



*Working together to plan for the future*

# **BOARD PACKET**

## **SEPTEMBER 15, 2014**

**COMPASS BOARD MEETING DATES**  
**October 2014 – December 2014**

<b>COMPASS BOARD MEETING DATE/TIME</b>	<b>LOCATION</b>	<b>KEY ITEMS</b>
<p><b>Monday, October 20, 2014</b></p>	<p><b>COMPASS 1<sup>st</sup> Floor Board Room 700 NE 2<sup>nd</sup> Street Meridian, Idaho</b></p>	<p>Review the Draft Updates to the Joint Powers Agreement and Board Bylaws and provide for 30 Day Notice of Intent to Amend</p> <p>Approve Scope of Work for Next <i>Communities in Motion</i> Update</p> <p>Approve Transportation Service Coordination Plan Update</p> <p>Approve Employee Health Care Plan Trust Agreement</p>
<p><b>Monday, November 17, 2014</b></p>	<p><b>COMPASS 1<sup>st</sup> Floor Board Room 700 NE 2<sup>nd</sup> Street Meridian, Idaho</b></p>	<p>Approve <i>Communities in Motion 2045</i> Public Involvement Plan</p> <p>Adopt Resolution Amending the FY2015-2019 Regional Transportation Improvement Program</p> <p>Adopt Resolution Amending the FY2014-2018 Regional Transportation Improvement Program</p> <p>Adopt Resolution Approving Rural Project Priorities</p> <p>Accept <i>Communities in Motion 2040</i> Housing Forecast</p> <p>Adopt Resolution Amending the COMPASS Joint Powers Agreement and Board Bylaws</p> <p>Approve Revised Development Review Protocol</p> <p>Approve Transportation Improvement Program (TIP) Application Process and Guide</p>
<p><b>Monday, December 15, 2014</b></p>	<p><b>Nampa Civic Center 311 3<sup>rd</sup> Street South Nampa, Idaho</b></p>	<p>Provide 30 Day Notice of Annual Meeting</p> <p>Establish 2015 Board and Executive Committee Meeting Dates</p> <p>Adopt Resolution Approving Revision 1 of the FY2015 Unified Planning Work Program and Budget</p> <p>Approve 2015 Idaho Legislative Session Position Statements</p>

**MAKING A MOTION:**

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

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

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

**TABLE OF RULES RELATING TO MOTIONS:**

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

**BOARD OF DIRECTORS' MEETING  
SEPTEMBER 15, 2014 – 1:30 PM  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
700 NE 2ND STREET, MERIDIAN IDAHO**

NOTICE: The online document includes bookmarks at the left of the screen that are named to correspond to agenda items that have attachments. Clicking on a bookmark will take you directly to the named document.

**\*\*AGENDA\*\***

**I. CALL TO ORDER (1:30)**

**II. PLEDGE OF ALLEGIANCE**

**III. AGENDA ADDITIONS/CHANGES**

**IV. OPEN DISCUSSION/ANNOUNCEMENTS**

**V. CONSENT AGENDA**

- Page 3      \*A. Approve August 18, 2014, Board Meeting Minutes
- Page 7      \*B. Receive Approved July 15, 2014, Executive Committee Meeting Minutes
- Page 10     \*C. Receive Approved June 19, 2014, Finance Committee Meeting Minutes
- Page 12     \*D. Approve List of Records for Destruction
- Page 15     \*E. Approve Updates to Records Retention Policy

**VI. SPECIAL ITEM**

- 1:35        A. Status Report – State and Federal Legislative Issues  
*Ken Burgess will provide an update on state and legislative issues.*

**VII. INFORMATION/DISCUSSION ITEM**

- 2:05        \*A. Receive Certification Review Report **Pete Hartman**  
Page 16-74    *Pete Hartman from the Federal Highway Administration will present the COMPASS Certification Review report.*

**VIII. ACTION ITEMS**

- 2:35        \*A. Adopt Resolution 13-2014 Approving the FY2015-2019 **Toni Tisdale**  
Page 75-82    **Regional Transportation Improvement Program and Air Quality Conformity Demonstration**  
*Toni Tisdale will seek adoption of resolution approving the FY2015-2019 Regional Transportation Improvement Program and Air Quality Conformity Demonstration.*

2:50        **\*B. Discuss and Approve the Recommended Updates to  
Page 83-90        the COMPASS Board Structure and Committee Structure**  
*Matt Stoll will seek approval of the updates to the COMPASS  
Board and committee structure as recommended by the  
Executive Committee.*

3:05        **\*C. Accept *Communities in Motion 2040 Change in Motion***  
Page 102        **Report**  
*Carl Miller will seek acceptance of the *Communities in Motion*  
2040 Change in Motion Report.*

**Carl Miller**

**IX. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (3:30)**

- Page 103    **\*A. Staff Activity Report**  
Page 108    **\*B. Status Report – Current Air Quality Efforts**  
Page 111    **\*C. Status Report – Current Transportation Project Information**  
Page 121    **\*D. Status Report – Standing Committees' Attendance**  
Page 125    **\*E. Correspondence**

**X. ADJOURNMENT (3:35)**

\*Enclosures. Times are approximate. Agenda is subject to change.

T:\FY14\900 Operations\990 Direct Operations Maint\Board\2014 agendaminutes\agenda09152014.docx

Reminder: Submit your 2014 Leadership in Motion award nominations today! Nominations will be accepted through 3:00 pm, Tuesday, September 30, 2014. Learn more about the award categories and submit your nomination online at <http://www.compassidaho.org/comm/lim-awards.htm>. Questions? Contact Amy Luft at 475-2229 or [aluft@compassidaho.org](mailto:aluft@compassidaho.org).

**BOARD OF DIRECTORS' MEETING  
AUGUST 18, 2014  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
700 NE 2<sup>ND</sup> STREET, MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:** Rebecca Arnold, Commissioner, Ada County Highway District  
John Brunelle, Capitol City Development Corporation  
Elaine Clegg, Councilwoman, City of Boise  
Elizabeth Conner for John Evans, Mayor, Garden City  
Kelli Fairless, Valley Regional Transit  
Jim Hansen, Commissioner, Ada County Highway District  
Craig Hanson, Commissioner, Canyon County  
Bob Henry, Mayor, City of Nampa  
Caleb Hood for Tammy de Weerd, Mayor, City of Meridian  
Maryanne Jordan, Councilwoman, City of Boise  
Bruce Krosch, Southwest District Health, Ex officio  
Kathleen Lacey for Dave Bieter, Mayor, City of Boise  
Larry Maneely for Dave Case, Commissioner, Ada County  
John McEvoy, Commissioner, Canyon Highway District #4  
Luke McHenry, City of Wilder  
Bryce Millar, Commissioner, Nampa Highway District #1, **Immediate Past Chair**  
Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**  
Greg Nelson, Mayor, City of Kuna  
Nicole Nimmons, Boise State University  
Paul Raymond, Councilman, City of Nampa  
Jim Reynolds, Mayor, City of Eagle  
Amy Revis, Idaho Transportation Department  
Charlie Rountree, Councilman, City of Meridian, **Chair**  
Steven Rule, Commissioner, Canyon County, **Secretary-Treasurer**  
Matt Stoll, Executive Director, Community Planning Association, Ex officio  
Jim Tibbs, Commissioner, Ada County  
Pete Wagner, Department of Environmental Quality  
Dave Wallace for Sara Baker, Commissioner, Ada County Highway District, **Vice Chair**  
Rick Yzaguirre, Commissioner, Ada County

**MEMBERS** Kathy Alder, Commissioner, Canyon County  
**ABSENT:** David Hensley, Governor's Office, Ex officio  
Nathan Leigh, Mayor, City of Parma  
Nathan Mitchell, Mayor, City of Star  
Brent Orton, City of Caldwell  
Patrick Rice, Greater Boise Auditorium District, Ex officio  
Darin Taylor, Mayor, City of Middleton

**OTHERS:** Aaron Bauges, Idaho Transportation Department  
Nancy Brecks, Community Planning Association  
Ken Burgess, Veritas Advisors  
Tina Fuller, Community Planning Association  
Liisa Itkonen, Community Planning Association  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Carl Miller, Community Planning Association  
Toni Tisdale, Community Planning Association  
Mary Ann Waldinger, Community Planning Association

**CALL TO ORDER:**

Chair Rountree called the meeting to order at 1:30 pm.

**AGENDA ADDITIONS/CHANGES**

Chair Rountree said a request has been made to add Action Item VIII-C Adopt Resolution 12-2014 Amending the FY2014-2018 Regional Transportation Improvement.

Pete Wagner requested to add an Air Quality Status Report as Special Item VI-B.

After discussion, **Maryanne Jordan and Elaine Clegg seconded to amend the agenda as requested. Motion pass unanimously.**

**OPEN DISCUSSION/ANNOUNCEMENTS**

Chair Rountree welcomed Amy Revis, ITD District 3 Engineer to her first meeting.

**CONSENT AGENDA**

- A. Approve July 21, 2014, Board Meeting Minutes**
- B. Receive Approved June 17, 2014, Executive Committee Meeting Minutes**
- C. Receive Approved June 19, 2014, Finance Committee Meeting Minutes**
- D. Approve List of Records for Destruction**
- E. Confirm Amy Revis, ITD District 3 Engineer, as ITD's Non-Elected COMPASS Board Member**
- F. Approve Updated COMPASS Employment Procedures**

**Bryce Millar moved and Garret Nancolas seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

## **SPECIAL ITEMS**

### **A. Status Report - State and Federal Legislative Issues**

Ken Burgess provided a status report on state and federal legislative issues and an overview of a public opinion survey on transportation needs and funding conducted by the University of Idaho's McClure Center.

### **B. Status Report - Air Quality**

Pete Wagner provided a follow-up from the July 2014 Board meeting presentation on air quality. Pete requested that Board members contact him if they would like to participate on a DEQ Treasure Valley Air Quality Advisory Council.

## **INFORMATION/DISCUSSION ITEMS**

### **A. Status Report – Finance Committee**

Finance Committee Chair Rebecca Arnold presented a status report on action taken by the Finance Committee at its August 7, 2014, Finance Committee meeting.

## **ACTION ITEMS**

### **A. Adopt Resolution 11-2014 Approving the FY2015 Unified Planning Work Program and Budget**

Megan Larsen presented Resolution 11-2014 approving the FY2015 Unified Planning Work Program and Budget.

After discussion, **Garret Nancolas moved and Paul Raymond seconded adoption of Resolution 11-2014 approving the FY2015 Unified Planning Work Program and Budget as presented. Motion passed unanimously.**

### **B. Approve *Communities in Motion 2040* Reconciliation**

Carl Miller and Mary Ann Waldinger presented the *Communities in Motion 2040* development tracking reconciliation based on approved developments.

Elaine Clegg requested staff provide additional technical analysis of the reconciled demographics in the future.

After discussion, **Elaine Clegg moved and Maryanne Jordan seconded approval of the *Communities in Motion 2040* Reconciliation as presented. Motion passed unanimously.**

### **C. Adopt Resolution 12-2014 Amending the FY2014-2018 Regional Transportation Improvement Program**

Toni Tisdale presented Resolution 12-2014 amending the FY2014-2018 Regional Transportation Improvement Program to advance design funds for the Highway 30 (Plymouth Street) Bridge project to FY2014. The project is a joint effort by the Canyon Highway District and the City of Caldwell and recommended for COMPASS Board approval by the STP-Urban Balancing Committee.



After discussion, **Bob Henry moved and Steve Rule seconded adoption of Resolution 12-2014 amending the FY2014-2018 Regional Transportation Improvement Program as presented. Motion passed unanimously.**

**ADJOURNMENT**

**Elaine Clegg moved and John McEvoy seconded adjournment at 2:30 pm. Motion passed unanimously.**

**Dated this 15th day of September 2014.**

**Approved:**

**By: \_\_\_\_\_  
Charlie Rountree, Chair  
Community Planning Association of  
Southwest Idaho**

**Attest:**

**By: \_\_\_\_\_  
Matthew J. Stoll, Executive Director  
Community Planning Association of  
Southwest Idaho**

## ITEM V-B

**EXECUTIVE COMMITTEE MEETING  
JULY 15, 2014  
COMPASS, 1ST FLOOR BOARD ROOM  
MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:**

Sara Baker, Commissioner, Ada County Highway District, **Vice Chair**  
Dave Bieter, Mayor, City of Boise, via telephone  
Dave Case, Commissioner, Ada County  
Bob Henry, Mayor, City of Nampa  
Bryce Millar, Commissioner, Nampa Highway District No.1, **Immediate Past Chair**  
Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**, via telephone  
Charlie Rountree, Councilman, City of Meridian, **Chair**  
Jim Reynolds, Mayor, City of Eagle  
Steve Rule, Commissioner, Canyon County, **Secretary-Treasurer**, via telephone  
Darin Taylor, Mayor, City of Middleton

**OTHERS PRESENT:**

Nancy Brecks, Community Planning Association  
Liisa Itkonen, Community Planning Association  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Bianca Nava, City of Caldwell  
Matt Stoll, Executive Director, Community Planning Association

**CALL TO ORDER:**

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

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Garret Nancolas introduced Bianca Nava, an intern with the City of Caldwell.

## **CONSENT AGENDA**

- A. Approve June 16, 2014 Special Executive Committee Meeting Minutes and June 17, 2014, Executive Committee Meeting Minutes**

**Dave Case moved and Jim Reynolds seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

## **ACTION ITEM**

- A. Establish August 18, 2014, COMPASS Board Meeting Agenda**

Matt Stoll presented staff recommended Agenda Items 1-13 and 15-17, defer Item 14, and add Agenda Item 18, Adoption of Trust Agreement and Appointment of a COMPASS Trustee to the City of Boise Employee Health Care Plan Trust, for the regular August 18, 2014, Board meeting. Matt also requested the latitude to amend the agenda as necessary.

After discussion, **Garret Nancolas moved and Darin Taylor seconded approval of Agenda Items 1-13, 15-18 as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

## **INFORMATION/DISCUSSION ITEMS**

- A. Discuss Governance Restructuring Proposal**

Matt Stoll reviewed a proposed timeline to complete the restructure process.

After discussion, **Darin Taylor moved and Garret Nancolas seconded approval of the timeline as presented. Motion passed unanimously.**

Chair Rountree requested that the Executive Committee members have their staff review the COMPASS bylaws and joint powers agreement to identify areas that member staff see that may need to be modified as part of the restructure.

- B. Status Report – Transportation Conformity**

Matt Stoll stated ITD is moving funding forward to DEQ to complete the air quality modeling support for conformity, which will allow the COMPASS and the Pocatello areas FY2015-2019 Transportation Improvement Programs to be approved.

**ADJOURNMENT**

**Dave Case moved and Darin Taylor seconded adjournment at 3:00 pm. Motion passed unanimously.**

**Dated this 19th day of August 2014.**

**Approved:**

**By: \_\_\_\_\_  
Charlie Rountree, Chair  
Community Planning Association  
of Southwest Idaho**

**Attest:**

**By: \_\_\_\_\_  
Matthew J. Stoll, Executive Director  
Community Planning Association of  
Southwest Idaho**

T:\FY14\900 Operations\990 Direct Operations Maint\Exec Committee\2014 agendaminutes\minutes07152014.docx



**FINANCE COMMITTEE MEETING  
JUNE 19, 2014  
COMPASS 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

**\*\*MINUTES\*\***

**ATTENDEES:** Rebecca Arnold, Commissioner, Ada County Highway District, **Chair**  
John McEvoy, Commissioner, Canyon Highway District #4  
Charlie Rountree, Councilman, City of Meridian  
Steve Rule, Commissioner, Canyon County, **Vice Chair**

**MEMBERS ABSENT:** Craig Hanson, Commissioner, Canyon County  
Garret Nancolas, Mayor, City of Caldwell  
Rick Yzaguirre, Commissioner, Ada County

**OTHERS PRESENT:** Nancy Brecks, Community Planning Association  
Keith Holmes, Community Planning Association  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Matt Stoll, Community Planning Association

**CALL TO ORDER**

**Chair Rebecca Arnold called the meeting to order at 12:15 pm.**

**AGENDA ADDITIONS/CHANGES**

Megan Larsen noted that the title of Action Item A should read FY2015 not FY2014.

**OPEN DISCUSSION/ANNOUNCEMENTS**

None.

**CONSENT AGENDA**

**A. Approve May 8, 2014, Finance Committee Meeting Minutes**

**Steve Rule moved and Charlie Rountree seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

**ACTION ITEM**

**A. Recommend Board Approval of Draft FY2015 Unified Planning Work Program and Budget**

Megan Larsen presented the draft FY2015 Unified Planning Work Program and Budget.

After discussion, **Steve Rule moved and Charlie Rountree seconded to recommend the draft FY2015 Unified Planning Work Program and Budget for COMPASS Board approval. Motion passed unanimously.**

**ADJOURNMENT**

Chair Arnold adjourned the meeting at 12:25 pm.

Dated this 7th day of August 2014.

Approved:

By: \_\_\_\_\_  
Rebecca Arnold, Chair

Attest:

By: \_\_\_\_\_  
Steve Rule, Vice Chair

## COMPASS BOARD AGENDA ITEM V-D

Date: September 15, 2014

### **Topic: Records for Destruction**

#### **Background/Summary:**

The COMPASS Board approved the Records Retention Policy at the February 24, 2014, meeting.

The policy describes the type of records that COMPASS has and specifies the retention period for those types of records. The policy further describes the process of destruction for those records that have exceeded their retention period.

In compliance with the policy guidance, COMPASS staff proposes to destruct the records listed on the attachment because those records have exceeded their Board-approved retention period.

COMPASS staff has provided a list of records proposed for destruction to the Idaho state archivist and expects that the state archivist will not object to the destruction of the listed records.

COMPASS staff will have the records destructed by a commercial shredding service 30 days from the date that destruction is approved by both the COMPASS Board and the Idaho state archivist. The shredding service will provide a certification of destruction.

#### **Request/Recommendation:**

Approve destruction of the records listed in the attachment.

#### **Implication (policy and/or financial):**

If both the COMPASS Board and the Idaho state archivist approve the destruction of the listed records, the destruction will be completed as described. If either the COMPASS Board or the Idaho state archivist do not approve destruction of the listed records, the records will be retained.

#### **More Information:**

- 1) Attachment
- 2) For detailed information contact: Megan Larsen, at 475-2228 or [mlarsen@compassidaho.org](mailto:mlarsen@compassidaho.org).

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO**  
**Inventory of Records to be Destroyed**

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY2001 subsidiary ledger reports detailing transactions posted in the accounts payable and payroll subsidiary ledgers	9/30/2001	5	9/30/2006	9/4/2014	9/15/2014			
FY2001 and FY2002 "Reading" files; these files include duplicate copies of correspondence issued during the fiscal year	9/30/2002	1	9/30/2003	9/4/2014	9/15/2014			
FY 2001 to FY 2003 federal grant billing files	9/30/2003	5	9/30/2008	9/4/2014	9/15/2014			
FY2001 to FY2007 media tracking file containing news coverage of COMPASS and of issues relevant to COMPASS	9/30/2007	1	9/30/2008	9/4/2014	9/15/2014			
FY2004 cash receipt records, including receipt logs, cash reconconciliations and deposit copies.	9/30/2004	5	9/30/2009	9/4/2014	9/15/2014			
FY2004 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger	9/30/2004	5	9/30/2009	9/4/2014	9/15/2014			
FY2004 subsidiary ledger reports detailing transactions posted in the payroll, job cost and accounts payable subsidiary ledgers; reports detailing transactions posted in the general ledger	9/30/2004	5	9/30/2009	9/4/2014	9/15/2014			
FY2005 cash receipt records, including receipt logs, cash reconconciliations and deposit copies.	9/30/2005	5	9/30/2010	9/4/2014	9/15/2014			
FY2005 Professional Service Agreements entered into during the fiscal year	9/30/2005	5	9/30/2012	9/4/2014	9/15/2014			
FY2005 subsidiary ledger reports detailing transactions posted in the accounts payable subsidiary ledger	9/30/2005	5	9/30/2010	9/4/2014	9/15/2014			



**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO**  
**Inventory of Records to be Destroyed**

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY2005 subsidiary ledger reports detailing transactions posted in the payroll and accounts payable subsidiary ledgers; general ledger reports detailing transactions posted in the general ledger; purchase order books	9/30/2005	5	9/30/2010	9/4/2014	9/15/2014			
FY2008 Employee time sheets	9/30/2008	5	9/30/2013	9/4/2014	9/15/2014			
FY2008 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger	9/30/2008	5	9/30/2013	9/4/2014	9/15/2014			
FY2008 and FY2009 Accounts payable records detailing payments for employee benefit coverage	9/30/2009	5	9/30/2014	9/4/2014	9/15/2014			
FY2009 accounts payable records, including check stubs from payments, COMPASS request for payment forms, vendor invoices, packing slips, COMPASS purchase orders, and voided checks; alphabetical by vendor, vendors A-I	9/30/2009	5	9/30/2014	9/4/2014	9/15/2014			

\*If the description covers a group of records, the date refers to the most recent record in the group.



## COMPASS BOARD AGENDA ITEM V-E

Date: September 15, 2014

**Topic:** Updated *COMPASS Records Retention Policy*

### **Background/Summary:**

The *COMPASS Records Retention Policy* was approved by the Board at the February 24, 2014, meeting. Over the last seven months, it has become apparent that some provisions in the policy are administratively unwieldy. Additionally, some records categories were not addressed in the policy. Some minor tweaks are advisable to improve the policy. There are no substantive revisions proposed.

A redline version of the *COMPASS Records Retention Policy* can be accessed at:

<http://www.compassidaho.org/documents/people/board/Board091514RecordsRetentionPolicyREDLINE.pdf> . The proposed changes are as follows:

Section B: Accounting Budget, Finance and Payroll Records: Employee Time Records: The retention period was updated to five years from the end of the fiscal year.

Section B: Accounting, Budget, Finance and Payroll Records: Leave Requests: The retention period was updated to five years from the end of the fiscal year.

Payroll check stubs detailing gross pay, deductions and net pay for each employee for Section B: Accounting, Budget, Finance and Payroll Records, with a five year retention period.

### **Request/Recommendation:**

Staff seeks Board approval of the updated *COMPASS Records Retention Policy*.

### **Implication (policy and/or financial):**

The current update will make some corrections to the *COMPASS Records Retention Policy*. If the updated policy is not adopted, the February 24, 2014, policy will remain in effect.

### **More Information:**

- 1) Attachment1: Redline version of *COMPASS Records Retention Policy*
- 2) For detailed information contact: Megan Larsen, Director of Operations, at 475-2228 or [mlarsen@compassidaho.org](mailto:mlarsen@compassidaho.org).

ML:nb T:\Operations\Policies & Procedures\Records Retention\Board Memo - Records Policy 9-15-14.docx



## U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration  
The Idaho Division  
3050 Lakeharbor Lane, Suite 126  
Boise, Idaho 83703  
208-334-1843

Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206-220-7954

August 22, 2014

IN REPLY REFER TO

HPR-ID  
724.0

Mr. Charlie Rountree, Chair  
Community Planning Association of Southwest Idaho  
700 NE 2nd Street, Suite 200  
Meridian, Idaho 83642

Subject: Federal Certification of the COMPASS Transportation Management Area (TMA)  
Planning Process

Dear Mr. Rountree:

Enclosed for your consideration and follow up is the Final Report for the Federal Certification Review of the Community Planning Association of Southwest Idaho's (COMPASS') transportation planning program.

This certification review, which was conducted by a team of Federal Highway Administration and the Federal Transit Administration planning specialists, reflects a number of activities including the review of recent work products of COMPASS, a field review involving meetings with COMPASS staff and members this past April, and follow up discussions by the review team to prepare our findings.

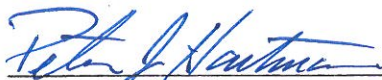
This final report identifies specific findings, commendations, recommendations, and, where judged necessary, corrective actions for COMPASS transportation planning program. You will be pleased to know that the overall assessment of COMPASS's program is quite favorable with no major deficiencies or cause for concern. Furthermore, we identified a number of areas in which COMPASS' work is exceptional and praise worthy for its innovation and progress.

Based on this review, the overall assessment by FHWA and FTA of COMPASS' transportation planning program is that your program is *Certified With Conditions* for a period of four years per 23 CFR 450.334(b)(1)(ii).

In follow up to this letter, a representative from FHWA-Idaho Division Office will make a formal presentation of the enclosed report to your Board at a date of your convenience. In addition, staff representatives from the FHWA Idaho Division and the FTA Region Ten Offices will be working with the COMPASS Director and his staff to guide them in addressing the specific corrective actions noted in the report.

