide opportunity for comment when/if the situation presents itself. The TIP public involvement plan includes a provision for an additional 15-day public comment period if substantial changes are made after the original public comment period is complete. • COMPASS does provide opportunities for public comment when the TIP or LRTP are amended. The TIP is typically amended several times each year and the current LRTP (Communities in Motion 2035) has been amended three times. COMPASS provides a minimum 15 day public comment period on proposed amendments before decisions are made by the COMPASS Board, per the COMPASS public involvement policy (for example, see www.compassidaho.org/prodserv/cim2035.htm). <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • The final FY2014-2018 TIP did not differ significantly from the draft that was released for public comment.
(a)(1)(ix): Coordinates with statewide planning public involvement.	<ul style="list-style-type: none"> • The Idaho Transportation Department (ITD) is a member of COMPASS, and as such sits on the COMPASS Board of Directors and has seats on COMPASS advisory committees. ITD staff are kept apprised of COMPASS public involvement activities through

PUBLIC PARTICIPATION FOR COMPASS' TRANSPORTATION PLANNING PROGRAM

(Based on COMPASS' Public Policy, adopted October 15, 2012)

Required Elements: (from 23 CFR 450.316)	Fulfillment of Elements:
	<p>Board and committee membership, as well as through email blasts and other means of public communication.</p> <ul style="list-style-type: none"> • COMPASS works closely with ITD as COMPASS develops its TIP, including inviting ITD staff to attend COMPASS TIP workshops/ presentations with cities and other entities in Ada and Canyon Counties and sharing public comments as they related to ITD projects in a proposed TIP or TIP amendment. • COMPASS also attempts to coordinate its TIP public comment period with ITD's ITIP public comment period. ITD provides a calendar in the fall of each year, which COMPASS uses to develop its TIP calendar and public comment period. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • COMPASS coordinated with ITD and the Local Highway Technical Assistance Council when developing the TIP and reaching out to transportation agencies. Between August and November 2012, staff from COMPASS, ITD, and Valley Regional Transit met with elected officials, designated transportation task force committees, and/or staff in Ada County to solicit their desired transportation projects for inclusion in this document. Staff from COMPASS, ITD, VRT, and the Local Highway Technical Assistance Council (LHTAC) met with representatives of governments in Canyon County during this same time period to solicit their desired transportation projects. COMPASS coordinated these meetings.
(a)(1)(x): Periodically reviews the effectiveness of the procedures and strategies.	<ul style="list-style-type: none"> • COMPASS updates its public involvement policy every three years, with input from the COMPASS Public Participation Committee and a 45 day public comment period. At that time, COMPASS staff and committee members review the effectiveness of procedures and strategies in the existing public involvement policy and make changes to the policy based on that review. Changes frequently reflect changes in information technology. The TIP Public Participation Plan changed to a three-year cycle that follows the update of the Public Involvement Policy with the FY2015-2019 TIP process. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • When developing the public involvement plan for the TIP and when selecting specific dates, venues, etc., COMPASS reviewed what was done in previous years and what worked and what didn't. For example, in 2011 (for the 2012 TIP), COMPASS reached out to citizens at local farmers markets, in an attempt to involve more of the general public. When COMPASS staff reviewed the success of that effort, it was concluded that it was not successful, that practice was not carried forward. • For the FY2014-2018 TIP, staff held the public comment period and open house meetings in concert with those for the LRPT. In past years, when the TIP and LRPT public comment periods were open at the same time, more interest was generated.
(a)(2): When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity	<ul style="list-style-type: none"> • COMPASS posts public comments online and summarizes comments in the LRTP. See below for examples. • LRTP update (comments online): www.compassidaho.org/prodserv/cim2040.htm#PublicParticipation <p>Current LRTP:</p> <ul style="list-style-type: none"> o Comments summarized in Chapter 2: www.compassidaho.org/documents/prodserv/CIMupdate/2010/FINAL/CHAPTER%20Taking_Shape.pdf o Comments verbatim in Appendix A: www.compassidaho.org/documents/prodserv/CIMupdate/2010/FINAL/Appendices%20and%20Other%20Materials.pdf