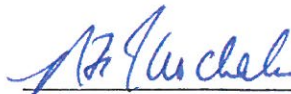
If you have any questions regarding the Certification Review process and/or the *Transportation Planning Certification Review Report*, please contact Mr. Scott Frey, of the FHWA Idaho Division Office (208/334-9180 extension 115) or Mr. Ned Conroy of the FTA Region 10 Office (206/220-4318).

Sincerely,



---

Peter J. Hartman  
FHWA Division Administrator  
Federal Highway Administration



---

R. F. Krochalis  
FTA Regional Administrator  
Federal Transit Administration

Enclosures

cc:

COMPASS (Matt Stoll)

FTA (Ned Conroy, Region 10)

FHWA (Scott Frey, ID Div)

ITD (Erika Bowen, Planning Services Engineer)

VRT (Kelli Fairless, Executive Director)



**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 22<sup>nd</sup> and 23<sup>rd</sup>, 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:**



<b>Table 1: Commendations, Recommendations, and Corrective Actions 2014 COMPASS Certification Review</b>
The final 2016 TIP document must include any significant public comments along with the MPO’s response and follow up action, where appropriate.
<b>ALTERNATIVE MODES:</b>
<p><b>Commendations:</b> COMPASS is to be commended for its initiative and proactive approach to developing and implementing its Transportation Alternatives Program (TAP).</p> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>• COMPASS should give further attention to bicycle and pedestrian transportation in its planning program.</li> <li>• COMPASS should develop a clear and transparent system for prioritizing future investments if additional funding can be secured.</li> </ul>
<b>PERFORMANCE MANAGEMENT:</b>
<p><b>Commendations:</b> COMPASS is to be commended for its proactive and innovative approach to incorporating the principles of performance management into its planning program.</p> <p><b>Recommendations</b> 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.</p>
<b>AIR QUALITY:</b>
<p><b>Commendations:</b></p> <ul style="list-style-type: none"> <li>• COMPASS is commended for developing the capacity and capability to use EPA’s MOVES emissions model for its conformity determinations.</li> <li>• COMPASS is commended for the effectiveness of its Interagency Consultation Committee (ICC) process.</li> </ul> <p><b>Recommendations:</b> COMPASS should update its air quality conformity MOU with IDEQ.</p>

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.

<b>Table 2: Corrective Actions Update From 2010 Certification Review</b>	
<b>CORRECTIVE ACTION:</b>	<b>FOLLOW UP STATUS:</b>
<p><b>Metropolitan Transportation Plan:</b> 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><b>Transportation Improvement Program:</b></p> <ul style="list-style-type: none"> <li>• Demonstration of fiscal constraint for each program year.</li> <li>• All project and program costs and revenues must be presented in Year of Expenditure.</li> <li>• Total project costs (not just phase costs) must be presented.</li> </ul>	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><b>Financial Planning/Fiscal Constraint:</b> 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.

2

**Table 2: Corrective Actions Update From 2010 Certification Review**

<b>CORRECTIVE ACTION:</b>	<b>FOLLOW UP STATUS:</b>
<b>Management and Operations:</b> 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 (PM<sub>10</sub>) NAAQS. No violation of the PM<sub>10</sub> 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 PM<sub>10</sub>. 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

PM<sub>10</sub> SIP. In September of 2003, the EPA approved the *Northern Ada County PM<sub>10</sub> SIP Maintenance Plan and Redesignation Request*.

Exceedances of the 24-hour PM<sub>10</sub> 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<sub>x</sub>) and volatile organic compounds (VOC). Thus, both NO<sub>x</sub> and VOC are considered precursors of PM<sub>10</sub>. As a result, the PM<sub>10</sub> Maintenance Plan contains approved PM<sub>10</sub>, NO<sub>x</sub>, and VOC motor vehicle emissions budgets.

Within the past few years, exceedances of both the 24-hour fine particulate matter (PM<sub>2.5</sub>) 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<sub>2.5</sub>.

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



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

<b>Wednesday, 4/23</b>	<b>Topic</b>	<b>Lead</b>	<b>References</b>
<b>Location: COMPASS</b> (large conference room)			
9:00 a.m.	<b>Alternative Modes</b> Transit Vanpool/Carpool Bike/Ped	Walt	
9:30 a.m.	<b>Performance Management:</b> COMPASS Approach to PM Incorporating Federal PM CMP	Carl	
10:00 a.m.	<b>Conformity:</b> Conformity Status, Analysis Issues N/A Designation Considerations	MaryAnn	<a href="#">2014 Plan/TIP Conformity</a>
10:30 a.m.	<b>Break</b>		
10:45 a.m.	<b>Other Issues:</b> ITD/COMPASS Coordination Self Certification and Federal Planning Finding Trust Fund and Fiscal Constraint	Matt and Scott	
12:00 noon	<b>Lunch</b>		
1:00 p.m.	<b>USDOT Team Work Session</b> Prepare Draft Findings	DOT Team	
3:00 p.m.	<b>Closeout Session:</b> Comments and Initial Findings	DOT Team	
4:30 p.m.	<b>Adjourn</b>	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](mailto: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](mailto: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"> <li>• COMPASS provides a minimum 30-day public comment period on the draft TIP and the draft LRTP, per the COMPASS public involvement policy.</li> <li>• COMPASS provides a minimum 15-day public comment period for TIP and LRTP amendments, per the COMPASS public involvement policy.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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 <a href="http://www.compassidaho.org/prodserv/cim2040.htm#PublicParticipation">www.compassidaho.org/prodserv/cim2040.htm#PublicParticipation</a>)</li> <li>• 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.</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• Public comment on the draft FY2014-2018 TIP was solicited from August 5 – September 4, 2013.</li> <li>• 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).</li> <li>• 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.</li> <li>• Legal notices were published in The Idaho Statesman and the Idaho Press Tribune on August 5, 6, and 7, 2013.</li> <li>• 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 <a href="http://www.compassidaho.org/prodserv/transimprovement.htm">www.compassidaho.org/prodserv/transimprovement.htm</a>. Other pages on the COMPASS website (e.g., “What’s New” and calendar) contained related information and directed viewers to this page.</li> </ul>

## 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"> <li>• 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.</li> <li>• COMPASS mailed 283 postcards on August 6, 2013, to additional individuals for whom COMPASS does not have email addresses.</li> <li>• 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.</li> <li>• COMPASS posted information about the TIP comment period on its Facebook page on three days: August 6, 14, and 26, 2013 (<a href="http://www.facebook.com/COMPASSIdaho">www.facebook.com/COMPASSIdaho</a>).</li> <li>• COMPASS posted the open houses on the COMPASS Facebook page "events" section and on the following community calendars:             <ul style="list-style-type: none"> <li>o KBOI, Channel 2</li> <li>o KIVI, Channel 6</li> <li>o KTVB, Channel 7</li> <li>o KTRV, Channel 12</li> <li>o Idaho Press Tribune</li> <li>o Idaho Statesman</li> <li>o Boise Weekly</li> <li>o NewWest.Net</li> <li>o Idaho Business Review</li> </ul> </li> <li>• COMPASS used the Executive Director's blog (<a href="http://www.compassidaho.blogspot.com">www.compassidaho.blogspot.com</a>) 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.</li> <li>• COMPASS staff updated a brochure for the TIP, which was available on the COMPASS website, at the COMPASS office, and at the open houses.</li> <li>• The TIP document outlines the public involvement process used and can be found online at <a href="http://www.compassidaho.org/documents/prodserv/trans/FY14/FY2014TIPrptNE W.pdf">www.compassidaho.org/documents/prodserv/trans/FY14/FY2014TIPrptNE W.pdf</a>.</li> <li>• All TIP public comments can also be found online at <a href="http://www.compassidaho.org/documents/prodserv/PublicComment/130904TIPPublicComment-VERBATIM.pdf">www.compassidaho.org/documents/prodserv/PublicComment/130904TIPPublicComment-VERBATIM.pdf</a>.</li> </ul>



## 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"> <li>• 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).</li> <li>• 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.</li> <li>• Based on timing, materials may also be available at booths at public events and at public presentations.</li> <li>• Outside of public comment periods, COMPASS also provides a significant amount of information on transportation issues and processes on its website (<a href="http://www.compassidaho.org">www.compassidaho.org</a>), 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 (<a href="http://www.compassidaho.org/prodserv/cim2040.htm#Plan">www.compassidaho.org/prodserv/cim2040.htm#Plan</a>).</li> <li>• COMPASS also offers a free education series to provide background on transportation issues and processes to the public (<a href="http://www.compassidaho.org/comm/publicevents.htm">http://www.compassidaho.org/comm/publicevents.htm</a>).</li> </ul>
(a)(1)(iv): Makes information available on the internet.	<ul style="list-style-type: none"> <li>• COMPASS has an extensive website (<a href="http://www.compassidaho.org">www.compassidaho.org</a>) and uses it to provide all public comment materials, as well as background information on all COMPASS programs, products, and services online.</li> <li>• 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.</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• 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 <a href="http://www.compassidaho.org/prodserv/transimprovement.htm">www.compassidaho.org/prodserv/transimprovement.htm</a>. Other pages on the COMPASS website contained related information and directed viewers to this page.</li> </ul>
(a)(1)(v): Public meetings are conducted at convenient and accessible locations and times.	<ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>

## 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"> <li>• 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.</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• Comments were provided to the COMPASS Board of Directors in its September 16, 2013, meeting packet (<a href="http://www.compassidaho.org/documents/people/board/agenda09162013.pdf">www.compassidaho.org/documents/people/board/agenda09162013.pdf</a>) and are posted online (<a href="http://www.compassidaho.org/documents/prodserv/PublicComment/130904TI PPublicComment-VERBATIM.pdf">www.compassidaho.org/documents/prodserv/PublicComment/130904TI PPublicComment-VERBATIM.pdf</a>). Comments were also forwarded to other transportation agencies, as is noted in the comment document.</li> <li>• 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.</li> </ul>
(a)(1)(vii): Seeks out and considers the needs of those traditionally underserved.	<ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• 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.”</li> <li>• 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.</li> </ul>
(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"> <li>• 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.</li> <li>• 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 <a href="http://www.compassidaho.org/prodserv/cim2035.htm">www.compassidaho.org/prodserv/cim2035.htm</a>).</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• The final FY2014-2018 TIP did not differ significantly from the draft that was released for public comment.</li> </ul>
(a)(1)(ix): Coordinates with statewide planning public involvement.	<ul style="list-style-type: none"> <li>• 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</li> </ul>

## 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"> <li>• 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.</li> <li>• 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.</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>
(a)(1)(x): Periodically reviews the effectiveness of the procedures and strategies.	<ul style="list-style-type: none"> <li>• 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.</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>
(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"> <li>• COMPASS posts public comments online and summarizes comments in the LRTP. See below for examples.</li> <li>• LRTP update (comments online):  <a href="http://www.compassidaho.org/prodserv/cim2040.htm#PublicParticipation">www.compassidaho.org/prodserv/cim2040.htm#PublicParticipation</a> </li> </ul> <p><b>Current LRTP:</b></p> <ul style="list-style-type: none"> <li>o Comments summarized in Chapter 2: <a href="http://www.compassidaho.org/documents/prodserv/CIMupdate/2010/FINAL/CHAPTER%20Taking_Shape.pdf">www.compassidaho.org/documents/prodserv/CIMupdate/2010/FINAL/CHAPTER%20Taking_Shape.pdf</a></li> <li>o Comments verbatim in Appendix A: <a href="http://www.compassidaho.org/documents/prodserv/CIMupdate/2010/FINAL/Appendices%20and%20Other%20Materials.pdf">www.compassidaho.org/documents/prodserv/CIMupdate/2010/FINAL/Appendices%20and%20Other%20Materials.pdf</a></li> </ul>

## 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><b>LRTP update:</b></p> <ul style="list-style-type: none"> <li>o Comments summarized in DRAFT Chapter 2: <a href="http://www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf">www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf</a></li> <li>o Comments on scenario planning summarized in DRAFT Chapter 3: <a href="http://www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf">www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf</a></li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• COMPASS posts public comments online on the TIP web page. <ul style="list-style-type: none"> <li>o Web page: <a href="http://www.compassidaho.org/prodserv/transimprovement.htm">www.compassidaho.org/prodserv/transimprovement.htm</a></li> <li>o Direct link to comments: <a href="http://www.compassidaho.org/documents/prodserv/PublicComment/130904TIPPublicComment-VERBATIM.pdf">www.compassidaho.org/documents/prodserv/PublicComment/130904TIPPublicComment-VERBATIM.pdf</a></li> </ul> </li> </ul>
<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"> <li>• 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 <a href="http://www.compassidaho.org/documents/comm/Final_Public_Involvement_Policy_Oct_2012.pdf">www.compassidaho.org/documents/comm/Final_Public_Involvement_Policy_Oct_2012.pdf</a>.</li> <li>• 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.</li> <li>• The adopted public involvement policy is provide to ITD and FHWA and can be found online, along with specific public involvement plans, at <a href="http://www.compassidaho.org/people/publicinvolvement.htm">www.compassidaho.org/people/publicinvolvement.htm</a>.</li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• The public involvement plan for the FY2014-2018 TIP can be found here: <a href="http://www.compassidaho.org/documents/prodserv/trans/FY13/FY2014-2018ParticipationPlanAmended.pdf">www.compassidaho.org/documents/prodserv/trans/FY13/FY2014-2018ParticipationPlanAmended.pdf</a></li> </ul>
<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"> <li>• 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</li> </ul>

## 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"> <li>o View Planning Team membership list: <a href="http://www.compassidaho.org/documents/people/planningteam/members.pdf">www.compassidaho.org/documents/people/planningteam/members.pdf</a></li> <li>o View Leadership Team membership list: <a href="http://www.compassidaho.org/documents/people/leadershipteam/CIM%202040%20Leadership%20Team.pdf">www.compassidaho.org/documents/people/leadershipteam/CIM%202040%20Leadership%20Team.pdf</a></li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>
<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"> <li>• 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.</li> </ul>
<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"> <li>• 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"> <li>o US Forest Service</li> <li>o Natural Resources Conservation Service</li> <li>o US Environmental Protection Agency</li> <li>o US Army Corps of Engineers</li> <li>o Bureau of Land Management</li> <li>o Bureau of Reclamation</li> <li>o US Fish and Wildlife Service</li> </ul> </li> </ul> <p>FY2014-2018 TIP</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>
<p>(e): MPOs shall, to the extent practicable, develop a documented</p>	<p>General</p> <ul style="list-style-type: none"> <li>• b. Other Agencies. A formal process exists that documents roles and responsibilities for COMPASS when working with its</li> </ul>

## 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"> <li>o COMPASS Joint Powers Agreement: <a href="http://www.compassidaho.org/documents/people/board/COMPASSJointPowersAgreementModified%2022_22_2010.pdf">www.compassidaho.org/documents/people/board/COMPASSJointPowersAgreementModified%2022_22_2010.pdf</a></li> <li>o Bylaws:             <ul style="list-style-type: none"> <li><input type="checkbox"/> Board of Directors <a href="http://www.compassidaho.org/documents/people/board/COMPASSBylawsAmendedAugust2009.pdf">www.compassidaho.org/documents/people/board/COMPASSBylawsAmendedAugust2009.pdf</a></li> <li><input type="checkbox"/> Committees <a href="http://www.compassidaho.org/people/committees.htm">www.compassidaho.org/people/committees.htm</a></li> </ul> </li> <li>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"> <li>• 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 <a href="http://www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf">www.compassidaho.org/documents/prodserv/CIM2040/PubPartic_Draft4_100713_Web.pdf</a></li> <li>• c. Tribes. There are no tribal lands within Ada and Canyon Counties.</li> <li>• 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.</li> </ul> </li> </ul> <p><b>FY2014-2018 TIP:</b></p> <ul style="list-style-type: none"> <li>• 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 <a href="http://www.compassidaho.org/documents/prodserv/trans/FY13/FY2014-2018TIPcalendar.pdf">www.compassidaho.org/documents/prodserv/trans/FY13/FY2014-2018TIPcalendar.pdf</a>.</li> </ul>

## 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)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
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)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	<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)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	<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)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
Design Concept and Scope [450.322(f)(6)]	(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>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>
Environmental Mitigation [450.322(f)(7)]	(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>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)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	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"> <li>• Planning Team membership list at: <a href="http://www.compassidaho.org/documents/people/planningteam/members.pdf">www.compassidaho.org/documents/people/planningteam/members.pdf</a></li> <li>• Leadership Team membership list at: <a href="http://www.compassidaho.org/documents/people/leadershipteam/CIM%202040%20Leadership%20Team.pdf">www.compassidaho.org/documents/people/leadershipteam/CIM%202040%20Leadership%20Team.pdf</a></li> </ul> 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)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
<p>Transportation and Transit Enhancements [450.322(f)(9)]</p>	<p>(9) Transportation and transit enhancement activities, as appropriate;</p>	<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"> <li>1. Provide better access to transit, bike, and pedestrian facilities to offset congestion.</li> <li>2. Invest in town centers, main streets, and existing infrastructure as identified in CIM 2040.</li> <li>3. Develop specific area plans for activity centers consistent with CIM 2040 and the planned integration of alternative transportation systems.</li> </ol> <p>(See link for further details: <a href="http://www.compassidaho.org/documents/prodserve/CIM2040/CIM2040-GrantProgram-GuidanceFY2014.pdf">http://www.compassidaho.org/documents/prodserve/CIM2040/CIM2040-GrantProgram-GuidanceFY2014.pdf</a>)</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)**

<b>Element:</b> <b>[CFR Ref.]</b>	<b>Requirement:</b> <i>The metropolitan transportation plan shall, at a minimum, include:</i>	<b>CIM 2040 Coverage:</b> <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)**

<b>Element:</b> <b>[CFR Ref.]</b>	<b>Requirement:</b> <i>The metropolitan transportation plan shall, at a minimum, include:</i>	<b>CIM 2040 Coverage:</b> <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)**

<b>Element: [CFR Ref.]</b>	<b>Requirement: <i>The metropolitan transportation plan shall, at a minimum, include:</i></b>	<b>CIM 2040 Coverage: <i>How does CIM address this element?</i></b>
	<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"> <li>• Public comment on the full draft CIM 2040 plan (March/April 2014)</li> </ul>

**ASSESSMENT OF COMMUNITIES IN MOTION (CIM) 2040:**

**REQUIRED FEDERAL ELEMENTS PER 23 CFR 450.322)**

<b>Element:</b> <b>[CFR Ref.]</b>	<b>Requirement:</b> <i>The metropolitan transportation plan shall, at a minimum, include:</i>	<b>CIM 2040 Coverage:</b> <i>How does CIM address this element?</i>
		<ul style="list-style-type: none"> <li>○ <a href="#">Link to PDF of comment form</a></li> <li>○ <a href="#">Link to full draft plan</a></li> <li>○ <a href="#">Link to comments received</a></li> <li>○ <a href="#">Link to discussion group notes</a></li> <li>○ <a href="#">Link to virtual open house summary report</a></li> </ul> <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)**

<b>Element:</b> <b>[CFR Ref.]</b>	<b>Requirement:</b> <i>The metropolitan transportation plan shall, at a minimum, include:</i>	<b>CIM 2040 Coverage:</b> <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.



## COMPASS BOARD AGENDA ITEM VIII-A

DATE: September 15, 2014

### **Topic: FY2015-2019 TIP and Air Quality Conformity Demonstration**

#### **Background/Summary:**

The Regional Transportation Improvement Program (TIP) is updated annually. Resolution 13-2014, approving the FY2015-2019 TIP and associated air quality conformity demonstration is provided as Attachment 1. The link to the draft project list (92 pages) is:

<http://www.compassidaho.org/documents/people/board/Board091514FY1519Detailed-DRAFT.pdf>.

The link to the draft air quality conformity demonstration (33 pages) is:

<http://www.compassidaho.org/documents/people/board/Board091514draftconformityFY1519.pdf>.

A list depicting major changes is provided as Attachment 2.

A public comment period was held August 11 through September 9, 2014, and an open house was held on September 3, 2014, from 10:00 a.m. through 7:30 p.m. in the COMPASS Board room. Comments to date are provided in Attachment 3. If additional comments are received, staff will provide a revised report at the Board meeting.

Balancing worksheets are available, upon request, for the surface transportation programs in the urbanized areas, transportation alternatives program, and transit programs in the urbanized areas.

#### **Request/Recommendation:**

Staff seeks approval of Resolution 13-2014 approving the FY2015-2019 TIP and associated air quality conformity demonstration. The Regional Technical Advisory Committee recommended approval on July 23, 2014.

#### **Implication (policy and/or financial):**

This new version of the TIP has no implications at this time. The current, FY2014-2018 TIP, will remain in effect until the FY2015-2019 TIP is approved by the COMPASS Board, Idaho Transportation Board, the Federal Highway Administration, and Federal Transit Administration. Final approvals are expected by the end of November 2014.

#### **More Information:**

- 1) Attachment 1 – Resolution 13-2014
- 2) Attachment 2 – Major Changes List
- 3) Attachment 3 – Public Comments
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

TT:nb T:\FY14\600 Projects\685 TIP\FY1519 TIP\140815mmoBDapprove1519TIP.docx

**RESOLUTION NO. 13-2014**

**FOR THE PURPOSE OF APPROVING THE  
FY2015-2019 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND  
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

**WHEREAS**, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Ada and Canyon Counties;

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require Metropolitan Planning Organizations to develop and approve a Transportation Improvement Program;

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

**WHEREAS**, MAP-21, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the Transportation Improvement Program to be financially constrained;

**WHEREAS**, MAP-21, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require Transportation Improvement Programs be developed and amended in consultation with all interested parties;

**WHEREAS**, a public comment period was held between August 11 and September 9, 2014, for people to review and comment on proposed projects in the program;

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

**WHEREAS**, the Community Planning Association of Southwest Idaho has developed the FY2015-2019 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding Air Quality Conformity Demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves the Final FY2015-2019 Regional Transportation Improvement Program and the associated Air Quality Conformity Demonstration.

**DATED** this 15<sup>th</sup> day of September 2014.

**APPROVED:**

**By:** \_\_\_\_\_  
**Charlie Rountree, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

T:\FY14\900 Operations\990 Direct Operations Maint\Board\FY2014 Resolutions\Resolution 13-2014.docx



Major Changes List  
Draft FY2015-2019 Regional Transportation Improvement Program (TIP)

For purposes of this report, "major changes" are defined as projects that are new, removed, advanced or delayed, as compared to the current FY2014-2018 TIP.

**New Roadway Maintenance (preservation and restoration) Projects:**

Key Number	Project	Year of Funding	Total Cost
H306	I-84, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa	2019	\$13,350,000

**New Roadway Safety Projects:**

Key Number	Project	Year of Funding	Total Cost
C315	Cherry Lane, Linder Road to Meridian Road, Lighting Improvements, ACHD	2016	\$514,000
H321	I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell	2019	\$1,093,000
C316	ITS, Northside Boulevard/Kings Road Signal Upgrades, Nampa	2016	\$291,000

**New Bridge Maintenance (preservation and restoration) and Replacement Projects:**

Key Number	Project	Year of Funding	Total Cost
H311	I-84, Sand Hollow Interchange, Canyon County	2019	\$8,700,000
H312	SH-44, Canyon Canal Bridge, Middleton	2019	\$700,000

**New Projects in the Surface Transportation Program-Transportation Management Area (Boise Urbanized Area) Program:**

Key Number	Project	Year of Funding	Total Cost
C304	Capital Maintenance, ACHD - FY2020	PD	\$6,259,000
C305	Capital Maintenance, ACHD - FY2021	PD	\$6,259,000
C307	Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2019	PD	\$1,145,000
C308	Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2020	PD	\$1,145,000
C309	Capital Maintenance, Alternative Transportation Set-Aside, Boise - FY2021	PD	\$1,145,000
C310	Planning, COMPASS - PD	PD	\$232,000
C303	Planning, Congestion Management Study, COMPASS	PD	\$75,000
C301	Planning, Freight and Goods Movement Study Update, COMPASS	2018	\$400,000
C302	Planning, Transportation Operations, Mgmt and ITS Plan Update	2019	\$250,000
C306	Rideshare, ACHD, Ada County - FY2019	2019	\$220,000
CL170	Set Aside for STP-TMA Cost Increases - FY2017	2017	\$128,000
CL190	Set Aside for STP-TMA Cost Increases - FY2019	2019	\$100,000

**New Projects in the Transportation Alternatives Program-Transportation Management Area (Boise Urbanized Area):**

Key Number	Project	Year of Funding	Total Cost
C311	Ada County SR2S, VRT - PD	PD	\$156,000

### New Projects in the Community Choices Program:

Key Number	Project	Year of Funding	Total Cost
H331	Pathway, Mill Creek Elementary, Middleton	2017	\$316,000
H332	Pathway, Warm Springs, Ada County	2017	\$1,334,000
H335	Pedestrian Improvements, Lake Lowell Pathway, Nampa	2017	\$267,000
H325	Pedestrian Improvements, Lincoln Elementary, Caldwell	2015	\$75,000
H330	Pedestrian Improvements, Middleton Heights Elementary, Middleton	2016	\$286,000
H328	Pedestrian Improvements, Stoddard Pathway/Greenhurst Road, Nampa	2016	\$300,000

### New Projects in Other Funding Categories:

Key Number	Project	Year of Funding	Total Cost
RD213-17	Lake Hazel Road Extension, Ada County	2016	\$1,285,000
H910	Metropolitan Planning - FY2019	2019	\$1,050,000
H324	US 20/26 and Farmway Road Intersection, Canyon County	2018	\$400,000

### Projects for \*Consideration in Statewide Competitive Program (Strategic Initiatives):

Key Number	Project	Year of Funding	Total Cost
*H310	I-84B, Curb Ramp Improvements, Canyon County	PD	\$2,400,000
*H322	SH-44, SH-16 to Linder Road, Between Eagle and Star	PD	\$4,995,000
*H323	SH-55 (Karcher Road) and Hoskins, Pride, and Riverside, Canyon County	PD	\$1,545,000
*13921	US 20/26, Smeed Parkway to Middleton Road, Caldwell	PD	\$12,300,000

\*Projects submitted for competitive selection, and not considered funded.

### Advanced Roadway Projects:

Key Number	Project	Year of Funding	Total Cost
12898	Bowmont Road, Lynwood to SH-45, south of Nampa	2016 to 2015	\$2,270,000
13903	Capital Maintenance, ACHD – FY2019	PD to 2019	\$6,259,000
13933	I-84B, Nampa Library Block, Nampa	FY2015 to FY2014	\$485,000
13916	Pathway, Dry Creek Trail, Phase 1, Eagle	2016 to 2015/2016	\$101,000
13900	Planning, COMPASS - FY2019	PD to 2019	\$331,000
13904	Rideshare, ACHD, Canyon County - FY2019	PD to 2019	\$55,000
13912	SR2S, VRT, Ada County - FY2019	PD to 2019	\$156,000
12360	South Orchard Access Road, Railroad Crossing, Ada County	2014/2015 to 2014	\$305,000

### Delayed Roadway Projects:

Key Number	Project	Year of Funding	Total Cost
13055	10 <sup>th</sup> Avenue Railroad Overpass, Caldwell	2017 to 2018	\$1,718,000
13957	Capital Vehicle Purchase, VRT, Nampa - FY2016	2015 to 2016	\$485,000
12364	Capital Vehicle Purchase, VRT, Nampa - FY2017	2016 to 2017	\$485,000
13960	ITS, Garrity/Idaho Center Boulevard Signal Upgrade, Nampa	2015 to 2016	\$354,000
13349	SH-55 (Eagle Road), Meridian Towne Center	2014 to 2015	\$9,310,000
12886	US-95 Bridge Replacement at US 20/26 UPRR Overpass, Canyon County	2014 to 2016	\$6,325,000

Key Number	Project	Year of Funding	Total Cost
RD202-37	Ustick Road, Meridian Road to Locust Grove Road, Meridian	2017 to 2017/2018	\$3,900,000

**Removed Roadway Projects:**

Key Number	Project	Year of Funding	Total Cost
13938	I-84, Blacks Creek to Mayfield Slope Flattening, Ada County	2017	\$1,573,000

**Transit Projects:**

Major changes occurred throughout the transit programs as a result of a suggestion from the Federal Transit Administration during the COMPASS Certification Review in April 2014. All annually-recurring projects were consolidated into one key number for each category within the Boise Urbanized Area and Nampa Urbanized Area to provide transparency in the review and obligation of projects.

**New Transit Projects:**

Key Number	Project	Year of Funding	Total Cost
NP513	Pedestrian Improvements, College of Western Idaho, Nampa	2015	\$176,000
NP514	Pedestrian Improvements, Near Nampa High, Nampa	2015	\$424,000
NP515	Pedestrian Improvements, Near Skyview High, Nampa	2015	\$63,000
NP541	Transit - Accessible Vehicles, Vehicle Sharing Pool, Boise	2015	\$120,000
NP538	Transit - Accessible Vehicles, Vehicle Sharing Pool, Boise	2015	\$120,000
NP531	Transit - Acquisition of Service Kuna and Star	2015	\$39,000
NP536	Transit - Acquisition of Service, Nampa, VRT	5015	\$183,000
NP535	Transit - Acquisition of Service Parma, Nampa	2015	\$61,000
NP501	Transit - Commuteride Replacement Vans, ACHD	2015	\$568,000
NP518	Transit - Commuteride Replacement Vans, ACHD	2015	\$308,000
NP532	Transit – Vehicle Maintenance, Kuna Senior Center, Boise	2015	\$5,000
NP533	Transit – Vehicle Replacement Good Samaritan Society, Boise	2015	\$50,000

**Additional Information:**

Please keep in mind that additional changes could occur throughout the final stages of public comment and development of the TIP. Public comment could lead to changes, as well as projects advancing in End-of-Year program.

T:\FY14\600 Projects\685 TIP\FY1519 TIP\FY2015-2019MajorChanges.docx

Full Public Comments  
Draft FY2015-2019 Regional Transportation Improvement Program (TIP)  
and Associated Air Quality Conformity Demonstration

### Email Comment

**From:** Madsen, Jeffrey C [<mailto:jeff.madsen@hp.com>]

**Sent:** Monday, August 11, 2014 1:04 PM

**To:** Amy Luft

**Subject:** apparent errors in FY15 projects document

Hi Amy,

Please pass these along to whomever is the right person to review and correct (if my observations and recommendations are correct).


Thanks,

Jeff

PS I'm familiar with Eagle (primarily), so these are the only ones I've looked at carefully.

Pathway, Dry Creek Trail, Phase 2, Eagle	
Key # : 13917	
Requesting Agency: City of Eagle	
Project Year: 2017	
Total Previous Expenditures: \$0	
Total Programmed Cost: \$100	
Total Cost (Previous + Programmed): \$100	
Project Description: Project will connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55 in the City of Eagle.	
Funding Source: TAD, TMA      Local Match: 7.24%      Funding Allocation: 100% Alternative	

This appears to be the wrong map for the description. Whether this is the right map or not, State Street is erroneously listed as "Eagle Rd."

SH-44, State Street to SH-44 (Eagle Road), Pavement Preservation, Eagle	
Key # : 13923	
Requesting Agency: ITD	
Project Year: 2016	
Total Previous Expenditures: \$75	
Total Programmed Cost: \$2,857	
Total Cost (Previous + Programmed): \$2,932	
Project Description: Project will resurface SH-44 from East State Street to the junction of SH-55 North in the City of Eagle.	
Funding Source: Pavement Preservation      Local Match: 7.24%      Funding Allocation: 100% Direct	

This map shows the wrong section of SH-44 for the description. The section of SH-44 described should be about 2 miles to the east of this section.

**Response:** Corrections were made. (KN 13917 was mapped correctly, but labels were not correct on the map. KN 13923 was mapped incorrectly. Corrections made to the title, description, and map.)

### Email Comment

**From:** Aaron Bauges [<mailto:Aaron.Bauges@itd.idaho.gov>]

**Sent:** Thursday, August 14, 2014 4:41 PM

**To:** Toni Tisdale

**Subject:** KN 13054

Toni,

It has been brought to my attention by staff reviewing your draft TIP that both, the description and title for KN 13054 are misleading. This work is not in fact on "SH-44", it is west of where SH-44 ends. This road segment is called Ext 44 Rd. This is an LHTAC project but I bring it up to you since staff was looking at your TIP. Thanks.

*Aaron O. Bauges*  
*Local Roads Services Project Manager*  
*Idaho Transportation Department, District 3*  
*Phone No: (208) 334-8964*  
*Fax No: (208) 334-8917*  
*Email: [aaron.bauges@itd.idaho.gov](mailto:aaron.bauges@itd.idaho.gov)*

**Response:** Correction was made. (Changed "SH-44" to "Extension 44 Road" in title and description, and corrected the map label.)

---

**Email Comment**

**From:** Selena O'Neal  
**Sent:** Monday, August 18, 2014 4:17 PM  
**To:** comments@itd.idaho.gov  
**Cc:** Dave Logan  
**Subject:** H3320 Ada County Warm Springs Pathway Improvements

On behalf of Ada County, I respectfully submit a request that the Ada County Warm Springs Pathway Improvements project (currently scheduled for 2017) be funded sooner if the funds become available. We appreciate the opportunity to use grant funds to increase safety along this well-traveled portion of the bike path and would appreciate advancement of funds, if possible.

Thank you,  
**Selena O'Neal, CEM, LEED AP**  
*Energy Specialist*  
Ada County Operations  
200 W Front Street  
Boise, ID 83702  
208-287-7106

**Response:** Forwarded to ITD staff.

T:\FY14\600 Projects\685 TIP\FY1519 TIP\Public comment\TIIPublicComment-VERBATIM.docx

## COMPASS BOARD AGENDA ITEM VIII-B

Date: September 15, 2014

### Topic: Governance Restructure Proposal

#### Background/Summary:

The Board approved moving forward with the development of governance structure modifications at the June 16, 2014, meeting.

The Executive Committee recommended approval of the proposed modifications at its August 19, 2014, meeting.

Additionally, the Executive Committee provided the comments summarized in Attachment 2 on the proposed governance structure for the Board's consideration in its discussion.

Under the proposed, updated governance structure, the Board will meet four times per year instead of monthly. The set of action and information items expected to come before the Board at those four meetings are summarized in the table in Attachment 1. Other items may come before the Board as necessary.

The Board will delegate certain responsibilities to the Executive Committee, in addition to the responsibilities it has now. The Finance Committee will disband and the Finance Committee's responsibilities will be assumed by the Executive Committee. The list of proposed Executive Committee responsibilities is provided in Attachment 1. The Executive Committee will continue to meet monthly.

The Regional Technical Advisory Committee will become the Regional *Transportation* Advisory Committee (RTAC). The Transportation Management Area (TMA) Balancing Committee will disband and RTAC will assume the TMA Balancing Committee's responsibilities. The list of proposed RTAC responsibilities is provided in Attachment 1. RTAC will continue to meet monthly.

Implementation of these changes will require some updates to the Joint Powers Agreement and the Board Bylaws. If the Board approves the proposed governance structure, proposed revisions to the Joint Powers Agreement and the Bylaws will come before the Board on October 20, 2014, following review by legal counsel.

Note that RTAC will no longer have its own set of Bylaws; rather, its roles and responsibilities will be specified in the Board Bylaws in the same way that Executive Committee roles and responsibilities are specified in the Board Bylaws. This change will streamline the administration of COMPASS' documents.

The remaining standing committees will be disbanded and formed as work groups instead. The Executive Committee may form additional work groups as needed.

Each work group will have a charter approved by the Executive Committee that specifies the type of members the work group should include, the tasks it should accomplish, and the timeline for completing those tasks. A sample work group charter is provided in Attachment 3.

**Request/Recommendation:**

Staff seeks Board approval of the proposed governance structure modifications and authorization to proceed with drafting of the updated Joint Powers Agreement and Bylaws.

**Implication (policy and/or financial):**

The existing governance structure will remain in place until the Joint Powers Agreement and Bylaws are updated by the Board of Directors.

**More Information:**

- 1) Attachment 1: Summary of Board and Committee tasks
- 2) Attachment 2: Summary of Executive Committee comments on the proposed Board and Committee tasks
- 3) Attachment 3: Sample work group charter

For detailed information contact: Matt Stoll, at 475-2266 or [mstoll@compassidaho.org](mailto:mstoll@compassidaho.org).

ML:nb T:\FY14\Transfer\Megan\Structure Project 2014-2015\Board 9-16-14\1.Board Memo.doc

## ATTACHMENT 1

### COMPASS Board of Directors Tasks

December Annual Meeting	March	June	September
Consent: Approve minutes of last Board meeting	Consent: Approve minutes of last Board meeting	Consent: Approve minutes of last Board meeting	Consent: Approve minutes of last Board meeting
Consent: Receive minutes of Executive Committee meetings since last Board meeting	Consent: Receive minutes of Executive Committee meetings since last Board meeting	Consent: Receive minutes of Executive Committee meetings since last Board meeting	Consent: Receive minutes of Executive Committee meetings since last Board meeting
Consent: Approve records for destruction	Consent: Approve records for destruction	Consent: Approve records for destruction	Consent: Approve records for destruction
Action: Elect officers	Action: Approve population estimates	Action: Approve regional long-range transportation plan, as needed	Action: Approve Transportation Improvement Program
Action: Approve annual state and federal legislative positions	Action: Approve member dues for the next fiscal year	Action: Complete Executive Director performance review	
Action: Approve three year strategic plan, as needed	Action: Approve membership on standing committees		Action: Approve updates to Personnel Policy, if any
	Action: Annual review and approval of Board policies; update as needed	Action: Approve COMPASS integrated communications plan (every three years)	Approve updates to Financial Policy, if any
Action: Approve Revision 1 of UPWP, if needed	Action: Approve Revision 2 of UPWP, if needed	Action: Approve UPWP for the next fiscal year	
Action: Approve amendments to the regional long-range transportation plan, if needed	Action: Approve amendments to the regional long-range transportation plan, if needed	Action: Approve amendments to the regional long-range transportation plan, if needed	Action: Approve amendments to the regional long-range transportation plan, if needed
Action: Approve addition of new members, if any	Action: Approve addition of new members, if any	Action: Approve addition of new members, if any	Action: Approve addition of new members, if any
Action: Approve contract awards <i>if</i> the total amount of the contract exceeds \$50,000 <i>and</i> a bidder other than the lowest bidder is selected	Action: Approve contract awards <i>if</i> the total amount of the contract exceeds \$50,000 <i>and</i> a bidder other than the lowest bidder is selected	Action: Approve contract awards <i>if</i> the total amount of the contract exceeds \$50,000 <i>and</i> a bidder other than the lowest bidder is selected	Action: Approve contract awards <i>if</i> the total amount of the contract exceeds \$50,000 <i>and</i> a bidder other than the lowest bidder is selected
Information: Present annual Leadership in Motion awards			
Information: Annual status report on tasks identified in approved Strategic Plan			
Information: Quarterly Status Report from Executive Committee	Information: Quarterly Status Report from Executive Committee	Information: Quarterly Status Report from Executive Committee	Information: Quarterly Status Report from Executive Committee
Information: Quarterly Executive Director's Report	Information: Quarterly Executive Director's Report	Information: Quarterly Executive Director's Report	Information: Quarterly Executive Director's Report



### **Executive Committee Tasks (Executive Committee meets monthly):**

*Note: It is proposed that the tasks listed here are delegated to the Executive Committee, with no further action by the Board, except where specifically noted.*

- To receive monthly status updates from the Regional Transportation Advisory Committee (RTAC) chair on the work of the RTAC committee.
- To form work groups to work with COMPASS as needed to provide input, technical support, and feedback on planning activities. Each work group shall have a charter approved by the Executive Committee, specifying the type of members to include, the tasks to accomplish and the timeline for those tasks.
- To receive periodic status updates from staff liaisons to the active authorized work groups on the activities of those work groups.
- To review the charter of each work group at least once per year and update as appropriate.
- To receive periodic status updates from staff on the status of tasks and activities identified in the annual work program.
- To provide guidance to management and to establish reasonable, but not absolute, assurance regarding internal policies, procedures and controls for the sound operation of COMPASS.
- To approve grant applications, whether COMPASS is grantor or grantee.
- To approve formal responses to local, state, regional and federal issues affecting COMPASS' planning process.
- To authorize the Chairman and/or Executive Director to enter into agreements with other local, state, regional, federal and private agencies which expedite COMPASS' planning process.
- To commit COMPASS staff to address local planning issues, which are outside the current work program and budget but for which prompt response is essential and for which COMPASS participation is deemed desirable.

- To approve preliminary versions of the work program and budget for purposes of federal grant application and distribution to members for their use in budgeting, pending confirmation by the Board.
- To accept non-policy documents such as the annual audit, Development Monitoring Reports, Quarterly Status Reports, Financial Reports, etc.
- To approve minor amendments to the current work program and budget.
- To approve amendments to and priorities in the Transportation Improvement Program.
- To conduct an annual performance review of the Executive Director and recommend any proposed changes in salary and other conditions of employment to the Board.
- To provide direction and guidance to staff and legislative advisor on state and federal legislative issues.

**Regional Transportation Advisory Committee Tasks (RTAC) (RTAC meets monthly):**

- The RTAC has major responsibility in the development and review of the regional long range transportation plan. During periods of an update, a subcommittee may meet frequently in order to provide timely input into the development process. Amendments and other necessary review will be completed by the committee as a whole.
- The RTAC has major responsibility in the development of the Transportation Improvement Program (TIP). Work in this area includes the review and recommendations of priorities for federal funding requests, review of the TIP and related documents, development of prioritization criteria, review of TIP schedules, and balancing Transportation Management Area funds.
- The RTAC contributes to the development of the Unified Planning Work Program and Budget (UPWP) by presenting a realistic perspective of the program needs of the various implementing and planning agencies. Work in this area includes identifying tasks and activities to be considered for inclusion in the UPWP and prioritization of those tasks.
- The RTAC follows the approved work program and schedule of activities. If any agency identifies a need to deviate from the adopted work program or initiate any special studies that have any bearing on the present or proposed transportation system, it will be the responsibility of the agency to bring this to the attention of the RTAC for consideration. Actions, if any, are recommended to the Executive Committee for consideration.
- The Executive Committee may use the RTAC to review and comment on a variety of special transportation related projects, comprehensive plan amendments, major zoning reviews, public and/or private development/redevelopment projects, etc. Work in this area is anticipated to be of a short-term nature and shall be authorized by the Executive Committee prior to the RTAC and staff involvement.
- The RTAC members constitute a primary communications link between COMPASS and its members. As such RTAC members are expected to represent their respective agencies' at the meetings and to communicate to their agencies information regarding COMPASS plans, studies, and other activities.
- The RTAC chair, on behalf of RTAC, will submit a monthly status report on its activities to the Executive Committee.

## ATTACHMENT 2

Summary of Executive Committee Comments on Proposed Governance Structure  
Executive Committee Meeting  
August 19, 2014

Note that the Executive Committee was provided with preliminary redline versions of the Joint Powers Agreement and Board Bylaws as an information only item. Some of the comments noted below refer to that redline version. Modifications to the Joint Powers Agreement and Board Bylaws will only be proposed upon approval by the Board of the governance structure modifications and legal review of the documents.

City of Boise:

- The workgroups should have an opportunity to provide feedback on whether their charters should change and also have an opportunity to make recommendations directly to the Executive Committee or the full Board.
- Consider whether workgroup charters should be approved by the full Board instead of the Executive Committee, allowing that the Executive Committee could approve the chartering of a workgroup for emergency cases.
- Concerned about merging the Finance Committee with the Executive Committee and also about how the new RTAC is referred to in the Bylaws.
- The Joint Powers agreement and/or the Bylaws should stipulate whether alternates are allowed on the Executive Committee. Additionally, it should be formally stated that the Executive Committee should include one representative from an Ada County city with population under 25,000 and one representative from a Canyon County city with population under 25,000, as has been the actual practice.
- Regarding the membership for cities under 25,000, it doesn't state that one should be a representative from Ada County and one from Canyon County. It has been a pro-forma, but should be formalized.
- Concerned that the composition of the workgroups may not be broad enough if restricted to people who have the primary technical expertise in that particular subject; we may not get as broad of representation on an individual workgroup. *(Note: it is intended for workgroups to be flexible, with membership types for each workgroup to be customized to the work of that group and approved by the Executive Committee. The Executive Committee could also make changes to the workgroup membership types as needed, if it finds the workgroup is not accomplishing its assigned tasks effectively. Further, attendance at a workgroup meeting would be open to any interested member agency staff person.)*
- Within the responsibilities for RTAC is their responsibility to update their political leadership, but RTAC itself may not receive all the information from the workgroups. There is some concern about how to assure that member staff gets enough information for our policy makers.
- There are times when expanding the Executive Committee minutes would be most helpful in informing the Board. And include any handouts provided at the Executive Committee meetings should be included with minutes when they are posted. *(Note: the table of Board items in Attachment 1 includes a quarterly status report from the Executive Committee to the Board. Submission of this report could also be listed under the Executive Committee responsibilities in the Bylaws to make clear its role in keeping the Board informed.)*

Ada County Highway District:

- ACHD is concerned about what could be a removal of policy considerations from the Board itself. ACHD recommends if an Executive Committee decision is taken and there are two or more members who disagree with the decision that would be a trigger to bring that item forward for consideration by the full Board.
- The redline version of the Joint Powers Agreement struck some wording that appeared to make a change in how dues were calculated and ACHD was concerned about the ramifications of that. *(Note: Striking of the wording will not result in a change to the dues calculation methodology currently in place. No change in the methodology for calculating dues is proposed under these structure modifications. The same dues calculation methodology that has been in place will continue to be used, unless and until a change in methodology is approved by the Board.)*

City of Nampa:

- Recommends a 7-3 vote rather than an 8-2 vote before taking an Executive Committee action item to the Board.

Ada County:

- Recommends Executive Committee be required to reach unanimous consent, which forces everybody to work together to negotiate an overall decision. Items not agreed to unanimously would be brought before the full Board.

City of Caldwell:

- According to Attachment 1, the Board of Directors' task is to **complete** the Executive Director's performance review. The Executive Committee's task is to **conduct** the performance review. Clarify to reflect what the policy says, so that there is no confusion about the responsibility for this task. *(Note: the process for the Executive Director's performance review is described in detail in Section 9.0 of the Employment Procedures Manual, approved by the Board on August 18, 2014. No changes to that approved procedure are proposed.)*
- Communication is essential for the restructure to be effective. Board members need to be kept informed of Executive Committee and Workgroup activities.
- Does the Joint Powers Agreement originally established by Ada Planning Association need to reflect when the Nampa Urbanized Area voted to join COMPASS as their metropolitan planning organization?

Canyon County:

- Agrees with merging the Finance Committee's duties into the Executive Committee, unless there is some procedural problem with not having a Finance Committee.
- Currently the Board approves contracts, "if the total amount of the contract exceeds \$50,000 and a bidder other than the lowest bidder is selected." Should this approval requirement be expanded? *(Note: The existing procurement policies and procedures are described in detail in Section II of the Financial Policy and Procedures manual, approved by the Board on June 16, 2014. No changes to those approved policies and procedures are being proposed.)*

City of Meridian:

- In the Joint Powers Agreement there is no definition of the Executive Committee and it ought to be mentioned and defined in the Joint Powers Agreement if we are going to give that authority.
- In the Bylaws there ought to be a paragraph or a process about how the Executive Committee will communicate with the Board. Such as, the results of the Executive Committee meetings will be forwarded to them on a monthly basis; and certainly indicate in the Bylaws that they are open meetings for anybody. *(Note: the table of Board items in Attachment 1 includes a quarterly status report from the Executive Committee to the Board. Submission of this report could also be listed under the Executive Committee responsibilities in the Bylaws to make clear its role in keeping the Board informed.)*
- In the Bylaws regarding membership on the Executive Committee, one member needs to be the countywide highway district and one needs to be from a local highway district.

Valley Regional Transit:

- Be clear that the Board is still setting policy direction and that the Executive Committee is just acting on that policy direction. Have special meetings of the Board to clarify policy if needed.
- Any action of the Executive Committee could be ratified at the Board. If an emergency workgroup needed to be formed and the Board doesn't see the need, the Board could always disband it.

**ATTACHMENT 3**

**Sample Work Group Charter**

Work Group: Demographic Advisory Work Group (DAWG)

Staff Liaison: Carl Miller

\*\*\*\*\*

Tasks:

1. Develop and maintain the demographic projection data for Ada and Canyon counties for transportation modeling activities, to include analyzing local development data, monitoring such data in reference to the currently adopted data sets, and collecting and evaluating similar nationwide research.
2. Develop annual performance monitoring report.

Deliverables,  
Schedule:

1. Annual population estimates; presented to Board for approval in March of each year
2. Annual development monitoring report;

Membership:

Membership in the DAWG will be drawn from: member agency staff with appropriate expertise, chambers of commerce, major utilities, and the development community.

Quorum:

There are no quorum requirements for work group meetings.

Voting:

All decisions and recommendations of the work group are reached through consensus.