PUBLIC PARTICIPATION FOR COMPASS' TRANSPORTATION PLANNING PROGRAM

(Based on COMPASS' Public Policy, adopted October 15, 2012)

Required Elements: (from 23 CFR 450.316)	Fulfillment of Elements:
<p>regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.</p>	<p>LRTP update:</p> <ul style="list-style-type: none"> o Comments summarized in DRAFT Chapter 2: www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf o Comments on scenario planning summarized in DRAFT Chapter 3: www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • COMPASS posts public comments online on the TIP web page. <ul style="list-style-type: none"> o Web page: www.compassidaho.org/prodserv/transimprovement.htm o Direct link to comments: www.compassidaho.org/documents/prodserv/PublicComment/130904TIPPublicComment-VERBATIM.pdf
<p>(a)(3): A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.</p>	<ul style="list-style-type: none"> • COMPASS updates in public involvement policy every three years; it was last updated in 2012 and is scheduled for update again in 2015. COMPASS solicits public and agency comment (including comment from ITD and FHWA) during a 45-day public comment period. The public comment period for the 2012 update was July 2 – August 17, 2012. The current COMPASS public involvement policy, as adopted by the COMPASS Board of Directors, can be found online at www.compassidaho.org/documents/comm/Final_Public_Involvement_Policy_Oct_2012.pdf. • COMPASS develops public involvement plans for specific programs and processes (e.g., TIP and LRTP) based on the overarching public involvement policy. These plans are also developed with input from the Public Participation Committee and are approved by the COMPASS Board. • The adopted public involvement policy is provide to ITD and FHWA and can be found online, along with specific public involvement plans, at www.compassidaho.org/people/publicinvolvement.htm. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • The public involvement plan for the FY2014-2018 TIP can be found here: www.compassidaho.org/documents/prodserv/trans/FY13/FY2014-2018ParticipationPlanAmended.pdf
<p>(b): In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned</p>	<ul style="list-style-type: none"> • LRTP: COMPASS is in the process of updating the LRTP to plan to the year 2040 (Communities in Motion 2040). In order to include other agencies involved in planning for growth in the area, COMPASS has developed a Communities in Motion 2040 Planning Team and Communities in Motion 2040 Leadership Team to include a broad representation of interests, including cities, counties, highway districts, economic development, environmental protection, housing, agriculture, developers, transit dependent populations, utilities, alternative transportation advocates, and more. In addition, COMPASS invited an extensive list of stakeholder, including those listed above, as well as representatives from the Boise Airport, Gowen Field, local law enforcement, school districts, and more, to participate in scenario planning workshops to develop a

PUBLIC PARTICIPATION FOR COMPASS' TRANSPORTATION PLANNING PROGRAM

(Based on COMPASS' Public Policy, adopted October 15, 2012)

Required Elements: (from 23 CFR 450.316)	Fulfillment of Elements:
<p>growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.</p>	<p>preferred growth scenario for Communities in Motion 2040.</p> <ul style="list-style-type: none"> o View Planning Team membership list: www.compassidaho.org/documents/people/planningteam/members.pdf o View Leadership Team membership list: www.compassidaho.org/documents/people/leadershipteam/CIM%202040%20Leadership%20Team.pdf <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • COMPASS coordinated with ITD and the Local Highway Technical Assistance Council when developing the TIP and reaching out to transportation agencies. Between August and November 2012, staff from COMPASS, ITD, and Valley Regional Transit met with elected officials, designated transportation task force committees, and/or staff in Ada County to solicit their desired transportation projects for inclusion in this document. Staff from COMPASS, ITD, VRT, and the Local Highway Technical Assistance Council (LHTAC) met with representatives of governments in Canyon County during this same time period to solicit their desired transportation projects. COMPASS coordinated these meetings.
<p>(c): When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.</p>	<ul style="list-style-type: none"> • There are no Indian tribal lands within Ada or Canyon Counties. Nevertheless, a representative of the Native American Coalition of Boise is included on Communities in Motion 2040 Planning Team. In addition, the Shoshone Paiute tribe (Duck Valley) was invited to participate in the review of potential environmental issues for CIM 2040.
<p>(d): When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.</p>	<ul style="list-style-type: none"> • COMPASS has convened an environmental review group to provide input into the development of the LRTP, including representatives from the following federal environmental/land management agencies: <ul style="list-style-type: none"> o US Forest Service o Natural Resources Conservation Service o US Environmental Protection Agency o US Army Corps of Engineers o Bureau of Land Management o Bureau of Reclamation o US Fish and Wildlife Service <p>FY2014-2018 TIP</p> <ul style="list-style-type: none"> • The COMPASS email/mail outreach list for the FY2014-2018 TIP includes representatives from the US Bureau of Land Management and US Bureau of Reclamation.
<p>(e): MPOs shall, to the extent practicable, develop a documented</p>	<p>General</p> <ul style="list-style-type: none"> • b. Other Agencies. A formal process exists that documents roles and responsibilities for COMPASS when working with its