Open meetings:

All work group meetings are open to persons interested in attending. Interested persons should contact the staff liaison to obtain scheduled meeting dates and planned agendas.

Charter approved by Executive Committee: \_\_\_\_\_  
Date

Next review of charter by Executive Committee: \_\_\_\_\_  
Date

## COMPASS BOARD AGENDA ITEM VIII-C

Date: September 15, 2014

### **Topic:** *Communities in Motion 2040 Change in Motion Report*

#### **Background/Summary:**

*Communities in Motion 2040* includes a commitment to monitor progress toward the goals, objectives, and tasks. *Communities in Motion 2040* Planning Team and Public Participation Committee representatives participated in a workgroup to discuss an implementation report, CIM dashboard, and other implementation tools.

The *Communities in Motion 2040 Change in Motion Report* highlights progress toward implementing *Communities in Motion 2040*. The report tracks 56 performance measures, community snapshots, and implementation reports. The *Communities in Motion 2040 Change in Motion Report* is available online at:

<http://www.compassidaho.org/documents/people/board/Board091514ChangeinMotionReport.pdf>

Previous COMPASS monitoring reports were known as the Performance Monitoring Report. They are archived online at:

<http://compassidaho.org/prodserv/gtism-perfmonitoring.htm>.

The *Communities in Motion 2040 Change in Motion Report* was recommended for approval at the August 27, 2014, Regional Technical Advisory Committee. During the Board presentation, COMPASS staff will also provide a review of the CIM dashboard.

#### **Request/Recommendation:**

Acceptance of the *Communities in Motion 2040 Change in Motion Report*.

#### **Implication (policy and/or financial):**

The *Communities in Motion 2040 Change in Motion Report* highlights progress toward implementing *Communities in Motion 2040*. The report illustrates areas where additional work is needed and may help prioritize future projects and tasks.

#### **More Information:**

- 1) For detailed information contact: Carl Miller, Principal Planner, at 475-2239 or [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org).

CM:nb T:\FY14\600 Projects\620 Growth and Transportation System Monitoring\PMR\boardmmo-ChangeinMotionReport-091514.docx



## ATTACHMENT 1

### COMPASS Board of Directors Tasks

December Annual Meeting	March	June	September
Consent: Approve minutes of last Board meeting	Consent: Approve minutes of last Board meeting	Consent: Approve minutes of last Board meeting	Consent: Approve minutes of last Board meeting
Consent: Receive minutes of Executive Committee meetings since last Board meeting	Consent: Receive minutes of Executive Committee meetings since last Board meeting	Consent: Receive minutes of Executive Committee meetings since last Board meeting	Consent: Receive minutes of Executive Committee meetings since last Board meeting
Consent: Approve records for destruction	Consent: Approve records for destruction	Consent: Approve records for destruction	Consent: Approve records for destruction
Action: Elect officers	Action: Approve population estimates	Action: Approve regional long-range transportation plan, as needed	Action: Approve Transportation Improvement Program
Action: Approve annual state and federal legislative positions	Action: Approve member dues for the next fiscal year	Action: Complete Executive Director performance review	
Action: Approve three year strategic plan, as needed	Action: Approve membership on standing committees		Action: Approve updates to Personnel Policy, if any
	Action: Annual review and approval of Board policies; update as needed	Action: Approve COMPASS integrated communications plan (every three years)	Approve updates to Financial Policy, if any
Action: Approve Revision 1 of UPWP, if needed	Action: Approve Revision 2 of UPWP, if needed	Action: Approve UPWP for the next fiscal year	
Action: Approve amendments to the regional long-range transportation plan, if needed	Action: Approve amendments to the regional long-range transportation plan, if needed	Action: Approve amendments to the regional long-range transportation plan, if needed	Action: Approve amendments to the regional long-range transportation plan, if needed
Action: Approve addition of new members, if any	Action: Approve addition of new members, if any	Action: Approve addition of new members, if any	Action: Approve addition of new members, if any
Action: Approve contract awards <i>if</i> the total amount of the contract exceeds \$50,000 <i>and</i> a bidder other than the lowest bidder is selected	Action: Approve contract awards <i>if</i> the total amount of the contract exceeds \$50,000 <i>and</i> a bidder other than the lowest bidder is selected	Action: Approve contract awards <i>if</i> the total amount of the contract exceeds \$50,000 <i>and</i> a bidder other than the lowest bidder is selected	Action: Approve contract awards <i>if</i> the total amount of the contract exceeds \$50,000 <i>and</i> a bidder other than the lowest bidder is selected
Information: Present annual Leadership in Motion awards			
Information: Annual status report on tasks identified in approved Strategic Plan			
Information: Quarterly Status Report from Executive Committee	Information: Quarterly Status Report from Executive Committee	Information: Quarterly Status Report from Executive Committee	Information: Quarterly Status Report from Executive Committee
Information: Quarterly Executive Director's Report	Information: Quarterly Executive Director's Report	Information: Quarterly Executive Director's Report	Information: Quarterly Executive Director's Report

### **Executive Committee Tasks (Executive Committee meets monthly):**

*Note: It is proposed that the tasks listed here are delegated to the Executive Committee, with no further action by the Board, except where specifically noted.*

- To receive monthly status updates from the Regional Transportation Advisory Committee (RTAC) chair on the work of the RTAC committee.
- To form work groups to work with COMPASS as needed to provide input, technical support, and feedback on planning activities. Each work group shall have a charter approved by the Executive Committee, specifying the type of members to include, the tasks to accomplish and the timeline for those tasks.
- To receive periodic status updates from staff liaisons to the active authorized work groups on the activities of those work groups.
- To review the charter of each work group at least once per year and update as appropriate.
- To receive periodic status updates from staff on the status of tasks and activities identified in the annual work program.
- To provide guidance to management and to establish reasonable, but not absolute, assurance regarding internal policies, procedures and controls for the sound operation of COMPASS.
- To approve grant applications, whether COMPASS is grantor or grantee.
- To approve formal responses to local, state, regional and federal issues affecting COMPASS' planning process.
- To authorize the Chairman and/or Executive Director to enter into agreements with other local, state, regional, federal and private agencies which expedite COMPASS' planning process.
- To commit COMPASS staff to address local planning issues, which are outside the current work program and budget but for which prompt response is essential and for which COMPASS participation is deemed desirable.

- To approve preliminary versions of the work program and budget for purposes of federal grant application and distribution to members for their use in budgeting, pending confirmation by the Board.
- To accept non-policy documents such as the annual audit, Development Monitoring Reports, Quarterly Status Reports, Financial Reports, etc.
- To approve minor amendments to the current work program and budget.
- To approve amendments to and priorities in the Transportation Improvement Program.
- To conduct an annual performance review of the Executive Director and recommend any proposed changes in salary and other conditions of employment to the Board.
- To provide direction and guidance to staff and legislative advisor on state and federal legislative issues.

**Regional Transportation Advisory Committee Tasks (RTAC) (RTAC meets monthly):**

- The RTAC has major responsibility in the development and review of the regional long range transportation plan. During periods of an update, a subcommittee may meet frequently in order to provide timely input into the development process. Amendments and other necessary review will be completed by the committee as a whole.
- The RTAC has major responsibility in the development of the Transportation Improvement Program (TIP). Work in this area includes the review and recommendations of priorities for federal funding requests, review of the TIP and related documents, development of prioritization criteria, review of TIP schedules, and balancing Transportation Management Area funds.
- The RTAC contributes to the development of the Unified Planning Work Program and Budget (UPWP) by presenting a realistic perspective of the program needs of the various implementing and planning agencies. Work in this area includes identifying tasks and activities to be considered for inclusion in the UPWP and prioritization of those tasks.
- The RTAC follows the approved work program and schedule of activities. If any agency identifies a need to deviate from the adopted work program or initiate any special studies that have any bearing on the present or proposed transportation system, it will be the responsibility of the agency to bring this to the attention of the RTAC for consideration. Actions, if any, are recommended to the Executive Committee for consideration.
- The Executive Committee may use the RTAC to review and comment on a variety of special transportation related projects, comprehensive plan amendments, major zoning reviews, public and/or private development/redevelopment projects, etc. Work in this area is anticipated to be of a short-term nature and shall be authorized by the Executive Committee prior to the RTAC and staff involvement.
- The RTAC members constitute a primary communications link between COMPASS and its members. As such RTAC members are expected to represent their respective agencies' at the meetings and to communicate to their agencies information regarding COMPASS plans, studies, and other activities.
- The RTAC chair, on behalf of RTAC, will submit a monthly status report on its activities to the Executive Committee.

## ATTACHMENT 2

Summary of Executive Committee Comments on Proposed Governance Structure  
Executive Committee Meeting  
August 19, 2014

Note that the Executive Committee was provided with preliminary redline versions of the Joint Powers Agreement and Board Bylaws as an information only item. Some of the comments noted below refer to that redline version. Modifications to the Joint Powers Agreement and Board Bylaws will only be proposed upon approval by the Board of the governance structure modifications and legal review of the documents.

City of Boise:

- The workgroups should have an opportunity to provide feedback on whether their charters should change and also have an opportunity to make recommendations directly to the Executive Committee or the full Board.
- Consider whether workgroup charters should be approved by the full Board instead of the Executive Committee, allowing that the Executive Committee could approve the chartering of a workgroup for emergency cases.
- Concerned about merging the Finance Committee with the Executive Committee and also about how the new RTAC is referred to in the Bylaws.
- The Joint Powers agreement and/or the Bylaws should stipulate whether alternates are allowed on the Executive Committee. Additionally, it should be formally stated that the Executive Committee should include one representative from an Ada County city with population under 25,000 and one representative from a Canyon County city with population under 25,000, as has been the actual practice.
- Regarding the membership for cities under 25,000, it doesn't state that one should be a representative from Ada County and one from Canyon County. It has been a pro-forma, but should be formalized.
- Concerned that the composition of the workgroups may not be broad enough if restricted to people who have the primary technical expertise in that particular subject; we may not get as broad of representation on an individual workgroup. *(Note: it is intended for workgroups to be flexible, with membership types for each workgroup to be customized to the work of that group and approved by the Executive Committee. The Executive Committee could also make changes to the workgroup membership types as needed, if it finds the workgroup is not accomplishing its assigned tasks effectively. Further, attendance at a workgroup meeting would be open to any interested member agency staff person.)*
- Within the responsibilities for RTAC is their responsibility to update their political leadership, but RTAC itself may not receive all the information from the workgroups. There is some concern about how to assure that member staff gets enough information for our policy makers.
- There are times when expanding the Executive Committee minutes would be most helpful in informing the Board. And include any handouts provided at the Executive Committee meetings should be included with minutes when they are posted. *(Note: the table of Board items in Attachment 1 includes a quarterly status report from the Executive Committee to the Board. Submission of this report could also be listed under the Executive Committee responsibilities in the Bylaws to make clear its role in keeping the Board informed.)*

Ada County Highway District:

- ACHD is concerned about what could be a removal of policy considerations from the Board itself. ACHD recommends if an Executive Committee decision is taken and there are two or more members who disagree with the decision that would be a trigger to bring that item forward for consideration by the full Board.
- The redline version of the Joint Powers Agreement struck some wording that appeared to make a change in how dues were calculated and ACHD was concerned about the ramifications of that. *(Note: Striking of the wording will not result in a change to the dues calculation methodology currently in place. No change in the methodology for calculating dues is proposed under these structure modifications. The same dues calculation methodology that has been in place will continue to be used, unless and until a change in methodology is approved by the Board.)*

City of Nampa:

- Recommends a 7-3 vote rather than an 8-2 vote before taking an Executive Committee action item to the Board.

Ada County:

- Recommends Executive Committee be required to reach unanimous consent, which forces everybody to work together to negotiate an overall decision. Items not agreed to unanimously would be brought before the full Board.

City of Caldwell:

- According to Attachment 1, the Board of Directors' task is to **complete** the Executive Director's performance review. The Executive Committee's task is to **conduct** the performance review. Clarify to reflect what the policy says, so that there is no confusion about the responsibility for this task. *(Note: the process for the Executive Director's performance review is described in detail in Section 9.0 of the Employment Procedures Manual, approved by the Board on August 18, 2014. No changes to that approved procedure are proposed.)*
- Communication is essential for the restructure to be effective. Board members need to be kept informed of Executive Committee and Workgroup activities.
- Does the Joint Powers Agreement originally established by Ada Planning Association need to reflect when the Nampa Urbanized Area voted to join COMPASS as their metropolitan planning organization?

Canyon County:

- Agrees with merging the Finance Committee's duties into the Executive Committee, unless there is some procedural problem with not having a Finance Committee.
- Currently the Board approves contracts, "if the total amount of the contract exceeds \$50,000 and a bidder other than the lowest bidder is selected." Should this approval requirement be expanded? *(Note: The existing procurement policies and procedures are described in detail in Section II of the Financial Policy and Procedures manual, approved by the Board on June 16, 2014. No changes to those approved policies and procedures are being proposed.)*

#### City of Meridian:

- In the Joint Powers Agreement there is no definition of the Executive Committee and it ought to be mentioned and defined in the Joint Powers Agreement if we are going to give that authority.
- In the Bylaws there ought to be a paragraph or a process about how the Executive Committee will communicate with the Board. Such as, the results of the Executive Committee meetings will be forwarded to them on a monthly basis; and certainly indicate in the Bylaws that they are open meetings for anybody. *(Note: the table of Board items in Attachment 1 includes a quarterly status report from the Executive Committee to the Board. Submission of this report could also be listed under the Executive Committee responsibilities in the Bylaws to make clear its role in keeping the Board informed.)*
- In the Bylaws regarding membership on the Executive Committee, one member needs to be the countywide highway district and one needs to be from a local highway district.

#### Valley Regional Transit:

- Be clear that the Board is still setting policy direction and that the Executive Committee is just acting on that policy direction. Have special meetings of the Board to clarify policy if needed.
- Any action of the Executive Committee could be ratified at the Board. If an emergency workgroup needed to be formed and the Board doesn't see the need, the Board could always disband it.

**ATTACHMENT 3**

**Sample Work Group Charter**

Work Group: Demographic Advisory Work Group (DAWG)

Staff Liaison: Carl Miller

\*\*\*\*\*

Tasks:

1. Develop and maintain the demographic projection data for Ada and Canyon counties for transportation modeling activities, to include analyzing local development data, monitoring such data in reference to the currently adopted data sets, and collecting and evaluating similar nationwide research.
2. Develop annual performance monitoring report.

Deliverables,  
Schedule:

1. Annual population estimates; presented to Board for approval in March of each year
2. Annual development monitoring report;

Membership:

Membership in the DAWG will be drawn from: member agency staff with appropriate expertise, chambers of commerce, major utilities, and the development community.

Quorum:

There are no quorum requirements for work group meetings.

Voting:

All decisions and recommendations of the work group are reached through consensus.

Open meetings:

All work group meetings are open to persons interested in attending. Interested persons should contact the staff liaison to obtain scheduled meeting dates and planned agendas.

Charter approved by Executive Committee: \_\_\_\_\_

Date

Next review of charter by Executive Committee: \_\_\_\_\_

Date



## COMPASS BOARD AGENDA ITEM VIII-C

Date: September 15, 2014

**Topic:** *Communities in Motion 2040 Change in Motion Report*

**Background/Summary:**

*Communities in Motion 2040* includes a commitment to monitor progress toward the goals, objectives, and tasks. *Communities in Motion 2040* Planning Team and Public Participation Committee representatives participated in a workgroup to discuss an implementation report, CIM dashboard, and other implementation tools.

The *Communities in Motion 2040 Change in Motion Report* highlights progress toward implementing *Communities in Motion 2040*. The report tracks 56 performance measures, community snapshots, and implementation reports. The *Communities in Motion 2040 Change in Motion Report* is available online at:

<http://www.compassidaho.org/documents/people/board/Board091514ChangeinMotionReport.pdf>

Previous COMPASS monitoring reports were known as the Performance Monitoring Report. They are archived online at:

<http://compassidaho.org/prodserv/gtism-perfmonitoring.htm>.

The *Communities in Motion 2040 Change in Motion Report* was recommended for approval at the August 27, 2014, Regional Technical Advisory Committee. During the Board presentation, COMPASS staff will also provide a review of the CIM dashboard.

**Request/Recommendation:**

Acceptance of the *Communities in Motion 2040 Change in Motion Report*.

**Implication (policy and/or financial):**

The *Communities in Motion 2040 Change in Motion Report* highlights progress toward implementing *Communities in Motion 2040*. The report illustrates areas where additional work is needed and may help prioritize future projects and tasks.

**More Information:**

- 1) For detailed information contact: Carl Miller, Principal Planner, at 475-2239 or [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org).

CM:nb T:\FY14\600 Projects\620 Growth and Transportation System Monitoring\PMR\boardmmo-ChangeinMotionReport-091514.docx

## AUGUST 2014 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p><b>UNIFIED PLANNING WORK PROGRAM DEVELOPMENT AND FEDERAL ASSURANCES</b></p> <p style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul style="list-style-type: none"> <li>• Received COMPASS Board approval of FY2015 Unified Planning Work Program and Budget (UPWP).</li> <li>• Processed and tracked revenues and expenditures associated with the FY2014 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and the Daily Digest.</li> <li>• Tracked announcements from funding resources to identify potential grants for COMPASS and member agencies.</li> <li>• Began preparing annual Title VI documentation report for ITD.</li> <li>• Met with ITD staff regarding new oversight procedures on August 28, 2014.</li> </ul>
605	<p><b>MULTI-MODAL PLANNING SUPPORT</b></p> <p style="text-align: right;"><b>WALT SATTERFIELD</b></p> <ul style="list-style-type: none"> <li>• Participated in weekly GoRide coordination meetings with Valley Regional Transit.</li> <li>• Participated in mobility management workshop facilitated by the Texas Transportation Institute on August 6, 2014 to analyze the mobility management system in Idaho.</li> <li>• Participated in regional Travel Demand Management working group on August 8, 2014.</li> <li>• Met with the Idaho Transportation Department on August 11, 2014 to discuss new organizational and personnel changes at ITD.</li> <li>• Participated in the Meridian Transit Project Team's meeting on August 15, 2014.</li> <li>• Participated in Regional Coordination Council subcommittee to recommend future decision making process and establish agenda for September Orientation meeting on August 19, 2014.</li> <li>• Presented the draft Transportation Service Coordination plan to the Valley Regional Transit Board on August 20, 2014.</li> <li>• Participated in the Community Link coordination meeting with Valley Regional Transit, Treasure Valley Transit, and the Idaho Transportation Department on August 25, 2014.</li> </ul>
620	<p><b>GROWTH AND TRANSPORTATION SYSTEM MONITORING</b></p> <p style="text-align: right;"><b>CARL MILLER</b></p> <ul style="list-style-type: none"> <li>• Presented the <i>Communities in Motion 2040</i> Change in Motion Report to the Regional Technical Advisory Committee on August 27, 2014.</li> <li>• Continued tracking 2014 building permits for the Development Monitoring Report.</li> <li>• Launched CIM 2040 online dashboard.</li> <li>• Attended monthly Transportation Performance Management (TPM) Meeting hosted by FHWA and ITD to discuss the Safety Notice of Proposed Rulemaking (NPRM) and Planning NPRM.</li> </ul>
647	<p><b>REGIONAL GROWTH ISSUES AND OPTIONS</b></p> <p style="text-align: right;"><b>CARL MILLER</b></p> <ul style="list-style-type: none"> <li>• Presented Development Tracking Reconciliation to the COMPASS Board on August 18, 2014.</li> <li>• Continued development of housing report and forecast.</li> </ul>

PROGRAM NO.	
653	<p data-bbox="300 163 885 199"><b>COMMUNICATION AND EDUCATION</b></p> <p data-bbox="1263 199 1429 235" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="316 235 1534 625" style="list-style-type: none"> <li>• Prepared the <i>Keeping Up With COMPASS</i> newsletter.</li> <li>• Updated the COMPASS web site.</li> <li>• Posted four COMPASS blogs and 11 Facebook posts.</li> <li>• Tracked and facilitated issues related to COMPASS and transportation in and with news media. Issued two news releases and facilitated one interview.</li> <li>• Began soliciting nominations for the 2014 Leadership in Motion awards.</li> <li>• Began developing the FY2014 COMPASS annual report.</li> <li>• Began preparations for a transportation funding outreach campaign, to kick off in October 2014.</li> <li>• Discussed sponsoring a bike safety television campaign with the Boise Police Department; reviewed concept with Executive Committee.</li> </ul>
661	<p data-bbox="300 625 747 661"><b>COMMUNITIES IN MOTION</b></p> <p data-bbox="1172 661 1437 697" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul data-bbox="316 697 1526 945" style="list-style-type: none"> <li>• Received adoption of CIM 2040 by the Ada County Highway District on August 13, 2014, and the Valley Regional Transit on August 20, 2014. Nampa Highway District #1 endorsed the plan on August 28, 2014.</li> <li>• Received RTAC recommendation for COMPASS Board approval of the scope of work for the next long-range plan update with horizon year of 2040.</li> <li>• Continued to work on the farm freight study.</li> <li>• Continued to work with editor and graphic artist on final CIM 2040 document.</li> </ul>
685	<p data-bbox="300 945 1323 980"><b>REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)</b></p> <p data-bbox="1193 980 1437 1016" style="text-align: right;"><b>TONI TISDALE</b></p> <ul data-bbox="316 1016 1534 1617" style="list-style-type: none"> <li>• Met with ITD staff regarding FTA 5339 Rural projects that need to be added to the TIP on August 7, 2014.</li> <li>• Prepared for and participated in a special Urban Balancing Committee meeting via teleconference on August 11, 2014.</li> <li>• Prepared for and hosted the TMA Balancing meeting on August 14, 2014.</li> <li>• Met with City of Eagle staff regarding project details on August 19, 2014.</li> <li>• Discussed end of year funding issues with ITD staff on August 22, 2014.</li> <li>• Met with ACHD staff regarding federal funding training on August 26, 2014.</li> <li>• Met with ACHD staff regarding end of year issues on August 28, 2014.</li> <li>• Started the annual outreach meetings with updates about federal transportation programs with Ada and Canyon County agencies. These meetings are coordinated with ITD, Valley Regional Transit, and Local Highway Technical Assistance Council staff. In August, we met with the Ada County Commissioners and staff, and City of Nampa staff.</li> <li>• Continued updating the TIP application process and guidebook.</li> <li>• Continued preparing to update data for the draft FY2015-2019 TIP.</li> <li>• Opened public comment on the FY2015-2019 TIP on August 11, 2014.</li> </ul>
692	<p data-bbox="300 1617 1242 1652"><b>REGIONAL ASSET and RESOURCE MAINTENANCE REPORT</b></p> <p data-bbox="1193 1652 1421 1688" style="text-align: right;"><b>DON MATSON</b></p> <ul data-bbox="316 1688 1364 1764" style="list-style-type: none"> <li>• Collected revenue and expense projections from member agencies.</li> <li>• Refined information on turn lanes to inform future cost estimates.</li> </ul>
693	<p data-bbox="300 1764 901 1799"><b>GRANT RESEARCH AND ASSISTANCE</b></p> <p data-bbox="1201 1799 1429 1835" style="text-align: right;"><b>DON MATSON</b></p> <ul data-bbox="316 1835 1518 1898" style="list-style-type: none"> <li>• Monitored grant sources for new grant opportunities and shared with member agencies as appropriate.</li> </ul>