PUBLIC PARTICIPATION FOR COMPASS' TRANSPORTATION PLANNING PROGRAM

(Based on COMPASS' Public Policy, adopted October 15, 2012)

Required Elements: (from 23 CFR 450.316)	Fulfillment of Elements:
<p>process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.</p>	<p>member agencies, which include cities, counties, highway districts, the transit authority, and others.</p> <ul style="list-style-type: none"> o COMPASS Joint Powers Agreement: www.compassidaho.org/documents/people/board/COMPASSJointPowersAgreementModified%2022_2010.pdf o Bylaws: <ul style="list-style-type: none"> <input type="checkbox"/> Board of Directors www.compassidaho.org/documents/people/board/COMPASSBylawsAmendedAugust2009.pdf <input type="checkbox"/> Committees www.compassidaho.org/people/committees.htm o Other affected agencies (non-COMPASS members) are represented on the Communities in Motion 2040 Planning and Leadership Teams, to provide formal input into the planning process. This includes representatives from interests including housing, economic development, utilities, agriculture, and more. (See question above.) <ul style="list-style-type: none"> • In addition, COMPASS has a development review protocol, adopted by the COMPASS Board of Directors in 2009, which standardizes when and how COMPASS staff conduct technical development reviews as a service to member agencies. This protocol can be found online at www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf • c. Tribes. There are no tribal lands within Ada and Canyon Counties. • d. Federal land management agencies. COMPASS has conducted an environmental review process since 2008. Initially, directors of 18 environmental and resource agencies were invited to participate in the process; the first meeting was attended by representatives from 16 of those agencies. The group has met regularly since to share information and data, and identify areas that may not be feasible for transportation projects based on environmental or resource issues. Agencies in the environmental review process have also discussed how to effectively use information from environmental impact statements that have already been prepared for transportation projects, how to consider project pros and cons collectively, and how to approach the concept of cumulative impacts. <p>FY2014-2018 TIP:</p> <ul style="list-style-type: none"> • COMPASS creates a development calendar for each TIP update to ensure coordination efforts and decision points are transparent. The calendar can be found online at www.compassidaho.org/documents/prodserv/trans/FY13/FY2014-2018TIPcalendar.pdf.

APPENDIX H

23 USC 134, METROPOLITAN TRANSPORTATION PLANNING

(h) Scope of Planning Process

(2) Performance-Based Approach

(h) Scope of Planning Process. -

(1) In general. - The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will -

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(B) increase the safety of the transportation system for motorized and nonmotorized users;

(C) increase the security of the transportation system for motorized and nonmotorized users;

(D) increase the accessibility and mobility of people and for freight;

(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(G) promote efficient system management and operation; and

(H) emphasize the preservation of the existing transportation system.

(2) Performance-based approach. -

(A) In general. - The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in section 150(b) of this title and in section 5301(c) of title 49.

(B) Performance targets. -

(i) Surface transportation performance targets. -

(I) In general. - Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.

(II) Coordination. - Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.

(ii) Public transportation performance targets. - Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d) of title 49.