PROGRAM NO.	
701	<p data-bbox="297 163 860 199"><b>GENERAL MEMBERSHIP SERVICES</b></p> <p data-bbox="1117 201 1433 237" style="text-align: right;"><b>CHARLES TRAINOR</b></p> <ul data-bbox="318 237 1528 695" style="list-style-type: none"> <li>• Completed revisions to functional classification map in concert with Idaho Transportation Department staff.</li> <li>• Participated in non-rider survey pretest to evaluate testing structure and questions.</li> <li>• Met with ACHD staff at regular quarterly meeting to discuss relevant issues on August 4, 2014.</li> <li>• Met with ITD staff to discuss new ITD structure and staff changes on August 11, 2014.</li> <li>• Attended meeting of the Foundation for Ada/Canyon Trails System on August 20, 2014.</li> <li>• Participated in Meridian Trail Arterial Crossing Stakeholder Meeting on August, 27, 2014.</li> <li>• Initiated non-rider portion of the Title VI survey.</li> </ul>
702	<p data-bbox="297 695 711 730"><b>AIR QUALITY OUTREACH</b></p> <p data-bbox="1247 732 1409 768" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="318 768 1528 1016" style="list-style-type: none"> <li>• Continued to broadcast seven air quality public service announcements (PSAs) on local television stations.</li> <li>• Provided a status report to the Air Quality Board and Department of Environmental Quality.</li> <li>• Posted the "No Burn Animals" PSA on the COMPASS Facebook page.</li> <li>• Issued a letter to Peppershock Media, extending the PSA contract for one year.</li> </ul>
703	<p data-bbox="297 1016 760 1052"><b>GENERAL PUBLIC SERVICES</b></p> <p data-bbox="1117 1054 1433 1089" style="text-align: right;"><b>CHARLES TRAINOR</b></p> <ul data-bbox="318 1089 1484 1157" style="list-style-type: none"> <li>• Provided information to the public on demographics, development, funding, and traffic issues.</li> </ul>
705	<p data-bbox="297 1157 935 1192"><b>TRANSPORTATION LIAISON SERVICES</b></p> <p data-bbox="1227 1194 1433 1230" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="318 1230 1511 1833" style="list-style-type: none"> <li>• Participated in the Caldwell Chamber of Commerce Transportation and Government Affairs Committees in August 2014.</li> <li>• Attended the Idaho Transportation Board meeting on August 21, 2014 via audio conference, as the meeting was in Stanley. However, part of the meeting was unavailable.</li> <li>• Attended a WTS luncheon on August 28, 2014; topic was an overview of operations of the Boise airport.</li> <li>• Met with Boise City Councilmember Clegg on August 20, 2014, to discuss COMPASS travel demand modeling capabilities.</li> <li>• Met with Dave Wallace of ACHD on August 28, 2014 to review various issues and coordinate efforts.</li> <li>• Attended the ribbon-cutting event for the new State Highway 16 connection between State Highway 44 and US 20/26 on August 15, 2014.</li> <li>• Attended City Club luncheon on "Do Bike Lanes Matter?" on August 20, 2014.</li> <li>• Met with Kelli Fairless, VRT, to provide joint comments on goals and next steps regarding transportation and health, as a follow-up to the April 2014 Healthy Communities Summit.</li> </ul>
710	<p data-bbox="297 1833 630 1869"><b>COMPLETE STREETS</b></p> <p data-bbox="1203 1871 1425 1906" style="text-align: right;"><b>CARL MILLER</b></p> <ul data-bbox="318 1906 1500 2041" style="list-style-type: none"> <li>• Presented Complete Streets Level of Service and CIM 2040 Health performance measures at the Activate Treasure Valley meeting on August 6, 2014.</li> <li>• Began development of Automobile Level of Service data and mapping.<sup>105</sup></li> </ul>

PROGRAM NO.	
720	<p><b>STATE STREET TRANSIT CORRIDOR IMPLEMENTATION</b></p> <p style="text-align: right;"><b>DON MATSON</b></p> <ul style="list-style-type: none"> <li>No significant activity.</li> </ul>
760	<p><b>LEGISLATIVE SERVICES</b></p> <p style="text-align: right;"><b>MATT STOLL</b></p> <ul style="list-style-type: none"> <li>Participated in relevant activities in support of Board legislative position statements.</li> <li>Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>Continued reviewing Moving Ahead for Progress in the 21st Century Act (MAP-21) and proposed rule-making to determine implications to COMPASS and its membership.</li> <li>Participated in National Association of Regional Councils' Executive Committee meeting via telephone on August 25, 2014.</li> </ul>
761	<p><b>BLUEPRINT FOR GOOD GROWTH</b></p> <p style="text-align: right;"><b>CHARLES TRAINOR</b></p> <ul style="list-style-type: none"> <li>No significant activity.</li> </ul>
801	<p><b>STAFF DEVELOPMENT</b></p> <p style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul style="list-style-type: none"> <li>Attended a TIGER Virtual Town Hall meeting on August 6, 2014.</li> <li>Attended a National Association of Regional Council's planning rule webinar on August 6, 2014.</li> <li>Attended "America's Labor Market Analyzer" webinar on August 9, 2014.</li> <li>Attended Idaho Environmental Forum's Boise River Conference on August 13, 2014.</li> <li>Attended "Getting Heard in Today's Media Environment" webinar August 14, 2014.</li> <li>Attended "Estimating Demand for Non-motorized Travel" sponsored by the Transportation Research Board on August 18, 2014.</li> <li>Attended "Let's Talk Performance" webinar presented by AMPO on August 19, 2014.</li> <li>Attended Human Resources Association of the Treasure Valley Membership Meeting on August 20, 2014.</li> <li>Attended "A Framework for Collaborative Decision-Making on Additions to Highway Capacity (C01)" webinar on August 19, 2014.</li> </ul>
820	<p><b>COMMITTEE SUPPORT</b></p> <p style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul style="list-style-type: none"> <li>Presented governance structure modification proposal to the Executive Committee on August 19, 2014.</li> <li>Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>
836	<p><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <p style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul style="list-style-type: none"> <li>Completed model runs for the St. Luke's Master Plan</li> <li>Continued to review and refine model inputs for the regional model update.</li> <li>Updated traffic count database</li> <li>Participated in the Census Transportation Planning Board meeting held in Boise</li> </ul>
842	<p><b>CONGESTION MANAGEMENT SYSTEM</b></p> <p style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul style="list-style-type: none"> <li>Began developing a comprehensive regional communications infrastructure inventory map.</li> <li>Completed draft annual congestion management report.</li> </ul>

PROGRAM NO.	
860	<p data-bbox="298 163 1170 197"><b>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</b></p> <p data-bbox="1162 201 1435 235"><b>ERIC ADOLFSON</b></p> <ul data-bbox="321 239 1403 378" style="list-style-type: none"> <li>• Maintained and created regional geographic data layers.</li> <li>• Created map documents for member agencies and the public.</li> <li>• Provided technical support for a variety of COMPASS processes.</li> <li>• Created tools and methodologies to support COMPASS UPWP projects.</li> </ul>
862	<p data-bbox="298 411 1024 445"><b>REGIONAL DATA CENTER IMPLEMENTATION</b></p> <p data-bbox="1162 449 1435 483"><b>ERIC ADOLFSON</b></p> <ul data-bbox="321 487 1520 558" style="list-style-type: none"> <li>• Continued Regional Data Center implementation. Focus was on Amazon Cloud infrastructure and software acquisition.</li> </ul>
991	<p data-bbox="298 590 751 623"><b>SUPPORT SERVICES LABOR</b></p> <p data-bbox="1170 627 1435 661"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 665 1507 737" style="list-style-type: none"> <li>• Provided general accounting, human resources and administrative support to the agency.</li> </ul>

T:\FY14\900 Operations\990 Direct Operations Maint\Board\2014 Staff Activity Report\August 2014.doc



## COMPASS BOARD AGENDA ITEM IX-B

Date: September 15, 2014

### Topic: Status Report – Current Air Quality Efforts

#### Background/Summary:

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

#### August Air Quality Monitoring:

The Idaho Department of Environmental Quality reported thirteen days in the Treasure Valley with air quality levels in the moderate category during the month of August 2014.

- Six moderate days were attributable to ozone (O<sub>3</sub>) recorded in Ada County
- One moderate day was attributable to coarse particulate (PM<sub>10</sub>) recorded in Ada County
- Three moderate days were attributable to fine particulate (PM<sub>2.5</sub>) recorded in Canyon County
- Two moderate days were attributable to fine particulate (PM<sub>2.5</sub>) recorded in Ada and Canyon County and ozone (O<sub>3</sub>) recorded in Ada County
- One moderate day was attributable to fine particulate (PM<sub>2.5</sub>) recorded in Canyon County and ozone (O<sub>3</sub>) recorded in Ada County

#### YEAR TO DATE SUMMARY

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

	Good	Moderate	Unhealthy to Hazardous	Total
2005	298	65	2	365
2006	273	91	1	365
2007	227	125	12	364
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	182	58	3	243

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

**Air Quality Categories:**

- Moderate: pollution in this range may pose a moderate health concern for a very small number of individuals.
- Unhealthy for Sensitive Groups: individuals with lung disease, children and older adults are considered sensitive and may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: everyone may begin to experience health effects.
- Hazardous: the entire population is more likely to experience serious health effects.

**Request/Recommendation:**

Information only.

**Implication (policy and/or financial):**

None.

**More Information:**

- 1) For more information contact: MaryAnn Waldinger, Principal Planner, at 475-2242 or [mwaldinger@compassidaho.org](mailto:mwaldinger@compassidaho.org)
- 2) For detailed information contact Idaho Department of Environmental Quality: Michael Toole, Regional Airshed Coordinator, at 373-0550 or [Michael.Toole@deq.idaho.gov](mailto:Michael.Toole@deq.idaho.gov)

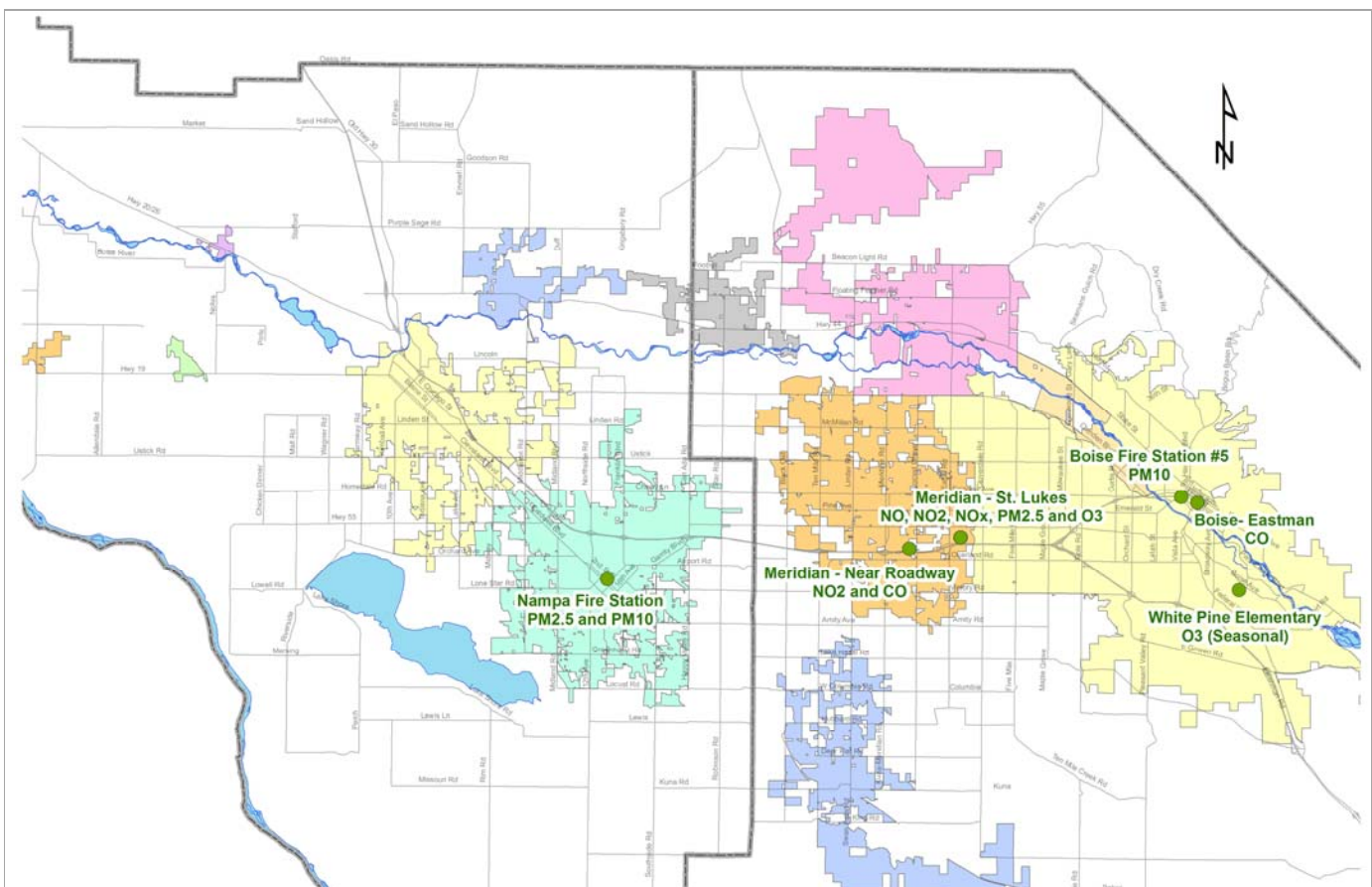


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

**Carbon Monoxide (CO)**

A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.



<b>Oxides of nitrogen (NOx)</b>	Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO <sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures
<b>Ozone (O3)</b>	A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and <a href="#">NOx</a> combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
<b>PM2.5</b>	Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
<b>PM10</b>	Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

MW:nb T:\FY14\900 Operations\990 Direct Operations Maint\Board\AQ Updates\AQ Update08-2014.doc.docx

## COMPASS BOARD AGENDA ITEM IX-C

Date: September 15, 2014

### **Topic: Status Report – Current Transportation Project Information**

#### **Background/Summary:**

The information in Attachment 1 provides a monthly update on transportation trends, issues, and current project status. A running total of transit ridership is provided in Attachment 2.

#### **Request/Recommendation:**

For information only.

#### **Implication (policy and/or financial):**

There are no policy or financial implications.

#### **More Information:**

- 1) Attachment 1 – Status Report – Current Transportation Project Information
- 2) Attachment 2 – Yearly Alternative Transportation Trip Report
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

TT:nb T:\FY14\600 Projects\685 TIP\Monthly-Status\140915mmoBdStatus.docx

## Status Report – Current Transportation Project Information

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

### STATUS OF PUBLIC TRANSPORTATION PROJECTS

<b>*Boise Air Terminal</b>	<b>June 2014</b>	<b>June 2013**</b>	<b>% Change</b>
Monthly Air Passengers (Inbound and Outbound)	250,044	240,940	3.78%
Monthly Air Freight (Inbound and Outbound) (tons)	3,455	3,521	-1.87%
<b>Public Transportation Monthly Ridership</b>	<b>July 2014</b>	<b>July 2013**</b>	<b>% Change</b>
ACHD VanPool (Active Routes)	99	101	-1.98%
ACHD VanPool (Trips)	21,693	22,832	-4.99%
Valley Regional Transit Boise Urbanized Area Services	98,974	99,098	-0.13%
***Valley Regional Transit Nampa Urbanized Area Services	15,051	15,816	-4.84%
<b>Total</b>	<b>135,718</b>	<b>137,746</b>	<b>-1.47%</b>
<b>Other Public Transportation Reporting Average Hourly Ridership</b>	<b>July 2014</b>	<b>July 2013**</b>	<b>% Change</b>
Valley Regional Transit Boise Urbanized Area Services	17.7	17.6	0.57%
***Valley Regional Transit Nampa Urbanized Area Services	19.3	22.7	-14.98%

\*The person who provided Boise Air Terminal statistics retired. Update information is one month behind others.

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

\*\*\*VRT staff believes the cause of low ridership in Nampa could be defective fare box counts. Staff is currently investigating.

### STATUS OF MAJOR PROJECTS

Information as of early September 2014.

<b>Project</b>	<b>Sponsor</b>	<b>Comments*</b>
21 <sup>st</sup> Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell (KN 13052)	Caldwell	This project will widen 21 <sup>st</sup> Avenue from Chicago Avenue to Cleveland Boulevard from a two-lane to five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings. The concept plan is approved, and the project is now in the final design phase. Construction is expected in FY2016.
Ada County SR2S, VRT – FY2014 (13821) AND City of Caldwell SR2S – FY2014 (14340)	VRT/YMCA	These projects will fund a Safe Routes to Schools director and coordinator to work with elementary and middle schools in the Boise, Meridian, and Caldwell School Districts, as well as children who participate in the YMCA Child Development programs. In fall 2013 and winter 2014, the program promoted and participated in "National Walk to School Day." Educated over 8,000 kindergarten through 8 <sup>th</sup> grade students in bicycle and pedestrian safety, promoted and participated in "Polar Bear Walks" during the winter months, and partnered with Boise Police Department and Boise Bicycle Project in their annual Christmas Kids Bike giveaway, educating over 300 "at risk" students (YMCA considers these students "of promise.")
ADA Ramp Improvements, Nampa (KN 13499)	Nampa	This project will install ADA pedestrian ramps at several locations near the Library Block in downtown Nampa. Construction is scheduled for FY2014.

Project	Sponsor	Comments*
Alternatives Analysis for Downtown Boise Circulator System, Phase 1 (KN 13343)	Boise	This Discretionary FTA 5309 project will conduct the first phases of an alternatives analysis study for a downtown Boise circulator system. Two public workshops are scheduled for September 10 and 11, 2014 from 4:00 p.m. to 6:00 p.m. The purpose of the workshops is to generate public input to be used in developing route alternatives. Information on the workshops is available online: <a href="http://publicworks.cityofboise.org/circulator/">http://publicworks.cityofboise.org/circulator/</a> Information from the workshops will identify which routes will be advanced for detailed analysis.
Amity Avenue, Nampa (KN 10541)	Nampa	This project is a Congressional earmark to widen Amity Avenue in the City of Nampa. The construction bid is expected to be released in June 2014.
Bergeson Street Crosswalk, SR2S, ACHD (KN 13040)	ACHD	This Safe Routes to School project will install a rectangular rapid flashing beacon on Bergeson Street at the entrance to Liberty Elementary School in Boise. Design is complete, and the project has been bid. Construction is scheduled for summer 2014.
Bogus Basin Road Improvements, ACHD (KN 14361)	ACHD	This Federal Lands Access Program project will make improvements to Bogus Basin Road. The Reimbursement Agreement and Memorandum of Agreement are now final with Western Federal Lands. This project is scheduled for construction in FY2015.
Boise Bike Share Program, Phase I, VRT	VRT	Project will implement a bike share program in downtown Boise by spring 2015. The system will initially include 14 stations, 5 kiosks, and 114 bikes. VRT and Social Bicycles have signed a contract for delivery of the bikes, racks, kiosks, and supporting software, website, and mobile phone application. Negotiations are continuing with a Title Sponsor, and proposals were made to potential station sponsors. The project is expected to launch in March 2015.
Bowmont Road, Lynwood to SH-45, Nampa (KN 12898)	Nampa Highway District	Realign Bowmont Road from Lynwood to SH-45. The Local Highway Technical Assistance Council intends to advance this project from FY2016 to FY2015 in the program update. The plans, specifications, and engineer's estimate packages is submitted, and construction is expected to begin in fall 2014.
Capital Maintenance, ACHD – FY2015 (KN 12363)	ACHD	This project will supplement the local maintenance program. Proposed road segments include: <ul style="list-style-type: none"> <li>• Bogus Basin Road, Curling Drive to Mile Marker 3</li> <li>• Fairview Avenue, Cloverdale Road to Five Mile Road</li> <li>• Five Mile Road, Ustick Road to McMillan Road</li> <li>• 13<sup>th</sup> Street, River Street to Front Street</li> <li>• 13<sup>th</sup> Street, Shoreline Drive to River Street</li> <li>• River Street, N. 12<sup>th</sup> Street to N. 9<sup>th</sup> Street</li> <li>• River Street, Americana Boulevard to N. 12<sup>th</sup> Street</li> <li>• Fairview Avenue, Eagle Road to Cloverdale Road</li> <li>• Fairview Avenue, Locust Grove Road to Eagle Road</li> <li>• Fairview Avenue, N. Bluff Street to Chinden Boulevard Bridge</li> <li>• Main Street, Chinden Boulevard Bridge to North Garden Street</li> <li>• Fairview Connector, N. Orchard Street to Fairview eastbound I-184 off-ramp</li> <li>• Fairview Connector, Fairview eastbound I-184 off-ramp to Chinden Boulevard Bridge</li> <li>• Westbound I-184 ramp, Chinden Boulevard to Main Street</li> <li>• Catalpa Drive, Collister Drive to N. 35<sup>th</sup> Street</li> <li>• Curling Drive, Bogus Basin Road to Braemere Road.</li> </ul> Design started on March 20, 2014, and is approximately 25% complete. Construction is estimated to begin in July 2015.
Capital Maintenance, ACHD – FY2016 (KN 13907)	ACHD	This project will supplement the local maintenance program. The design consultant is selected. Design is approximately 13% complete. Construction is estimated to begin in May 2016.
Capital Maintenance, VRT, Boise – FY2014 (13480)	VRT	This is an STP-TMA project for a transit bus or replacement transit facility in FY2014. The request to transfer the funds to FTA was submitted. VRT placed an order for vehicles, which will be delivered in early 2016.
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	This project will orchestrate an angled intersection of SH-19/Simplot Boulevard, I-84 Business (in two separate legs of a couplet Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) into a potential roundabout. The project is scheduled for design in FY2014 and construction in PD. 113

Project	Sponsor	Comments*
City of Nampa, SR2S (KN 13043)	Nampa	This Safe Routes to School project will construct a multi-use trail between East Iowa Avenue and East Sherman Avenue to accommodate students attending Sherman Elementary School. Project is awaiting right-of-way acquisition. Construction is scheduled for FY2015.
City of Nampa SR2S – FY2014 and FY2015 (14339)	Nampa	This will fund a Safe Routes to Schools coordinator to work with elementary and middle schools throughout the City of Nampa. This program implements educational and encouragement activities at schools and community-wide events. These funds will cover two years of funding a part-time position and related materials. Funds are available in FY2014 and FY2015.
Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa (KN 13486)	Nampa	This project will install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. The concept report is complete and approved by ITD. Design is currently underway. Construction is scheduled in Preliminary Development.
Deer Flat Regional Bicycle/Pedestrian Plan, Canyon County (KN 13463)	Canyon Highway District/ Nampa Highway District	This Federal Land Access Program project will develop a bicycle/pedestrian plan in the Deer Flat Refuge near Lake Lowell in Canyon County. The kick-off meeting was conducted on July 23, 2014, with the management team and consultants. The study is expected to be complete in July 2015.
Dry Creek Trail, Phase 1, Eagle	Eagle	Project provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Eagle Island Pathway system. Design is scheduled in FY2014. The State/Local Agreement was executed on May 6, 2014. The consultant agreement is expected to be complete soon. Construction is scheduled in FY2016, although construction could advance to FY2015 in the TIP update.
Federal Aid Arterials and Collectors – FY2013 (KN 11581)	ACHD	This project is substantially complete.
Federal Aid Arterials and Collectors – FY2014 (KN 12050)	ACHD	This project will supplement the local overlay program. Design is nearly complete. Proposed road segments include: <ul style="list-style-type: none"> <li>• Fairview Avenue, Main Street to Locust Grove Road</li> <li>• Franklin Road, Linder Road to N. Main Street</li> <li>• Bogus Basin Road, Hill Road to Curling Drive</li> <li>• Castle Drive, Pierce Park Lane to Castle Hills Way</li> <li>• Castle Drive, Castle Hills Way to Hill Road</li> <li>• Hill Road, Gary Lane to Pierce Park Lane</li> <li>• Hill Road, Pierce Park Lane to Holly Hill Drive</li> <li>• Hill Road, Holly Hill Drive to Collister Road</li> <li>• Hill Road, Collister Road to N. 36<sup>th</sup> Street</li> <li>• Hill Road Parkway, Seaman Gulch Road to Gary Lane</li> <li>• State Street, Veterans Memorial Parkway to N. Clover Drive</li> </ul> The plans, specifications, and engineer's estimate package was submitted to ITD District 3. The bid is expected to be released in fall 2014.
Five Mile Road, Franklin Road to Fairview Avenue (KN 11582)	ACHD	This project will widen Five Mile Road between Franklin Road and Fairview Avenue to five lanes with shoulder, sidewalk, and railroad crossing improvements. Construction is underway with an estimated completion date in late 2014.
Franklin Road, Black Cat Road to Ten Mile Road (KN 12368)	ACHD	This project will widen Franklin Road from two lanes to five lanes from Black Cat Road to Ten Mile Road. Work includes curb, gutter, sidewalks, bicycle facilities, bio-infiltration swales, and reconstructing the intersection at Franklin Road and Black Cat Road. Design is 84% complete, and estimated to be complete by September 2014 with delivery of final plans, specifications, and engineer's estimate by March 2016.
Garden City West Bridge Pathway Crossing – FY2012 (KN 13512)	Garden City	This multi-jurisdictional project will help fund construction of a 12-foot wide, 180-foot long bicycle-pedestrian bridge across the Boise River between Glenwood Street, Eagle Road, State Street, and Chinden Boulevard, connecting over 30 miles of non-motorized pathways. The state/local agreement for construction is signed and submitted. The City is awaiting a schedule for the bidding process.

Project	Sponsor	Comments*
Greenbelt Extension, Orchard Street, Kuna (14342)	ACHD/ Kuna	This project will provide pedestrian and bicycle facilities on the west side of Orchard Street from Avalon south to the Kuna Greenbelt. Work will include curb, gutter, and sidewalk on the north half up to the end of pavement. The southern portion will include a paved six-foot asphalt pathway. The design contract was executed by the ACHD Commission on May 28, 2014. Construction is scheduled in FY2015.
Greenbelt, Garden City to Americana Boulevard (KN 13514)	Boise	This project will construct a 12-foot wide paved pathway to fill a 4,100 linear-foot gap in the Greenbelt system on the south side of the river between Main Street and Americana Boulevard with connection to Ann Morrison Park. The Cultural Report is approved. The city is awaiting approval on the Wetland Delineation and Environmental Evaluation, and reviewing design engineering proposed scope of work by a consultant. Construction is scheduled in FY2015.
Homedale Road Intersection Improvements, Caldwell (13488)	Caldwell	This project will provide intersection safety improvements on Homedale Road at the following locations: Montana Road, Lake Road, Florida Avenue, and Midway Road. Construction is scheduled for FY2014.
High Accident Warning Signs, Canyon Highway District (KN 13956)	Canyon Highway District	Install horizontal curve signage in multiple locations throughout Canyon Highway District to increase safety related to lane departures. The consultant is currently working on preliminary engineering. The final plans, specifications, and engineer's estimate are expected in October 2014. Construction is scheduled in FY2015.
I-84, Broadway Avenue to Gowen Road Mainline Widening (KN 13812) AND I-84, Gowen Interchange Reconstruction, Boise (KN 09822)	ITD	This GARVEE project will add a third lane to I-84 between the ramps of Broadway Avenue and Gowen Road Interchanges. The companion project is also a GARVEE project and will replace the existing interchange at Exit 57 in Boise with a new traditional interchange. In July 2014, traffic shifted to a two-way, two-lane configuration, which will remain in place until late September 2014. With traffic shifted, the existing eastbound Gowen overpass was demolished. The contractor initiated construction of the new structure. Construction began on March 4, 2014, and is scheduled for completion on October 1, 2015.
I-84, Broadway Avenue Interchange Reconstruction, Boise (KN 09821) AND I-84, Gowen Railroad Bridge Eastbound Lane(KN 12029) AND Westbound Lane (12379), Boise	ITD	This project is a GARVEE project to replace the existing interchange at Exit 54 in Boise with a new Single Point Urban Interchange (SPUI). The companion projects will replace the existing railroad bridges in east Boise near the Broadway Interchange. In July 2014, Broadway traffic shifted east to the partially completed new interchange structure, and the existing Broadway overpass was demolished. Crews removed the interior foundations and spans of the Hillcrest Rail structure immediately east of Broadway. This work allows the contractor access to the median to build the new structures. Construction began February 25, 2014, and is scheduled to be complete by December 1, 2015.
I-84, Garrity Interchange Eastbound On-Ramp, Nampa (KN 13934)	ITD	This project will add a lane to the eastbound on-ramp (right-on from northbound Garrity Boulevard) to the eastbound on-ramp. It may also include adding another lane (left-on from southbound Garrity Boulevard) to the eastbound on-ramp, as well as possible dual left turn lanes onto the westbound on-ramp, dependent on a cost/benefit analysis. The field survey work is complete. An agreement is complete for the Intersection Modification Report changes and recommendations. The phase reports were waived due to recent project reports at Garrity Boulevard. The final plans, specifications, and engineer's estimate are expected in October 2014.
I-84 and I-184, Various Ramp Improvements (KN 13936)	ITD	This is a pavement resurfacing and restoration project on various I-84 and I-184 (the Connector) on/off-ramps. Design work is in progress. The final plans, specifications, and engineer's estimate are expected in mid-August 2014.

Project	Sponsor	Comments*
I-84, Meridian Interchange Reconstruction, Meridian (KN 10939) AND I-84, Meridian Interchange to Five Mile Road (KN 13057)	ITD	This GARVEE project will replace the existing interchange at Exit 44 in Meridian with a new Single Point Urban Interchange (SPUI). The project will also add the fourth lane to I-84 in this area. The companion project will reconstruct the pavement on the outside travel lanes and shoulder in both directions on I-84 between the Meridian Interchange and the Flying Wye. The contractor is building the west half of the new bridge. Crews are currently replacing the storm-drain system in the I-84 median between Meridian and Five Mile Roads and started new concrete pavement in August 2014. The interchange girders were set in early August and the deck work has begun. Construction is phased, with the west side constructed first. Construction is anticipated to be complete by October 2015.
I-84, UPRR East Lateral Canal Bridge, Nampa (KN 12866) AND I-84, Northside Boulevard Underpass, Nampa (KN 12867)	ITD	These are bridge rehabilitation and deck replacement projects in Nampa that were companioned under one contract. Reconstruction of the eastbound Northside bridge deck is complete, and the contract completed placing panels on the westbound railroad bridge deck. The project is currently ahead of schedule. Construction began June 2, 2014, and is expected to be complete in early October 2014.
Intersection Improvements, Canyon Highway District (KN 13489)	Canyon Highway District	Safety improvements at intersections in Canyon Highway District. Intersections include: Lake Avenue and Orchard Avenue, Middleton Road and Linden Road, Homedale Road and 10th Avenue, Midway Avenue and Lonestar Road, Homedale Road and Indiana Avenue. The concept and environmental reports are approved and the project is in final design. The final plans, specifications, and engineer's estimate package was submitted to the Local Highway Technical Assistance Council on May 22, 2014. Construction is expected to begin in summer 2014. The State/Local Agreement for construction is approved by the Canyon Highway District.
Intersection Middleton Road and Flamingo Avenue, Nampa (KN 13502)	Nampa	This project will add a traffic signal at the intersection of Middleton Road and Flamingo Avenue in Nampa. Final design review is underway. Construction is scheduled for FY2015.
Natures Wood Duck Island Trail Restoration, Ada County	Ada County	This project will make permanent repairs to a portion of the Boise River Greenbelt within the Bethine Church River Trail area. Environmental documents are approved. The final plans, specifications, and engineer's estimate documents are submitted and the state/local agreement is signed. Construction is expected in FY2014.
Middleton Road and Ustick Roundabout, Caldwell (KN 13487)	Caldwell	This project will improve a four-way stop at the Middleton Road and Ustick Road intersection by building a roundabout to help traffic flow and reduce congestion. The project is scheduled for design in FY2014 and construction in PD.
Pedestrian Signal, South Midland Boulevard, Nampa (14344)	Nampa	This project will place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection. Design is scheduled in FY2014/2015 with construction in FY2015.
Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County (KN 14362)	Canyon Highway District	This Federal Land Access Program project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. The match agreement with FHWA is in place. Construction is scheduled in FY2015. The project is being managed by the Western Federal Lands Division of the Federal Highway Administration.
SH-16, Boise River Bridge and North Stage (KN 12915)	ITD	This project is substantially complete.
SH-16, Intersection SH-44, US 20/26 and Local Roads (KN 12916)	ITD	This project is substantially complete.
SH-19, Corridor Plan	ITD	This is a Corridor Management Plan covering 16.1 miles of SH-19 in Canyon and Owyhee Counties. The Environmental Scan was delivered in April 2013. The draft Corridor Management Plan is expected to be delivered in summer 2015.
SH-19, Simplot to Blaine Street, Caldwell (KN 13937)	ITD	This project will mill the existing surface and place an asphalt overlay from Simplot to Blaine Street (approximately 2.5 miles). Design work is underway. ITD expects to deliver the project in late summer or fall 2014.

Project	Sponsor	Comments*
SH-21, (Luck Peak) High Bridge to Robie Creek (KN 12354)	ITD	This is a 4.7-mile pavement rehabilitation project (partly in Ada County, but mostly in Boise County). Construction started July 7, 2014, and is expected to be complete by mid-September 2014.
SH-44 Corridor Preservation (KN 07827)	ITD	This project is a feasibility, access management, construction phasing, and National Environmental Policy Act (NEPA) study only. The current preferred alternative is the existing SH-44 alignment, with the exception of the Middleton area, which is bypassed based on the city's approved comprehensive plan. The project was reduced in scope from an Environmental Impact Statement to an Environmental Assessment. ITD received additional comments from the State Historic Preservation Office regarding the Cultural Report, and is working to address those comments. The traffic report is updated with revised traffic counts. Based on the revised traffic report, staff is in the process of updating the EA to reflect the new changes. The Finding of No Significant Impact is anticipated in late 2014.
SH-45 Corridor Plan	ITD	The Idaho 45 corridor plan will develop a ten-year plan to identify current and future highway needs on SH-45 on an 18-mile section of SH-45 beginning at SH-78 in Owyhee County and extending to the City of Nampa and the I-84 Business Loop. The Environmental Scan was delivered in April 2013. ITD staff is currently reviewing right-of-way records. The draft Corridor Management Plan is expected to be delivered in summer 2015.
SH-45, Deer Flat to I-84B, Nampa (KN 13030)	ITD	This is a 5.5-mile pavement rehabilitation project through the City of Nampa. Traffic control plans are being developed, and the project is obtaining environmental clearance. The plans, specifications, and engineer's estimate was delivered, and the project is scheduled for construction in FY2015.
SH-55 (Eagle Road) and McMillan Road Intersection (KN 13058)	ACHD/ITD	This is a joint intersection improvement project between ACHD and ITD at Eagle Road and McMillan Road. The project will be sponsored, administered, designed, and bid by ACHD. ITD's participation is review and funding. Design is 89% complete, ACHD has possession of all right-of-way. The plans, specifications, and engineer's estimate package is complete, and the bid is expected to be released in late September 2014. Construction is anticipated to begin in January 2015.
SH-55 (Eagle Road), I-84 to Franklin Road Southbound, Meridian (KN 13473)	ITD	This project will widen SH-55 (Eagle Road) to add a third southbound lane from Franklin Road to I-84 and a dedicated right-turn lane to westbound I-84 on-ramp. Improvements include drainage facilities and a continuous sidewalk from I-84 to Franklin Road. Construction began June 11, 2014, and is expected to be complete by mid-September 2014.
SH-55, Intersection of Karcher Road and Indiana Avenue (KN 13475)	ITD	This is an intersection improvement project near the City of Nampa to rebuild the roadway. The project includes minor widening and adds traffic signals. The draft phase reports are complete and awaiting approval at ITD. A consultant is conducting noise analysis and cultural clearances. The final plans, specifications, and engineer's estimate are expected in fall 2015.
SH-55, Intersection of Karcher Road and Lake Road (KN 12383)	ITD	This is an intersection improvement project near the City of Nampa to rebuild and widen the roadway and add traffic signals. Additional right-of-way acquisition is required. The concept report is approved, and intermediate design has begun. A consultant will conduct the noise analysis. The final plans, specifications, and engineer's estimate are expected in fall 2015.
SH-55, Intersection of Karcher Road and Middleton Road, Nampa (KN 12046)	ITD/ Nampa	This project will reconstruct the existing Karcher Road and Middleton Road intersection from just west of the Elijah Drain culvert to the vicinity of Sundance Street, including additional lanes, new traffic signals, improved drainage and on-street lighting. Right-of-way acquisition is complete. The final plans, specifications, and engineer's estimate were submitted to ITD District 3.
SH-55, Intersection of Karcher and Midway Road (KN 13025)	ITD	This is an intersection improvement near the City of Nampa to rebuild and widen the roadway and add traffic signals. Additional right-of-way acquisition is required. The concept report is drafted, but awaiting internal deliverables for approval. Intermediate design has begun. A consultant will conduct the noise analysis. The final plans, specifications, and engineer's estimate are expected in fall 2015.



Project	Sponsor	Comments*
SH-55, Intersection of Karcher Road and Nampa-Caldwell Boulevard (KN 13033)	ITD	This is an intersection improvement project to time signals, add signage, and reconfigure striping and lanes to minimize crashes at this location. A consultant will complete the design work, and ITD is working on the environmental process. The final plans, specifications, and engineer's estimate are expected by October 2014.
SH-55, I-84 (Eagle Interchange) to Banks-Lowman Road Access Management Plan (Central Segment)	ITD	This is a Corridor Management Plan covering 33.7 miles of SH-55 in Ada and Boise Counties. The Traffic Impact Study of the proposed Northwest Foothills development was updated. The Environmental Scan is in final review. The Corridor Management Plan was released for public comment on April 30, 2014. Comments are currently under review. The first deliverable of the University of Idaho study of the "SH-55/Banks-Lowman Highway" intersection is due June 30, 2014, and will be reviewed for inclusion in the corridor plan. The plan is expected to be complete in summer 2014.
SH-69 Corridor Plan	ITD	The SH-69 corridor plan will develop a 10-year plan to identify current and future highway needs on SH-69 beginning at the City of Kuna and extending to the City of Meridian, and the interchange with I-84. The Environmental Scan was completed on May 9, 2014. Completion of the plan is expected in summer 2015.
Sidewalk, North Middleton Road, Middleton (KN 14343)	Middleton	This project will install sidewalks along North Middleton Road on the west side; from Triumph Drive south 225-feet to connect to sidewalks existing along Mountain View Subdivision across the street from Mill Creek Elementary School. The city is waiting for ITD authorization to proceed. Construction is scheduled in FY2015.
Signal Timing Improvements, ACHD (KN 13491)	ACHD	This project will make signal timing improvements for traffic safety at: Franklin Road, Touchmark Road to Allenbaugh Road; Overland Road, Cloverdale Road to Overland Park; Boise Towne Square Mall area. Design is 82% complete with implementation expected by December 2014.
Signal Timing Plan Update, ACHD (KN 13955)	<u>ACHD</u>	Update signal timing on six corridor sections to improve mobility and increase safety. Signal timing improvements will occur on sections of Park Center Boulevard, Orchard Road, Curtis Road, Federal Way, State Street, and Ustick Road. The project is a design-only project, and is scheduled for FY2015.
South Cemetery Road, SH-44 to Willow Creek, Middleton	Middleton	Project funds environmental study and preliminary and final designs for a new 0.284-mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in Middleton. Preliminary Design is complete and submitted for state and federal approval. The City is reviewing the Bureau of Reclamation's Consent to Use Agreement for the City's right to cross, operate, and maintain a bridge crossing over Willow Creek. Construction is expected in FY2018.
State Street and Collister Drive Intersection, ACHD (KN 13481)	ACHD	This project will make geometric and operational improvements to the intersection at State Street and Collister Drive. Design is approximately 20% complete with expectations to complete design by September 2015. The final plans, specifications, and engineer's estimate is expected by June 2016. Construction is scheduled for FY2017.
Swan Falls Road Shoulder Widening, Kuna - FY2012 (KN 13518)	ACHD	This project will construct 3 miles of 5-foot shoulders along Swan Falls Road from Poen Road to Initial Point to provide safe walking, bicycling and vehicle pull-offs with funds through the National Scenic Byways Program. Design is approximately 98% complete. The final plans, specifications, and engineer's estimate is expected in May 2015. Construction is scheduled to begin in spring 2015.
Three Cities Intelligent Transportation System (KN 08821)	ACHD	ACHD in cooperation with FHWA, is designing operational improvements, such as closed circuit television cameras, speed detectors, and adaptive signal technology to SH-55 (Eagle Road), SH-44 (State Street), Glenwood Street, and US 20/26 (Chinden Boulevard). Construction began in June 2014 and is 40% complete. The project is expected to be complete by November 10, 2014.
Transit - Associated Capital Improvements, Nampa - FY2013 (KN 12760)	Nampa	This project includes bicycle and pedestrian improvements at three locations near transit routes in Nampa. Design is underway, and construction is scheduled for FY2014 through FY2015.

Project	Sponsor	Comments*
Transit – Bicycle and Pedestrian Infrastructure, Nampa – FY2014 (KN 13711)	Nampa	This project will provide bicycle and pedestrian infrastructure to enlarge access and connectivity by connecting multiple neighborhoods in southeast and north Nampa to the downtown area and to one of the three transit transfer stations in Nampa. Design is underway, and construction is scheduled in FY2015.
US 20/26 Corridor Preservation (KN 07826)	ITD	This project is a feasibility, access management, construction phasing, and National Environmental Policy Act (NEPA) study only. The Access Management Plan was adopted by the COMPASS Board in December 2008. ITD will meet with the Federal Highway Administration and the City of Caldwell to discuss revisions to the corridor plan. The revisions include removing the frontage road/slip ramps, shifting the alignment to avoid environmental sensitive areas, and intersection improvements. A finding of no significant impact is anticipated in late 2014.
US 20/26 Broadway Bridge, Boise (KN 11588)	ITD	A new bridge will be constructed to replace the existing structure on US 20/26 over the Boise River in downtown Boise, including reconstruction/widening of Broadway Avenue between Myrtle Street and University Avenue and rehabilitation of the existing pavement between Front Street and Myrtle Street. Environmental efforts are underway. The traffic analysis, including impacts during construction, is complete. The roadway, greenbelt, and drainage plans are being developed. The project is scheduled to deliver the plans, specifications, and engineering estimates by October 1, 2015, with construction beginning in late 2015, and continuing through late 2016.
US 20/26, Oregon State Line to I-84, Corridor Study	ITD	This is a Corridor Management Plan covering 22.1 miles of US 20/26 in Canyon County. The Environmental Scan was completed in January 2013. Intersection turn movement data was collected in May 2014. The draft Corridor Management Plan is expected to be delivered for internal review by the end of fall 2014.
US-95 Access Management Plan (South Segment)	ITD	This is a Corridor Management Plan covering 50.8 miles of US-95 in Owyhee and Canyon Counties (south). The Environmental Scan was completed on June 9, 2014. The draft Corridor Management Plan is expected to be ready for internal review by the end of winter 2014.
US-95, Junction US 20/26 Union Pacific Railroad Overpass (KN 12886)	ITD	This is a bridge replacement project. Roadway and bridge design is underway. Railroad coordination is progressing. This project was delayed until FY2016 to accommodate projects of more critical need.
Ustick Road, Locust Grove to Leslie Way, Meridian (KN RD205-05)	ACHD	This project will widen the roadway from two lanes to five lanes with curb, gutter, sidewalks and bike lanes, per the 2009 CIP update and North Meridian Plan. The Locust Grove intersection must be constructed before or concurrently with this project. Construction is underway with scheduled completion in summer 2014.

\*Project updates were not received from the cities of Caldwell and Nampa, partial updates from ACHD and City of Boise, and delayed updates from ITD (as of July).

T:\FY14\600 Projects\685 TIP\Monthly-Status\1409.doc

CY2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Jul	To Date % Change 13-14
ACHD Vanpool (Trips)	24,139	21,360	22,305	23,405	20,955	20,566	21,693						154,423	-4.94%
VRT Boise Urbanized	112,101	109,219	110,125	118,204	103,073	93,007	98,974						744,703	-1.66%
VRT Nampa Urbanized	17,685	17,528	17,272	19,708	17,317	15,967	15,051						120,528	-5.62%

CY2013	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Jul	To Date % Change 12-13
ACHD Vanpool (Trips)	24,820	22,491	23,554	24,362	23,031	21,357	22,832	23,272	22,087	23,366	21,018	21,040	162,447	0.29%
VRT Boise Urbanized	105,668	118,669	112,729	117,867	111,770	91,450	99,098	94,982	102,585	119,175	104,531	101,757	757,251	1.81%
VRT Nampa Urbanized	18,265	19,685	19,112	21,111	18,199	15,513	15,816	18,003	21,988	21,029	14,329	15,251	127,701	8.50%

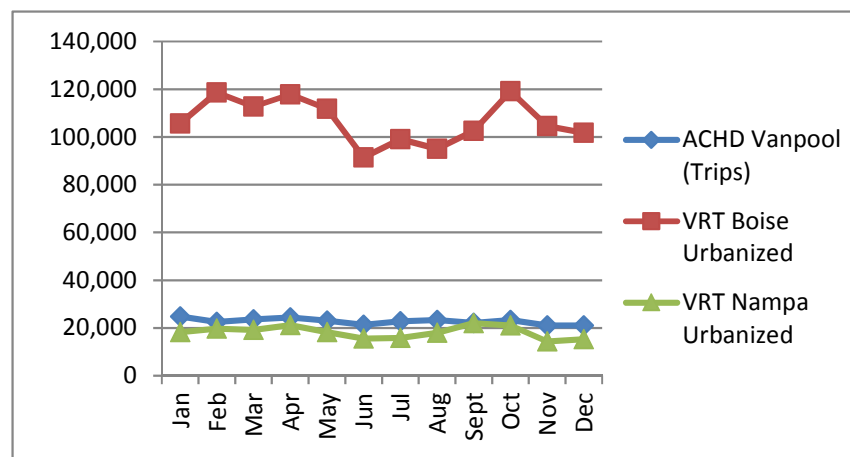
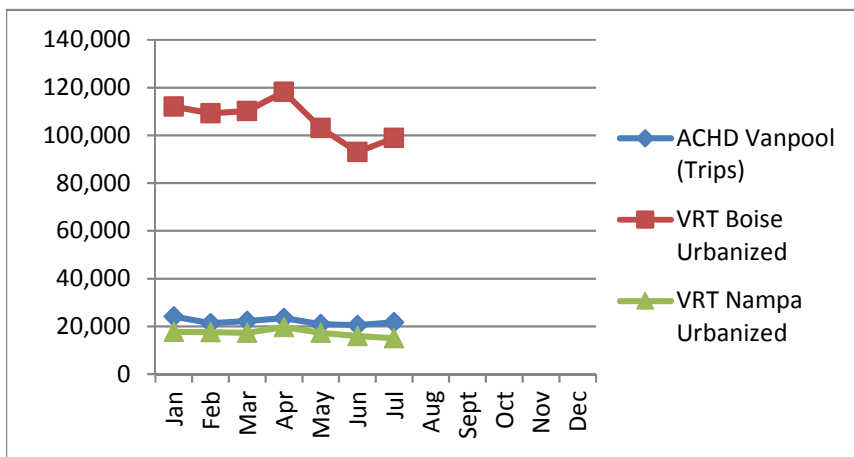
CY2012	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Jul	To Date % Change 11-12
ACHD Vanpool (Trips)	23,327	22,989	23,821	23,245	24,007	22,096	22,500	24,676	21,216	24,475	22,207	20,247	161,985	10.67%
VRT Boise Urbanized	96,100	119,064	106,068	118,989	116,421	92,998	94,139	102,614	105,805	111,715	110,719	102,009	743,779	0.46%
VRT Nampa Urbanized	18,511	16,167	18,379	19,645	14,427	15,501	15,068	17,117	20,330	23,101	19,687	16,368	117,698	4.63%

CY2011	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Jul	To Date % Change 10-11
ACHD Vanpool (Trips)	20,243	22,046	22,121	20,936	20,169	21,510	19,336	23,097	20,347	19,749	22,240	20,832	146,361	5.43%
VRT Boise Urbanized	101,936	101,144	117,704	108,108	111,366	106,275	93,834	115,761	114,726	114,484	110,885	103,464	740,367	1.07%
VRT Nampa Urbanized	15,364	16,508	18,362	17,393	16,347	13,325	15,186	19,370	20,998	20,215	18,235	15,202	112,485	-7.80%

CY2010	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Jul	To Date % Change 09-10
ACHD Vanpool (Trips)	20,065	18,942	22,466	20,626	17,675	20,417	18,630	19,046	18,790	18,596	18,036	19,160	138,821	-0.10%
VRT Boise Urbanized	103,704	106,299	120,174	114,145	99,610	97,152	91,474	95,262	98,048	103,166	93,466	94,292	732,558	0.74%
VRT Nampa Urbanized	15,466	17,515	18,362	21,100	16,136	17,265	16,151	18,143	20,607	23,260	15,866	13,973	121,995	5.22%