(C) Timing. - Each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(D) Integration of other performance-based plans. - A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

(3) Failure to consider factors. - The failure to consider any factor specified in paragraphs (1) and (2) shall not be reviewable by any court under this title or chapter 53 of title 49, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a TIP, a project or strategy, or the certification of a planning process.

APPENDIX I
FEDERAL REGULATORY COMPLIANCE ASSESSMENT:
DRAFT COMMUNITIES IN MOTION 2040 PLAN

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
Demand Analysis [450.322(f)(1)]	The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan	<p>The transportation plan both identifies and reflects the projected transportation demand of persons and goods throughout the plan. With respect to person and vehicle trips, COMPASS' travel demand model develops projections of travel demand. The model has also been used to present summary information such current and future transportation network characteristics (Tables 5.1 and 6.1). Additionally, Chapter 5 identifies current demand for and/or characteristics for other modes and system uses such as transit, bike/ped, and freight (truck, rail, and air) usage, principally in Chapters 5.</p> <p>In summary, CIM 2040 does an appropriate job of developing, using, and presenting transportation demand of persons and goods in the metropolitan area.</p>
Congestion Management Strategies [450.322(f)(3), (4), and (5)]	<p>(3) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;</p> <p>(4) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or</p>	The development of CIM 2040 and the resultant TIPs to implement it are based on COMPASS' Congestion Management Process developed in 2005 and used since then to guide the decision making process for identifying and programming projects. Included as part of the Treasure Valley Congestion Management System Plan (Report No. 6-2005) is both a monitoring and tracking system for evaluating the congestion levels for the planning areas and methodology, criteria, and decision making process for identifying and rating prospective projects including in terms of their capacity to reduce the amount of single occupant vehicles on the roadway system. With respect to the particular requirements of paragraph (4) which are applicable to TMAs in nonattainment for ozone or carbon monoxide, it

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
	<p>carbon monoxide;</p> <p>(5) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;</p>	<p>is noteworthy that Idaho has no MPOs falling into this category and, therefore, is not subject to the requirements of this particular section (ref. 23 CFR 450.320(d)).</p> <p>In summary, CIM 2040 does an appropriate job of addressing and reflecting congestion management strategies. The coverage of the CMP might be further enhanced by adding some explanation in CIM 2040 on how the CMP is used to develop the plan and TIP.</p>
<p>Pedestrian Walkway and Bicycle Facilities [450.322(f)(8)]</p>	<p>(8) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);</p> <p>(g) Planning and Design.—(of 23 USC 217) (1) In general.--Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in</p>	<p>CIM 2040 includes a summary discussion of existing pathway (bike and ped) systems within the planning area (ref. chapter 5). It also cites the total number and cost of pathway projects in the current TIP (ref. chapter 6).</p> <p>The Plan also includes links to various existing bike and ped plans and programs of its member agencies, however, not all members have such plans and they are not in any way combined or coordinated into a comprehensive network or system for the metropolitan area. Moreover, there is no MPO-wide process or program for discussing, coordinating, and planning bike and ped projects. Rather it a piecemeal assemblage of information from various jurisdictions and which has not, to this point, been organized or coordinated to any real extent.</p> <p>In summary, it appears that bike and pedestrian considerations are not</p>

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
	<p>conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.</p> <p>(2) Safety considerations.--Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings.</p>	<p>treated as separate transportation modes at the long range plan level and, instead, are only given passing mention and reference. While it has been explained that bike and ped are given more focused attention at the corridor and project levels, it is not clear from CIM that such might be the case, and, in any case, there does not appear to be any concerted effort or intent to coordinate and facilitate the discussion on bike and ped transportation issues at the regional (planning area) level. Given this limited role by the MPO, it is difficult to imagine how the plan can give serious consideration to bicyclists and pedestrians and, in particular, the important issues of safety and contiguous routes.</p>
<p>System Preservation [450.322(f)(5)]</p>	<p>(5) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;</p>	<p>The focus of CIM 2040 is, in fact, fundamentally that of system preservation. In consideration of the limited resources projected to be available to COMPASS members through the Federal-aid program for the foreseeable future, it was concluded that all Federal funds would be directed to system preservation needs.</p> <p>While CIM does still identify and assess system needs beyond preservation of the existing network, it does so with the clear caveat that projects of this nature are currently without funding and therefore are for illustrative purposes only. In summary, the approach taken in CIM 2040 of dedicating all Federal-aid funds to system preservation with most other capital improvement projects being for illustration purposes only is a rational and appropriate approach given the current funding constraints placed upon transportation programs by the State and Federal governments controlling the transportation funds.</p>