2014

2013



DEMOGRAPHIC ADVISORY COMMITTEE

ITEM IX-D

Attendance List of Members

Member Agency/Name	Jan '14 No Mtg	Feb '14	Mar '14 No Mtg	Apr '14	May '14 No Mtg	June '14 No Mtg	July '14	Aug '14 No Mtg	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
ACCHD/ <i>K. Knapp</i>													
ACHD/ <i>C. Little</i>		1		1									
Ada County/ <i>B. Danielson</i>		1		1			1						
BSU/ <i>M. Fragkias</i>													
CCDC/ <i>Vacant</i>													
Canyon Co. Dev. Services / <i>J. Almeida/D. Root/P. Nilsson</i>		1		1			1						
City of Boise/ <i>B. Eggleston</i>		1		1			1						
City of Caldwell/ <i>B. Billingsley</i>		1					1						
City of Eagle/ <i>N. Baird Spencer</i>		1		1			1						
City of Garden City/ <i>J. Thornborrow</i>													
City of Kuna/ <i>W. Howell</i>		1		1									
City of Meridian/ <i>B. McClure</i>		1		1			1						
City of Middleton/ <i>D. Taylor</i>													
City of Nampa/ <i>N. Holm</i>		1					1						
City of Star/ <i>N. Mitchell</i>													
IDEQ/ <i>D. Luft</i>				1									
ITD / <i>M. Wasdahl</i>		1		1			1						
Public Participation Committee/ <i>J. Ross</i>		1		1			1						
Valley Regional Transit/ <i>R. Jalbert</i>													
<b>Ex officio Members</b>													
Chamber of Commerce - Ada County/ <i>M. Tate</i>		1		1									
Chamber of Commerce- Canyon Co./ <i>T. Kasper</i>													
COMPASS/ <i>C. Miller</i>		1		1			1						
Development Community - Ada County/ <i>C. Findlay</i>													
Major Utilities / <i>B. Snow/B. Defenbach</i>							1						
Development Community - Canyon County/ <i>G. Manship</i>				1									

**REGIONAL TECHNICAL ADVISORY COMMITTEE**

**Attendance List of Members**

<u>Member Agency/Name</u>	Jan '14	Feb '14	Mar '14	Apr '14 No Mtg	May '14	June '14 No Mtg	July '14	Aug '14	Sept '14 No Mtg	Oct '14	Nov '14	Dec '14	TOTAL
<b>General Members</b>													
ACHD/S. Anderson/T.Ferch	1	1	1		1			1					5
Ada County /R. Beck/M. Leatherman	1	1	1		1		1	1					6
BSU/N. Nimmmons	1	1			1			1					4
Canyon County / J. Almeida, D. Root, P. Nilsson		1	1		1		1	1					5
Canyon Highway District #4/C. Hopper	1	1			1		1	1					5
City of Boise/ D. Fluke/ K. Lacey/K. Gallagher	1	1	1		1		1	1					6
City of Caldwell/R. MacDonald		1			1		1	1					4
City of Eagle/N. Baird Spencer		1			1		1	1					4
City of Garden City/J. Thornborrow			1										1
City of Kuna/W. Howell	1	1	1		1			1					5
City of Meridian/J. Lucas	1	1	1		1			1					5
City of Middleton/D. Taylor													0
City of Nampa/C. Bowman/L. Grady		1	1		1		1	1					5
City of Parma/N. Leigh													0
City of Star/N. Mitchell													0
IDEQ/M. Toole			1										1
ITD/vacant as of 3/24/14													0
Nampa Highway District #1/E. Shannon	1	1	1		1			1					5
Public Participation Committee/D. Smith		1	1				1	1					4
Valley Regional Transit/Margaret Havey	1	1	1		1		1	1					6
<b>Ex officio Members</b>													
Central District Health/R. Howarth	1				1		1						3
COMPASS/D. Matson	1	1	1				1	1					5
Governor's Office/D. Hensley													0

**TRANSPORTATION MODEL ADVISORY COMMITTEE**

**Attendance List of Members**

<u>Member Agency/Name</u>	Jan '14	Feb '14 No Mtg	Mar '14	April '14 No Mtg	May '14 No Mtg	June '14 No Mtg	July '14	Aug '14 No Mtg	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
<b>Nampa Highway District #1/E. Shannon</b>													
ACHD/ <i>S. Martin , A. Pillai</i>	1		1										2
Ada County Develoment Services/ <i>M. Basham</i>													0
Canyon County/ <i>J. Almeida, P. Nilsson</i>	1												1
Canyon Highway District/ <i>No. 4/T. Richard</i>			1										1
City of Boise/ <i>K. Gallagher or A. Tuning</i>	1		1				1						3
City of Meridian/ <i>A. Petersen</i>	1												1
City of Nampa/ <i>/C. Bowman/J. Barnes</i>	1		1				1						3
IDEQ/ <i>D. Luft</i>	1												1
ITD/ <i>K. Sablan &amp; D. Szplett</i>	1		1				1						3
Nampa Highway District #1/ <i>E. Shannon</i>													
Public Participation Committee/ <i>J. Madsen</i>			1										1
Valley Regional Transit/ <i>R. Jalbert</i>													0
<b>Appointed Transportation/Land Use/Air Quality Professionals</b>													
<i>Vern Brewer, Holladay Engineering - VACANT</i>	1												1
<i>Stephen Lewis, Keller Associates</i>	1						1						2
<i>Jim Pline, Pline Engineering</i>	1		1				1						3
<i>Jay Witt , URS Washington Division</i>	1		1				1						3
<b>Ex officio Members</b>													
COMPASS/ <i>M. Waldinger</i>	1						1						2

**REGIONAL GEOGRAPHIC ADVISORY COMMITTEE**

**Attendance List of Members**

<u>Member Agency/Name</u>	Jan '14 No Mtg	Feb '14	Mar '14	Apr '14 No Mtg	May '14	Jun '14 No Mtg	July '14 No Mtg	Aug '14 No Mtg	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
<b>Nampa Highway Distr. #1/Eric Shannon</b>													
Ada County Assessors/A .Kawalec		1	1		1								3
Ada County Development Services/M. Basham		1	1										
Ada County Highway District/C. Spencer		1			1								2
Ada County Sheriff Office/T. Tyson		1	1		1								
Canyon County Development Services/S. Higuera		1											1
Canyon Highway District No. 4/K. Knapp													
Canyon County Sheriff Office/F. Smith		1	1		1								0
City of Boise/J. Hetherington		1	1		1								3
City of Caldwell/D. Marston		1											1
City of Eagle/R. Dodge		1			1								2
City of Garden City/E.Akin													0
City of Kuna/M. Borzick			1		1								2
City of Meridian/R. Jack		1			1								2
City of Nampa/C. Tarter		1	1		1								3
ITD/B. Lacabanne			1		1								2
Nampa Highway Distr. #1/Eric Shannon													0
Public Participation Committee/M. Gaddi/K. Watkins													0
<b>Ex officio Members</b>													
COMPASS/E. Adolfsen		1	1		1								3



IK F

COMMISSIONERS' OFFICE  
200 W. Front Street, 3rd Floor  
Boise, Idaho 83702  
(208) 287-7000  
Fax (208) 287-7009  
bocc1@adaweb.net  
www.adaweb.net

# ADA COUNTY

August 13, 2014



COMPASS Board  
C/O Matt Stoll  
COMPASS  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

**RE: Ada County Comment on COMPASS Organizational Structure and Functionality**

Dear COMPASS Board:

Thank you for the opportunity to comment on COMPASS' organizational structure and functionality. We believe that it is always beneficial to take a step back and evaluate the mechanics of an organization. While we have no pressing concerns with the COMPASS structure at this time, we would like to offer the following in response to your request for comments.

We recognize that our perspective may take on varying layers when considered internally, since the County is an external stakeholder, but hope that our insights might be of some value. The bylaws and joint powers agreement <sup>1</sup>were reviewed and it is our opinion that the majority of the problems are not found within those documents but in what has evolved over time to become un-documented standard practices. Our primary focal points include (1) committee's roles are not clearly defined and have evolved to take on overlapping functions; (2) the interactions between committees are not clearly defined and appear not to be efficient; (3) staff's role is not always clear-specifically, their level of decision making authority; and (4) the decision making process lacks transparency.

Due to the complexity, magnitude of stakeholders, and significance of COMPASS, a strategic planning initiative could assess these focal points, and more, to come up with long-term solutions that would be vetted by primary stakeholders. The strategic planning scope could be managed to ensure the exercise specifically meets COMPASS' needs. This could promote great collaboration among members, provide for a transparent process and allow members to have a deeper understanding of the COMPASS organizational structure.

Thank you for your consideration and if you have any questions please do not hesitate to contact Ada County Development Services at 287-7900.

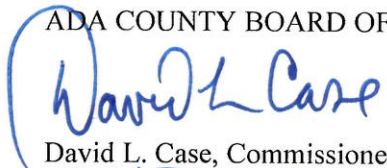
<sup>1</sup> "Bylaws as Adopted by the Board of The Community Planning Association of Southwest Idaho – Initially Adopted March 1, 2000/August 17, 2009" and "Second Restated and Amended Joint Powers Agreement and Articles of Reformation and Organization of The Community Planning Association of Southwest Idaho, A Nonprofit Association (Modified 2/22/2010)"



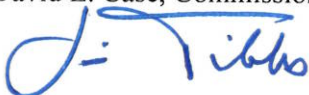
COMPASS Board  
C/O Matt Stoll  
August 13, 2014  
Page 2

Sincerely yours,

ADA COUNTY BOARD OF COMMISSIONERS

A handwritten signature in blue ink that reads "David L. Case". The signature is written in a cursive style with a large initial "D".

David L. Case, Commissioner

A handwritten signature in blue ink that reads "Jim Tibbs". The signature is written in a cursive style with a large initial "J".

Jim Tibbs, Commissioner

A handwritten signature in blue ink that reads "Rick Yzaguirre". The signature is written in a cursive style with a large initial "R".

Rick Yzaguirre, Commissioner

cc: Megan M. Leatherman, Director, Ada County Development Services  
Richard Beck, Community & Regional Planner, Ada County Development Services



**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 8028  
Boise, ID 83707-2028

(208) 334-8300  
itd.idaho.gov

---

August 27, 2014

Matt Stoll, Executive Director  
Community Planning Association of Southwest Idaho  
700 NE 2nd Street, Suite 200  
Meridian, Idaho 83642

RE: Balance of FY14 STP-TMA and TAP-TMA funds

Dear Mr. Stoll:

On August 22, 2014, I contacted COMPASS via Toni Tisdale at the request of Shannon Grow, Urban Balance Committee Chair, to discuss local program funding levels and project prioritization. I unintentionally failed to provide Toni with sufficient data regarding all issues at hand and apologize for the alarm and trepidation it caused your organization as well as for any concern over the transparency in communication that ITD strives to have with its partners.

The Idaho Transportation Department inadvertently over obligated funds programmed for the State Highway System. This resulted in a decrease of available federal obligation authority available for all stakeholders. We are taking immediate steps to resolve this issue now. Starting in federal fiscal year 2015, ITD will be sending a monthly update showing the balance of each local program to ensure this will not happen in the future.

For your information, I have attached a copy of the "Estimates of Obligation Authority/Appportionments/Allocations in \$000s with Match" from the Approved FY2014-2018 Idaho Transportation Investment Program. I have highlighted the approved FY14 available totals for each of the programs in question.

Staff reviewed the combined FY14 apportionment levels with match for STP-TMA and TAP-TMA funds (\$9.386M), reduced by the federal match rate (92.66%) and the statewide obligation authority limit (94.68%) and calculated a combined total anticipated FY14 federal funding level of \$8.234M. Please refer to the attached spreadsheet showing our calculations. Also attached is a spreadsheet showing FY14 obligations made against both programs with the combined total being \$5.426M. The difference between the FY14 federal funding available and the FY14 obligations is \$2.808M which is currently available to the TMA.

Staff also reviewed the FY14 apportionment level with match for STP-Local Urban (\$8.393M), reduced by the federal match rate (92.66%) and the statewide obligation authority limit (94.68%) and calculated a total anticipated FY14 federal funding level of \$7.363M. Please refer to the attached spreadsheet showing our calculations. Also attached is a spreadsheet showing FY14 obligations made against the STP-Local Urban program with the total being \$6.320M. The difference between the FY14 federal funding available and the FY14 obligations is \$1.043M which is currently available to the STP-Local Urban program.

ITD has identified the remaining funds available for STP-TMA, TAP-TMA and STP-Local Urban as stated above. If there is a need to make any changes to the draft FY2015-2019 ITIP, please inform me of this by September 8, 2015 so that it will be included in our September Board meeting. By this date any obligation requests must also be submitted for processing.

Thank you very much for being patient during this time. I commit to providing a higher level of customer service to COMPASS and the other MPO's in the future. If you have any additional concerns or questions, please contact myself at 208-334-8552 or Blake Rindlisbacher at 208-334-8231.

Sincerely,



Erika Bowen, PE  
Planning Services Engineer

CC: Brian Ness  
Shannon Grow  
Jim Carpenter  
Char McArthur  
Blake Rindlisbacher  
John Krause

APPROVED FY 2014 - 2018 IDAHO TRANSPORTATION INVESTMENT PROGRAM  
 This Report is to be used for the Approved ITP (dbs as of Dec. 4, 2013)  
 Estimates of Obligation Authority/Appropriations/Allocations in \$000s with Match (Year-Of-Expenditure Dollars)

Program Name	FY 2014		FY 2015*		FY 2016*		FY 2017*		FY 2018*		Sum FY14-18		Prd. Dev. & Sp. Assists Available
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	
Payment Preservation	48,207	32,882	35,214	35,214	53,235	54,146	63,988	63,271	64,902	63,232	295,975	240,545	-
Restoration	70,640	79,580	68,311	67,237	43,846	45,752	63,200	64,705	30,000	20,050	262,097	277,724	-
SHS Pavements	119,847	112,662	104,334	102,482	107,181	96,899	122,768	129,978	114,902	65,282	622,072	627,269	-
Bridge Preservation	9,284	7,726	13,081	13,635	12,146	11,229	10,747	10,431	14,302	10,719	58,610	53,740	-
Bridge Restoration	38,062	35,902	60,453	58,165	53,378	49,551	35,825	43,481	45,000	51,318	232,728	236,038	-
SHS Bridges	47,346	43,728	73,641	68,181	66,524	60,880	46,572	53,622	69,303	62,037	292,338	285,778	-
SHS Core	166,263	155,890	161,078	172,253	172,765	177,778	172,280	183,889	174,254	147,319	874,410	817,047	-
Expansion	14,106	27,526	2,919	20,400	10,127	26,639	19,371	72,918	7,149	53,574	72,047	2,368	-
Early Development	517	857	1,979	562	690	547	152	202	60,000	60,000	300,000	300,000	120,000
Formula Debt Service + Fees & Interest	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	-
SHS Expansion	74,526	68,783	64,298	60,982	70,817	67,186	79,284	57,283	67,149	60,150	306,812	374,355	-
System Support	2,663	3,314	2,252	2,704	2,245	2,702	2,245	2,702	1,500	2,702	11,106	14,124	-
State Board Unallocated	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	25,000	25,000	-
SHS Other	7,853	8,314	7,202	7,704	7,245	7,702	7,245	7,702	5,600	7,702	36,186	38,124	-
Safety - Statewide	23,845	20,120	23,348	18,095	23,655	27,292	9,845	10,003	23,418	22,718	103,823	106,228	-
Safety - Federal Rail	1,905	2,108	1,349	1,824	1,435	1,298	1,146	2,381	1,768	2,056	10,267	10,267	-
Safety - State Rail	531	521	273	35	250	95	250	118	290	118	1,556	947	-
Hwy Safety	26,282	22,749	24,983	20,014	23,381	28,686	11,241	21,102	24,832	24,832	112,871	117,442	-
Systems Planning	1,780	1,882	1,852	2,161	1,655	1,521	1,289	1,994	1,153	1,153	6,565	8,751	-
Metropolitan Planning (MPOs)	1,678	1,878	1,782	1,782	1,782	1,782	1,782	1,782	1,782	1,782	8,806	8,806	-
State Planning and Research	5,053	6,155	6,586	6,586	6,586	6,586	6,586	6,586	6,586	6,586	32,459	32,459	-
Hwy Planning	3,883	3,715	10,220	10,529	10,023	10,289	9,667	9,982	8,368	9,561	47,871	50,058	-
TAP - Urban & Rural	3,390	3,390	3,711	3,711	3,711	3,711	3,711	3,711	3,711	3,711	18,234	18,234	-
Salt Routes To School	904	722	-	-	-	-	-	-	-	-	904	722	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	9,230	9,230	-
Hwy Statewide Competitive	5,140	5,588	5,587	5,587	5,587	5,587	5,587	5,587	5,587	5,587	28,268	28,186	-
STP - Local Urban	8,393	8,678	8,918	8,522	8,918	9,041	8,918	9,688	8,918	8,377	44,786	44,786	31,122
STP - Transportation Mgt Area	6,333	9,064	9,490	9,167	9,490	9,143	9,490	8,873	9,881	7,881	46,853	44,128	19,360
STP - Local Rural	12,425	12,737	13,508	13,812	13,508	15,092	15,092	15,487	13,508	14,327	66,457	71,265	5,162
TAP - Transportation Mgt. Area	453	460	494	363	494	500	494	383	484	415	2,429	2,121	786
Bridge - Local	5,417	5,427	5,417	5,417	5,417	5,417	5,417	5,417	5,417	5,417	27,235	25,414	11,143
Bridge - Off System	4,085	3,918	4,085	4,085	4,085	4,085	4,085	4,085	4,085	4,085	21,843	8,333	7,044
Hwy Federal Formula & State Funds	39,726	40,276	41,942	41,942	41,942	43,726	41,942	41,942	41,942	41,942	202,894	209,469	100,472
High Priority (SAFE/EA-LU)	330,833	331,685	336,240	339,075	333,640	339,140	334,455	339,140	328,904	296,665	1,853,742	1,635,676	270,472
High Priority (TEA-21)	7,211	7,211	4,387	4,387	4,387	4,387	4,387	4,387	4,387	4,387	12,208	12,208	-
Discretionary Earmarks (carried over)	4,424	4,424	18,426	18,426	6,963	6,963	6,963	6,963	6,963	6,963	29,819	29,819	-
Emergency Relief	5,587	5,587	833	833	833	833	833	833	833	833	6,420	6,420	-
Federal Lands Access	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	1,072	-
Indian Reservation Roads	13,898	8,400	13,898	5,400	13,898	10,000	13,898	5,400	13,898	5,400	69,480	34,080	11,008
Other Federal Non-Formulas	812	812	820	820	816	816	877	877	877	877	3,326	3,326	-
Hwy Other Federal Programs	1,675	1,675	370	370	370	370	370	370	370	370	3,195	3,195	-
Federal Non-Participating	34,879	29,181	34,347	25,849	27,060	23,182	16,145	6,647	14,268	5,770	126,480	90,000	43,889
Local/Private Partnership	1,930	1,530	3,150	3,150	10	10	10	10	10	10	1,930	1,930	2,154
Hwy Other State Programs	9,550	9,550	3,150	3,150	10	10	10	10	10	10	12,710	12,710	12,326
GARVEE SP12 Leg. Authorization*	11,430	11,430	3,150	3,150	10	10	10	10	10	10	14,640	14,678	14,480
GARVEE Total	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	-
Highways Total	461,582	457,346	477,707	463,074	469,700	462,272	469,000	463,728	443,172	302,472	1,898,878	1,625,953	248,850
Capital	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	8,760	42,217	29,338	-
Operations	28,996	28,996	15,079	14	14	14	14	14	14	14	4,357	4,357	-
New Airport Facilities	34,746	34,746	21,820	5,155	21,820	18,359	15,047	12,398	7,112	2,107	79,778	53,748	-
Airport Facility Maintenance	37,443	37,443	43,654	27,414	27,414	31,656	34,986	32,127	32,127	170,244	170,244	170,244	-
Airport Planning	25,279	25,279	14,575	20,354	20,354	20,354	10,877	10,877	12,264	13,264	84,249	84,249	-
Aviation System Planning	982	982	2,532	1,211	1,211	1,211	5,200	5,200	341	341	10,266	10,266	-
Aeronautics Total	61,987	61,987	67,049	49,297	49,297	49,297	50,951	50,951	48,010	46,910	271,248	271,248	-
Grand Total	650,420	656,074	656,074	656,074	656,074	656,074	656,074	656,074	656,074	656,074	2,362,147	2,175,988	162,405

\* Available estimates are to be used for planning purposes only. FY14 is last year of MAP-21 transportation act. Out-years assume FY 2011 actual funding levels.  
 Funds expressed in Year-Of-Expenditure Dollars assuming 2% annual inflation.  
 \* Buying power preserved for 2 - 5% inflation.  
 \* GARVEE bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.

**TMA (STP - TMA + TAP - TMA)**

		(\$000s)
STP-TMA with Match		8933
TAP-TMA with Match		453
	Total with Match	<u>9386</u>
Federal Match (%)	92.66	
	Total Federal Share	<u>8697</u>
Obligation Authority (%)	94.68	
Anticipated Federal Funding Available		8234
<b>FY14 TMA Combined Anticipated Federal Funding Available</b>		<b>\$ 8,234,000</b>
 <i>Obligated to Date</i>		
STP-TMA Federal Share		
Prior Year	\$ 17,079	
Current/Future	\$ 5,132,175	
	Total STP-TMA FY14 Obligation	<u>\$ 5,149,254</u>
TAP-TMA Federal Share		
Prior Year (plus in Progress)	\$ -	
Current/Future (plus in progress)	\$ 276,835	
	Total TAP-TMA FY14 Obligation	<u>\$ 276,835</u>
Total Obligated To Date		5,426,089
<b>Total Remaining TMA Available Federal Share</b>		<b>\$ 2,807,911</b>

# Meta - MPO and LHTAC Programs

# FY 14 Obligations

KeyNo	District	Location	ProgYr	Status	Code	Federal	State	Other	Sum
8048	3	184, LOCUST GROVE GRADE SEPARATION	2008	Project Closed	L230	(\$609.98)	\$0.00	(\$51.06)	(\$661.04)
9503	3	LOCAL, FY09 ACHD OVERLAYS	2009	Project Closed	L230	(\$10,484.00)	\$0.00	(\$830.00)	(\$11,314.00)
9827	3	LOCAL, HOUSEHOLD TRAVEL SURVEY	2012	Project Closed	L23E	(\$47,427.08)	\$0.00	(\$3,757.34)	(\$51,184.42)
10559	3	LOCAL, FY11 ACHD OVERLAYS	2011	Project Closed	L230	(\$33,172.85)	\$0.00	(\$2,627.75)	(\$35,800.60)
10559	3	LOCAL, FY11 ACHD OVERLAYS	2011	Project Closed	L23E	(\$11,167.88)	\$0.00	(\$884.47)	(\$12,052.35)
11065	3	LOCAL, FY12 ACHD OVERLAYS	2012	Project Closed	L23E	(\$260,297.00)	\$0.00	(\$20,618.00)	(\$280,915.00)
11581	3	LOCAL, FY13 ACHD OVERLAYS	2013	Awarded (or e	L23E	\$0.00	\$0.00	\$0.00	\$0.00
11582	3	SMA-9463, FIVE MILE RD; FRANKLIN TO FAIRV	2013	Awarded (or e	L23E	\$555,960.00	\$0.00	\$44,040.00	\$600,000.00
11582	3	SMA-9463, FIVE MILE RD; FRANKLIN TO FAIRV	2013	Awarded (or e	M230	\$162,155.00	\$0.00	\$12,845.00	\$175,000.00
11787	3	LOCAL, COMMUTERIDE-VANPOOL VAN PURC	2012	Awarded (or e	L23E	\$0.00	\$0.00	(\$70,244.00)	(\$70,244.00)
11787	3	LOCAL, COMMUTERIDE-VANPOOL VAN PURC	2012	Awarded (or e	M230	\$70,244.00	\$0.00	\$0.00	\$70,244.00
11922	3	LOCAL, FY09 ACHD THIN LIFT OVERLAYS	2010	Project Closed	L23E	(\$29,142.10)	\$0.00	(\$2,309.12)	(\$31,451.22)
13348	3	LOCAL, FY12 ACHD OVERLAYS (2)	2012	Project Closed	L23E	(\$378,979.00)	\$0.00	(\$30,021.00)	(\$409,000.00)
IsPriorYear	True					\$17,079.11	\$0.00	(\$74,457.74)	(\$57,378.63)
12059	3	LOCAL, FY14 ACHD RIDESHARE, ADA CO	2014	Awarded (or e	M230	\$220,000.00	\$0.00	\$0.00	\$220,000.00
12363	3	LOCAL, FY15 CAPITAL MAINTENANCE, ACHD	2015	Development	L23E	\$13,899.00	\$0.00	\$1,101.00	\$15,000.00
12363	3	LOCAL, FY15 CAPITAL MAINTENANCE, ACHD	2015	Development	M230	\$342,842.00	\$0.00	\$27,158.00	\$370,000.00
12368	3	STP-7403, FRANKLIN RD; BLACK CAT TO TEN	2016	Development	M230	\$2,807,598.00	\$0.00	\$222,402.00	\$3,030,000.00
12372	3	LOCAL, FY14 COMPASS PLANNING	2014	Awarded (or e	M230	\$354,131.60	\$0.00	\$28,052.40	\$382,184.00
13480	3	LOCAL, FY14 CAPITAL MAINTENANCE, BOISE,	2014	Awarded (or e	OAT0	\$986,000.00	\$0.00	\$0.00	\$986,000.00
13481	3	STP-7220, INT STATE ST & COLLISTER DR, BOIS	2017	Development	L23E	\$9,266.00	\$0.00	\$734.00	\$10,000.00
13481	3	STP-7220, INT STATE ST & COLLISTER DR, BOIS	2017	Development	M230	\$287,246.00	\$0.00	\$22,754.00	\$310,000.00
13514	3	LOCAL, GARDEN CITY TO AMERICANA GREENB	2016	Development	L220	\$0.00	\$0.00	\$0.00	\$0.00
13907	3	LOCAL, FY16 CAPITAL MAINTENANCE, ACHD	2016	Development	L230	\$44,267.00	\$0.00	\$3,507.00	\$47,774.00