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
<p>Design Concept and Scope [450.322(f)(6)]</p>	<p>(6) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 CFR part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;</p>	<p>The project descriptions (concept and scope) provided in CIM 2040 (Chapter 6) consist of the route name and termini, an outline of the improvement (e.g., widen from two lanes to five), the estimated cost, expenditure years, and identifier numbers, all presented in tabular form. Once projects graduate from the Plan to the TIP and a formal concept report (charter) has been developed, additional details on the project are provided. The level of detail of the project descriptions is regularly scrutinized to ensure adequacy both for assessing fiscal constraint and for conducting conformity determinations.</p> <p>In summary, the design concept and scope descriptions of projects programmed in CIM 2040 are of appropriate detail to satisfy Federal requirements and expectations.</p>
<p>Environmental Mitigation [450.322(f)(7)]</p>	<p>(7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing</p>	<p>An entire chapter (Ch. 9) is dedicated to the subject of environmental considerations in CIM 2040. The plan explains the process embarked on by COMPASS to identify the pertinent environmental resources to transportation planning in this area as well as the mitigation strategies identified for addressing these resources. Further details on the MPO's process and program are detailed in a supplement to the plan entitled, "COMPASS Environmental Review Process, 2008-2013).</p> <p>In addition, CIM 2040 includes performance measures and associated targets specific to environmental resources protection and preservation.</p> <p>In summary, CIM 2040 does an exemplary job of addressing environmental mitigation.</p>

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
	this consultation;	
Consultation with State and Local Agencies [450.322(g)(1) and (2)]	(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available.	Through the course of developing CIM 2040, COMPASS has actively sought out the involvement by and input of state and local agencies including not only its member agencies (of the MPO) but also the larger universe of agencies, organizations, and groups. To this end COMPASS has developed a Communities in Motion 2040 Planning Team and Communities in Motion 2040 Leadership Team to include a broad representation of interests, including cities, counties, highway districts, economic development, environmental protection, housing, agriculture, developers, transit dependent populations, utilities, alternative transportation advocates, and more. In addition, COMPASS invited an extensive list of stakeholder, including those listed above, as well as representatives from the Boise Airport, Gowen Field, local law enforcement, school districts, and more, to participate in scenario planning workshops to develop a preferred growth scenario for Communities in Motion 2040. For further details, see: <ul style="list-style-type: none"> • Planning Team membership list at: www.compassidaho.org/documents/people/planningteam/members.pdf • Leadership Team membership list at: www.compassidaho.org/documents/people/leadershipteam/CIM%202040%20Leadership%20Team.pdf In summary, COMPASS appears to be doing a good job of coordinating and consulting with State and local agencies.

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
Transportation and Transit Enhancements [450.322(f)(9)]	(9) Transportation and transit enhancement activities, as appropriate;	<p>CIM 2040 does not explicitly identify or discuss any program, process, projects, or activities to enhance transportation and transit systems. At the same time it should be recognized that COMPASS has developed and implemented its own program for identifying, programming, and implementing enhancement projects using FHWA’s Transportation Alternatives Program (TAP). In addition, it has created a CIM 2040 Grants Implementation Program designed to provide funding opportunities to member agencies for the purpose helping implement the following plan priorities:</p> <ol style="list-style-type: none"> 1. Provide better access to transit, bike, and pedestrian facilities to offset congestion. 2. Invest in town centers, main streets, and existing infrastructure as identified in CIM 2040. 3. Develop specific area plans for activity centers consistent with CIM 2040 and the planned integration of alternative transportation systems. <p>(See link for further details: http://www.compassidaho.org/documents/prodserve/CIM2040/CIM2040-GrantProgram-GuidanceFY2014.pdf)</p> <p>In summary, while COMPASS has not explicitly listed or described its enhancement programs, processes, etc. in CIM 2040, it is apparent that the MPO is placing a priority on this subject with the implementation of their Transportation Alternatives Program (TAP) process being the centerpiece of that effort.</p>