KeyNo	District	Location	ProgYr	Status	Code	Federal	State	Other	Sum
13907	3	LOCAL, FY16 CAPITAL MAINTENANCE, ACHD	2016	Development	L23E	\$66,925.00	\$0.00	\$5,301.00	\$72,226.00
	IsPriorYear	False				\$5,132,174.60	\$0.00	\$311,009.40	\$5,443,184.00
	Sum					\$5,149,253.71	\$0.00	\$236,551.66	\$5,385,805.37
<b>TAP - TMA</b>									
13818	3	OFFSYS, BOISE BIKE SHARE PROGRAM, PH 1	2013	Awarded (or e	OATD	(\$315,110.00)	\$0.00	(\$24,961.00)	(\$340,071.00)
	IsPriorYear	True				(\$315,110.00)	\$0.00	(\$24,961.00)	(\$340,071.00)
13514	3	LOCAL, GARDEN CITY TO AMERICANA GREENB	2016	Development	M301	\$19,459.00	\$0.00	\$1,541.00	\$21,000.00
13820	3	OFFSYS, NATURES WOOD DUCK ISLAND TRAIL	2014	Development	M301	\$4,633.00	\$0.00	\$367.00	\$5,000.00
13821	3	OFFSYS, TREASURE VALLEY YMCA, SR2S PROG	2014	Awarded (or e	M301	\$129,724.00	\$0.00	\$10,276.00	\$140,000.00
13916	3	OFFSYS, DRY CR TRAIL, PH 1, EAGLE	2016	Development	M301	\$45,403.00	\$0.00	\$3,597.00	\$49,000.00
	IsPriorYear	False				\$199,219.00	\$0.00	\$15,781.00	\$215,000.00
	Sum					(\$115,891.00)	\$0.00	(\$9,180.00)	(\$125,071.00)

TAP-TMA In Progress, but not shown on this spreadsheet

KN 13818 -- Federal Obligation for \$315,110

KN 13512 -- Federal Obligation for \$77,616

Adjusted Sum for the TAP-TMA Program: -\$115,891 + \$315,110 + \$77,616 = \$276,835

## STP - LOCAL URBAN

		<i>(\$000s)</i>
STP - Local Urban with Match		8393
Federal Match (%)	92.66	
	Total Federal Share	7777
Obligation Authority (%)	94.68	
Anticipated Federal Funding Available		7363
<b>FY14 STP- Local Urban Anticipated Federal Funding Available</b>		<b>\$ 7,363,000</b>

***Obligated to Date***

STP-Local Urban Federal Share		
Prior Year	\$ (876,529)	
Current/Future	\$ 7,196,055	
<b>Total Obligated To Date</b>		<b>\$ 6,319,526</b>

<b>Total Remaining STP-Local Urban Available Federal Share</b>	<b>\$ 1,043,474</b>
--	---------------------



KeyNo	District	Location	ProgYr	Status	Code	Federal	State	Other	Sum
3787	4	STC-8032, 8TH AVE & LINCOLN TO DATE ST &	2009	Project Closed	L200	(\$103,779.00)	\$0.00	(\$8,221.00)	(\$112,000.00)
5967	5	SMA-7161, POCATELLO CR RD, POCATELLO	2003	Project Closed	H200	(\$35,282.61)	\$0.00	(\$2,793.46)	(\$38,076.07)
5967	5	SMA-7161, POCATELLO CR RD, POCATELLO	2003	Project Closed	Q200	(\$0.92)	\$0.00	\$0.00	(\$0.92)
6558	4	SMA-7072, WASHINGTON ST NORTH, TWIN F	2009	Awarded (or e	L200	(\$144,550.00)	\$0.00	(\$11,450.00)	(\$156,000.00)
7979	6	STP-7446, SUNNYSIDE RD, IDAHO FALLS	2006	Project Closed	LZ20	(\$5,138.67)	\$0.00	(\$407.12)	(\$5,545.79)
7979	6	STP-7446, SUNNYSIDE RD, IDAHO FALLS	2006	Project Closed	Q200	\$0.00	\$0.00	(\$0.09)	(\$0.09)
7979	6	STP-7446, SUNNYSIDE RD, IDAHO FALLS	2006	Project Closed	Q760	\$0.00	\$0.00	\$0.00	\$0.00
8126	5	SMA-7101, ALAMEDA BIKE LNS, POCATELLO	2008	Project Closed	L200	(\$976.40)	\$0.00	(\$75.98)	(\$1,052.38)
8126	5	SMA-7101, ALAMEDA BIKE LNS, POCATELLO	2008	Project Closed	Q200	(\$2.32)	\$0.00	\$0.19	(\$2.13)
8127	5	SMA-7101, INT ALAMEDA RD & HAWTHORNE	2010	Project Closed	L20E	(\$129.79)	\$0.00	(\$10.05)	(\$139.84)
8127	5	SMA-7101, INT ALAMEDA RD & HAWTHORNE	2010	Project Closed	Q200	(\$59.97)	\$0.00	(\$4.75)	(\$64.72)
8145	5	SMA-7561, E AIRPORT RD; N AIRPORT TO HIG	2011	Awarded (or e	L200	\$0.00	\$0.00	\$0.00	\$0.00
8145	5	SMA-7561, E AIRPORT RD; N AIRPORT TO HIG	2011	Awarded (or e	LZ1E	\$55,596.00	\$0.00	\$4,404.00	\$60,000.00

**STP - Local Urban**

KeyNo	District	Location	ProgYr	Status	Code	Federal	State	Other	Sum
8472	5 SMA-7401,	HILINE RD, FLANDRO TO CHUBBU	2008	Awarded (or e	L200	(\$511,281.00)	\$0.00	(\$40,501.00)	(\$551,782.00)
8472	5 SMA-7401,	HILINE RD, FLANDRO TO CHUBBU	2008	Awarded (or e	Q200	\$0.00	\$0.00	\$0.00	\$0.00
8700	4 SMA-7842, A ST;	9TH ST TO 100 N, RUPERT	2013	Awarded (or e	L20E	\$292,189.00	\$0.00	\$23,147.00	\$315,336.00
8700	4 SMA-7842, A ST;	9TH ST TO 100 N, RUPERT	2013	Awarded (or e	L20R	\$6,023.00	\$0.00	\$477.00	\$6,500.00
8700	4 SMA-7842, A ST;	9TH ST TO 100 N, RUPERT	2013	Awarded (or e	M231	\$456,692.00	\$0.00	\$36,176.00	\$492,868.00
8700	4 SMA-7842, A ST;	9TH ST TO 100 N, RUPERT	2013	Awarded (or e	Q200	\$16,452.00	\$0.00	\$1,303.00	\$17,755.00
9026	1 SMA-7645, MULLAN AVE;	GREENSFERRY TO S	2007	Project Closed	H200	(\$13,049.00)	\$0.00	(\$1,035.00)	(\$14,084.00)
9026	1 SMA-7645, MULLAN AVE;	GREENSFERRY TO S	2007	Project Closed	L200	(\$251,415.00)	\$0.00	(\$19,916.00)	(\$271,331.00)
9027	1 SMA-7025, HANLEY AVE;	DALTON GARDENS	2008	Project Closed	L200	\$0.00	\$0.00	(\$1.84)	(\$1.84)
9027	1 SMA-7025, HANLEY AVE;	DALTON GARDENS	2008	Project Closed	Q200	\$372.28	\$0.00	\$26.44	\$398.72
9172	1 SMA-7645, MULLAN AVE OVERLAY,	POST FAL	2007	Project Closed	H200	(\$652.00)	\$0.00	(\$52.00)	(\$704.00)
9172	1 SMA-7645, MULLAN AVE OVERLAY,	POST FAL	2007	Project Closed	L200	(\$153,296.00)	\$0.00	(\$12,143.00)	(\$165,439.00)
9172	1 SMA-7645, MULLAN AVE OVERLAY,	POST FAL	2007	Project Closed	Q200	\$0.00	\$0.00	\$0.00	\$0.00
9511	3 LOCAL, CITY OF MIDDLETON TRANS PLAN		2005	Project Closed	H200	(\$12,368.00)	\$0.00	(\$980.00)	(\$13,348.00)
9511	3 LOCAL, CITY OF MIDDLETON TRANS PLAN		2005	Project Closed	Q200	(\$13,537.00)	\$0.00	(\$1,072.00)	(\$14,609.00)
9513	3 STC-7807, INT CEMETARY RD AND SH 44, MI		2010	Awarded (or e	H200	(\$1,938.00)	\$0.00	(\$153.30)	(\$2,091.30)
9513	3 STC-7807, INT CEMETARY RD AND SH 44, MI		2010	Awarded (or e	L200	(\$39,815.34)	\$0.00	(\$3,150.36)	(\$42,965.70)
9515	3 STC-7808, N MIDDLETON RD; JCT SH 44 TO MI		2009	Awarded (or e	H200	(\$7,354.30)	\$0.00	(\$582.70)	(\$7,937.00)
9515	3 STC-7808, N MIDDLETON RD; JCT SH 44 TO MI		2009	Awarded (or e	L200	(\$21,463.00)	\$0.00	(\$1,700.00)	(\$23,163.00)
9616	6 STP-8031, INT OLD BUTTE RD AND US 20 IMP		2011	Project Closed	L200	(\$598.49)	\$0.00	(\$46.08)	(\$644.57)
9616	6 STP-8031, INT OLD BUTTE RD AND US 20 IMP		2011	Project Closed	L20E	(\$381.32)	\$0.00	(\$30.30)	(\$411.62)
9853	4 LOCAL, TWIN FALLS TRANS PLAN		2006	Project Closed	L200	(\$1,567.07)	\$0.00	(\$123.15)	(\$1,690.22)
11155	6 STC-7286, JOHN ADAMS PARKWAY BR, IDAHO		2011	Awarded (or e	L200	\$97,756.00	\$0.00	\$7,744.00	\$105,500.00
11233	3 SMA-7843, INT FRANKLIN & 21ST AVE, CALD		2009	Project Closed	Q200	\$77,093.00	\$0.00	\$6,107.00	\$83,200.00
11555	1 LOCAL, FY13 KMPO METRO PLANNING		2013	Awarded (or e	L200	\$67,901.24	\$0.00	\$5,378.76	\$73,280.00
11555	1 LOCAL, FY13 KMPO METRO PLANNING		2013	Awarded (or e	Q200	\$5,550.33	\$0.00	\$439.67	\$5,990.00
11584	3 SMA-7843, INT FRANKLIN & 21ST AVE, CALD		2009	Project Closed	Q200	(\$77,156.48)	\$0.00	(\$6,111.89)	(\$83,268.37)
11706	9 LOCAL, FY11 TECHNOLOGY TRANSFER		2011	Project Closed	Q200	(\$46,599.00)	\$0.00	(\$3,691.00)	(\$50,290.00)
11866	1 SMA-7025, HANLEY AVE; DAVENPORT to 15T		2009	Project Closed	L200	(\$67,916.42)	\$0.00	(\$5,380.09)	(\$73,296.51)

KeyNo	District	Location	ProgYr	Status	Code	Federal	State	Other	Sum
11866	1 SMA-7025,	HANLEY AVE; DAVENPORT to 15T	2009	Project Closed	Q200	(\$5,558.03)	\$0.00	(\$439.87)	(\$5,997.90)
12047	3 SMA-8553,	S MIDLAND BLVD; USTICK TO US 2	2012	Awarded (or e	L20E	(\$138,990.00)	\$0.00	(\$11,010.00)	(\$150,000.00)
12207	3 LOCAL,	N ADA CO SIDEWALK REPAIR/ADA ACC	2010	Project Closed	L22E	(\$6,859.44)	\$0.00	(\$543.36)	(\$7,402.80)
12221	2 SMA-7014,	INT SNAKE RV AVE/SOUTHWAY AV	2010	Awarded (or e	L200	(\$16,452.00)	\$0.00	(\$1,303.00)	(\$17,755.00)
12221	2 SMA-7014,	INT SNAKE RV AVE/SOUTHWAY AV	2010	Awarded (or e	L20E	(\$48,790.00)	\$0.00	(\$3,865.00)	(\$52,655.00)
12264	1 SMA-7218,	LANCASTER RD; HUETTER RD TO N	2010	Project Closed	L20E	(\$11,065.10)	\$0.00	(\$877.20)	(\$11,942.30)
12264	1 SMA-7218,	LANCASTER RD; HUETTER RD TO N	2010	Project Closed	Q200	(\$1,822.07)	\$0.00	(\$144.33)	(\$1,966.40)
12472	6 SMA-7406,	PANCHERI BR OVER E LATERAL CA	2013	Awarded (or e	L20E	\$0.00	\$0.00	\$0.00	\$0.00
12473	6 SMA-7406,	17TH ST; PANCHERI BR TO S BLVD,	2013	Awarded (or e	L20E	\$0.00	\$0.00	\$0.00	\$0.00
13089	4 STC-8049,	BROADFORD RD, BELLEVUE	2500	Removed	L20E	(\$231,650.00)	\$0.00	(\$18,350.00)	(\$250,000.00)
13133	6 LOCAL,	CITYWIDE ADA AND CONCRETE SIDEW	2013	Awarded (or e	L20E	(\$11,238.00)	\$0.00	(\$890.00)	(\$12,128.00)
13134	6 LOCAL,	TRAFFIC SIGNAL REMOVAL STUDY	2013	Awarded (or e	L20E	\$30,578.00	\$0.00	\$2,422.00	\$33,000.00
IsPriorYear True						(\$876,528.89)	\$0.00	(\$69,429.86)	(\$945,958.75)
3546	2 SMA-7564,	A STREET, MOSCOW, STG 2	2015	Development	H200	\$2,655.96	\$0.00	\$210.04	\$2,866.00
3546	2 SMA-7564,	A STREET, MOSCOW, STG 2	2015	Development	M231	\$6,054.40	\$0.00	\$479.60	\$6,534.00
8700	4 SMA-7842,	A ST; 9TH ST TO 100 N, RUPERT	2013	Awarded (or e	Q200	\$0.00	\$0.00	\$0.00	\$0.00
9171	1 SMA-7895,	SCHWEITZER BASIN CUTOFF RD, S	2015	Development	L20R	\$92,660.00	\$0.00	\$7,340.00	\$100,000.00
9854	4 SMA-7522,	21ST STREET RECONSTRUCTION, H	2015	Development	M231	\$9,266.00	\$0.00	\$734.00	\$10,000.00
11495	4 OFFSYS,	CHENEY DR; WASHINGTON ST to N C	2015	Development	L200	\$3,706.40	\$0.00	\$293.60	\$4,000.00
11586	3 LOCAL,	FY14 ACHD RIDESHARE, CANYON CO	2014	Awarded (or e	L200	\$55,000.00	\$0.00	\$0.00	\$55,000.00
11657	5 I15B,	INT ALAMEDA RD & JEFFERSON, POCAT	2017	Development	L20E	\$138,990.00	\$0.00	\$11,010.00	\$150,000.00
11686	6 SMA-7406,	PANCHERI DR; BELLIN RD TO SKYLI	2014	PS&E (or equiv	L200	\$446,442.00	\$0.00	\$35,365.00	\$481,807.00
11686	6 SMA-7406,	PANCHERI DR; BELLIN RD TO SKYLI	2014	PS&E (or equiv	L20E	\$2,297,186.00	\$0.00	\$181,970.00	\$2,479,156.00
11686	6 SMA-7406,	PANCHERI DR; BELLIN RD TO SKYLI	2014	PS&E (or equiv	M231	\$1,020,221.00	\$0.00	\$80,816.00	\$1,101,037.00
11687	6 LOCAL,	IDAHO FALLS TRAFFIC SIGNAL COORDI	2014	Development	L20E	\$109,339.00	\$0.00	\$8,661.00	\$118,000.00
12046	3 SH 55,	INT KARCHER & MIDDLETON RDS, NA	2014	Development	L200	\$161,228.00	\$0.00	\$12,772.00	\$174,000.00
12046	3 SH 55,	INT KARCHER & MIDDLETON RDS, NA	2014	Development	M231	\$278,907.00	\$0.00	\$22,093.00	\$301,000.00
12308	1 SMA-7155,	N GOVERNMENT WAY; HANLEY A	2017	Development	H200	\$79,651.38	\$0.00	\$6,309.62	\$85,961.00
12308	1 SMA-7155,	N GOVERNMENT WAY; HANLEY A	2017	Development	L200	\$338,762.00	\$0.00	\$26,855.00	\$365,597.00

KeyNo	District	Location	ProgYr	Status	Code	Federal	State	Other	Sum
12308	1	SMA-7155, N GOVERNMENT WAY; HANLEY A	2017	Development	M231	\$945,132.00	\$0.00	\$74,868.00	\$1,020,000.00
12472	6	SMA-7406, PANCHERI BR OVER E LATERAL CA	2013	Awarded (or e	L20E	\$123,372.00	\$0.00	\$9,773.00	\$133,145.00
12528	9	LOCAL, FY14 STATEWIDE RIDESHARE	2014	Awarded (or e	M231	\$80,000.00	\$0.00	\$0.00	\$80,000.00
13132	6	SMA-7086, GRANDVIEW DR; SKYLINE DR TO S	2016	Development	Q200	\$94,513.00	\$0.00	\$7,487.00	\$102,000.00
13134	6	LOCAL, TRAFFIC SIGNAL REMOVAL STUDY	2013	Awarded (or e	L20E	\$9,256.00	\$0.00	\$734.00	\$10,000.00
13440	2	SMA-7254, INT 17TH ST & 16TH AVE, LEWIST	2500	Development	L200	\$19,374.27	\$0.00	\$1,534.73	\$20,909.00
13440	2	SMA-7254, INT 17TH ST & 16TH AVE, LEWIST	2500	Development	L20R	\$20,470.00	\$0.00	\$1,621.00	\$22,091.00
13441	2	SMA-7254, 18TH ST; INT IDAHO AVE & G ST, L	2500	Development	Q200	\$10,192.00	\$0.00	\$808.00	\$11,000.00
13443	2	SMA-7014, SNAKE RV AVE; SOUTHWAY BR TO	2500	Development	L20R	\$148,256.00	\$0.00	\$11,744.00	\$160,000.00
13444	2	STC-7334, VINEYARD DR GUARDRAIL, LEWIST	2500	Development	Q200	\$6,486.00	\$0.00	\$514.00	\$7,000.00
13484	3	STP-0719, CENTENNIAL WAY ROUNDABOUT,	2500	Development	H200	\$36,137.00	\$0.00	\$2,863.00	\$39,000.00
13484	3	STP-0719, CENTENNIAL WAY ROUNDABOUT,	2500	Development	L20E	\$61,156.00	\$0.00	\$4,844.00	\$66,000.00
13484	3	STP-0719, CENTENNIAL WAY ROUNDABOUT,	2500	Development	M231	\$264,081.00	\$0.00	\$20,919.00	\$285,000.00
13485	3	LOCAL, BIKING WALKING PATH EXT & PED SIG	2500	Removed	L22E	\$0.00	\$0.00	\$0.00	\$0.00
13486	3	STP-8423, COLORADO & HOLLY SIGNAL/PED I	2500	Development	L20E	\$77,834.00	\$0.00	\$6,166.00	\$84,000.00
13487	3	STP-8213, MIDDLETON & USTICK ROUNDABO	2500	Development	M231	\$213,118.00	\$0.00	\$16,882.00	\$230,000.00
13627	9	LOCAL, FY14 TECHNOLOGY TRANSFER	2014	Awarded (or e	Q200	\$46,599.00	\$0.00	\$3,691.00	\$50,290.00
IsPriorYear	False					\$7,196,055.41	\$0.00	\$559,337.59	\$7,755,393.00
Sum						\$6,319,526.52	\$0.00	\$489,907.73	\$6,809,434.25

August 29, 2014

Mr. Brian Ness, Director  
Idaho Transportation Department  
P O Box 7129  
Boise, ID 83701

**RE: Request to Fund Projects**

Dear Director Ness:

We appreciate the response from your staff regarding the recent issues with the reduction of federal funding. We understand that working through this issue will take considerable cooperation.

The COMPASS Executive Committee met on August 28, 2014, to discuss the issues that led to the possibility that COMPASS projects scheduled and delivered for FY2014 may go unfunded. The Executive Committee requests the following priority projects programmed in the FY2014-2018 Regional Transportation Improvement Program for FY2014 delivery be fully funded by the Idaho Transportation Department with available obligation authority (funding references below include local match):

- **KN 13820, Natures Wood Duck Island Trail Restoration, Ada County** – fully fund the project using Transportation Alternative Program (TAP) - Transportation Management Area (TMA) funding in the amount of \$105,000. This will leave \$25,000 in the TAP program, which we recommend be transferred to the Surface Transportation Program (STP) - TMA.
- **KN 12050, ACHD Overlays, Arterials and Collectors – FY2014, Ada County Highway District** – fully fund the project using STP-TMA funds in the amount of \$3,520,000.
- **KN 12046, SH-55 Intersection Karcher Road and Middleton Road, Nampa** – fully fund the project using STP-Urban and Highway Safety Improvement Program funding in the total amount of \$4,875,000. This is a joint project with ITD.

These projects were in the funding queue and expected full obligation when staff was notified last week that they were suddenly considered “unfunded.”

We appreciate the decision of your staff to revisit the situation and open options which will create the opportunity to provide anticipated projects in the Treasure Valley providing recreation, maintenance, and above all, safety. We request these projects, and not just the programs, be made whole.

We also request the following priorities be considered for funding through Redistribution:

- **KN 11582, Five Mile Road, Franklin Road to Fairview Avenue (ACHD)** for \$230,000 for construction change orders.
- **KN 13494, Old Highway 30, Plymouth Street Bridge, Caldwell** for \$440,000 to advance design funds in order to align multiple funding sources.

If the Executive Committee's proposal is not possible or acceptable, they request the opportunity to meet with ITD Executive Management and IT Board Members on Thursday, September 4, 2014, at 2:30 PM in the Board Room at COMPASS' offices at 700 NE 2<sup>nd</sup> Street, Meridian, Idaho.

We understand this is a difficult situation and look forward to working through the details with you and your staff.

Sincerely,



Matthew J. Stoll  
Executive Director

pc: IT Board Members  
COMPASS Board Members  
Jim Carpenter, ITD  
Char McArthur, ITD  
Blake Rindlisbacher, ITD  
Erika Bowen, ITD  
John Krause, ITD  
Shannon Grow



**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 7129  
Boise ID 83707-1129



(208) 334-8000  
itd.idaho.gov

September 4, 2014

Matthew J. Stoll  
Compass Executive Director  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, Idaho 83642

RE: Response to Request to Fund Projects

Dear Mr. Stoll:

Thank you for your letter to Director Ness dated August 29, 2014 requesting that three projects within the TMA be funded with 2014 federal aid.

As you are aware from our letter dated August 27, 2014, all federal funds available to Idaho have been obligated to projects that are already under contract, with the exception of \$2.808M still remaining in the STP TMA/TAP program and \$1.043M in the STP-Local Urban program. ITD has checked the distribution of funds to all programs to confirm that each funding program has received their fair share of the federal funds as directed by our Board Policy (4028). Unfortunately, in order to provide more funds requested by COMPASS, we would have to de-obligate funds committed to other programs.

In years past, not all projects in the STP-Local Rural or in the STP-State programs have been delivered on time, which allowed ITD to redistribute funds to other programs and to fully utilize the federal funds available to Idaho. However, this year projects for both of these programs have already been awarded at their full share, leaving no available funds for redistribution.

While ITD cannot grant your request for additional funds above your share, we will develop a Board Item for your request to be heard at the September 18 meeting. Our recommendation will be for the Board not to move funds already committed in the STP-Local Rural or STP-State system, but I would encourage you to attend in person and explain your request to the Board.

Sincerely,

A handwritten signature in blue ink that reads 'Jim Carpenter'.

James F. Carpenter, PE  
Chief Operations Officer

cc: Julie DeLorenzo, Board Member  
Brian Ness, Director