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
Financial Plan [450.322(f)(10)]	<p>(10) A financial plan that demonstrates how the adopted transportation plan can be implemented.</p> <p>(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).</p> <p>(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.</p> <p>(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies</p>	<p>CIM 2040 includes both an entire chapter on transportation revenues (chapter 4) and an extensive coverage of project costs as part of Chapter 6. The foundation of the revenues discussion is a 2012 study, entitled “Financial Forecast for the Funding of Transportation Facilities and Services 2012-2040” which provides an in-depth analysis of the funds available from all sources for the operation, preservation, and expansion needs of all public, surface transportation modes within the COMPASS planning area. The funding conclusions from Chapter 4 were then superimposed on the list of project needs in Chapter 6 to determine which of the projects would be classified and funded and unfunded (illustrative) in CIM 2040 with the estimated funding shortfall over the duration of the 2040 plan projected to be \$3.5B. In consideration for this significant gap between projected resources and needs, Chapter 4 includes a section discussing potential sources of new or additional transportation revenue.</p> <p>In summary, CIM 2040 provides a good coverage of transportation revenues and costs, including the identification of the gap between the two and possible sources and strategies for finding additional revenues.</p>

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
	<p>for ensuring their availability shall be identified.</p> <p>(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).</p> <p>(v) For the outer years of the metropolitan transportation plan (<i>i.e.</i> , beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.</p> <p>(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.</p> <p>(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources</p>	

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
	<p>beyond those identified in the financial plan were to become available.</p> <p>(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (<i>i.e.</i> , by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.</p>	
<p>Public Input Process [450.322(i)]</p>	<p>(i) The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a).</p>	<p>At the outset of developing CIM 2040, a public involvement plan was drafted. Including in this was the COMPASS public involvement policy, the public involvement goals for CIM 2040, and the outreach objectives and specific strategies proposed to accomplish these objectives. A particularly noteworthy tool developed for furthering the public involvement and participation process was Stakeholder Outreach Matrix, identifying types of stakeholders and the corresponding media and methods suitable for reaching these various stakeholder groups. Through the course of the development process for CIM 2040, multiple opportunities for providing public involvement and the following links were created at the COMPASS website for listing and commenting on these comments:</p> <ul style="list-style-type: none"> • Public comment on the full draft CIM 2040 plan (March/April 2014)

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
		<ul style="list-style-type: none"> ○ Link to PDF of comment form ○ Link to full draft plan ○ Link to comments received ○ Link to discussion group notes ○ Link to virtual open house summary report <p>In summary, the CIM 2040 process clearly provided citizens, affected public agencies, representatives of public transportation employees, users and providers of public transportation, and other interested parties with a reasonable opportunity to comment on the transportation plan as is was being developed.</p>
Air Quality Conformity [450.322(1)]	(1) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93). During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim	The complete conformity demonstration for CIM 2040 is included as an appendix to the plan and its contents and development have been coordinated with COMPASS' Interagency Consultation Committee (ICC) and its member agencies including FHWA and FTA. The procedures and assumptions on which the conformity demonstration is based have been reviewed and agreed to by the ICC and the results of the demonstration show the program to be conforming to the State Implementation Plan SIP for this area. <p>In summary, the conformity demonstration requirements applicable to CIM 2040 have been properly addressed and it is evident that outcome of this</p>

ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:

REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)

Element: [CFR Ref.]	Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i>	CIM 2040 Coverage: <i>How does CIM address this element?</i>
	metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.	analysis will be a Federal determination that the proposed program is conforming to the SIP.

