

**REGIONAL TECHNICAL ADVISORY COMMITTEE  
FEBRUARY 23, 2011  
COMMUNITY PLANNING ASSOCIATION**



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

- ATTENDEES:** Sabrina Anderson, Ada County Highway District  
Mary Barker, Valley Regional Transit  
Troy Behunin, City of Kuna (*for Steve Hasson*)  
Clair Bowman, City of Nampa  
Michael Garz, Idaho Transportation Department-  
District 3  
Ryan Head, Ada County Highway District  
Caleb Hood, City of Meridian, **Vice Chair**  
Chris Hopper, Canyon Highway District No. 4  
Wendy Howell, City of Middleton, **Chair**  
Megan Johnson, Ada County Development Services  
Kathleen Lacey, City of Boise  
Robb MacDonald, City of Caldwell  
Don Matson, COMPASS (*Ex-Officio*)  
Eric Shannon, Nampa Highway District No. 1  
Deanna Smith, Public Participation Committee
- MEMBERS ABSENT:** Jennifer Carson, Canyon County Development Services  
Jon Cecil, Capital City Development Corporation  
Chris Collins, Mayor, City of Notus  
Rob Howarth, Central District Health Department (*Ex-Officio*)  
Casey Jones, Boise State University  
David Luft, Department of Environmental Quality  
Nathan Mitchell, Mayor, City of Star  
Nichoel Baird Spencer, City of Eagle  
Craig Telford, Mayor, City of Parma  
Jenah Thornborrow, City of Garden City
- OTHERS PRESENT:** Nathan Dale, COMPASS  
Mike Fitzgerald, REMI  
Charles Gillin, Idaho Transportation Department  
Keith Holmes, COMPASS  
Liisa Itkonen, COMPASS  
Billy Leung, REMI  
Eric Lindstrom, Kittelson & Associates  
Amy Luft, COMPASS  
Carl Miller, COMPASS  
Gary Sanderson, Idaho Transportation Department  
Blaine Schwendiman, Idaho Transportation Department  
Matt Stoll, COMPASS  
Toni Tisdale, COMPASS  
Charles Trainor, COMPASS  
Debbie Winchar, COMPASS

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## **CALL TO ORDER**

Chair Howell called the meeting to order at 9:06 a.m.

## **AGENDA ADDITIONS/CHANGES**

None.

## **OPEN DISCUSSION/ANNOUNCEMENTS**

None.

## **CONSENT AGENDA**

### **A. Approve January 26, 2011 Meeting Minutes**

Deanna Smith said the discussion of Item B. - Recommend Direction for Future Work on Sustainable Communities Planning was lengthy and important and the minutes should reflect the depth and clarity of the conversation that concluded with RTAC agreeing that there should be a change in the planning directive.

Deanna recommended adding the table with five Options to the minutes and that the discussion concluded with unanimous agreement that RTAC did not want to consider Options A and B, but did want to consider Options C, D, and E.

**Deanna Smith moved and Mary Barker seconded to approve the January 26, 2011 meeting minutes with the amendment of adding the chart of five Options and clarification that the Committee wanted to consider Options C, D, and E but not Options A and B.**

#### **Discussion:**

Liisa Itkonen said it was her recollection that it was Options C and D that the Committee wanted to consider.

**Deanna Smith moved and Mary Barker seconded to amend the motion to approve the January 26, 2011 meeting minutes with the amendment of adding the chart of five Options and clarification that the Committee did not want to consider Options A and B. Motion passed unanimously.**

## **ACTION ITEMS**

### **A. Recommend Direction for Future Work on Sustainable Communities' Grants**

Liisa Itkonen said the Regional Sustainability Planning Workgroup met last week and will meet again on March 10, 2011. A draft scope of work with budget will be presented at RTAC's March 2011 meeting.

Carl Miller said staff met with the Highway 44 Community Challenge/TIGER II partnership on February 16, 2011 and they were in favor of this proposal going forward pending available funding for these grants. All recognized the need to provide a strong

proposal with more leveraged resources and defined outcomes. Carl said there was optimism that each of the partners could provide at least the same, or increase, leveraged match, for the upcoming year.

Carl said the group discussed continuing with the Highway 44 plan and considered revising the termini. The group discussed; either terminating at Middleton and not going to Caldwell/I-84 for the last three miles, and including the Highway 16 corridor. Preliminary research indicates there would be minimal savings if the corridor stopped at the western Middleton city limits: approximately \$15,000 for the overall project. Extending the study area north on Highway 16 would increase the grant proposal by \$10,000 to \$25,000 depending on the location.

Carl asked the Committee for direction of potential future grant proposals.

Kathleen Lacey said she would support the recommendation and appreciated the inclusion of Highway 16 because it is a critical corridor and its connection with Highway 44 is important.

Sabrina Anderson said from a financial perspective, the grant application asked for too much money; we need to take a look at what we asked for, what we can deliver, and look at what we can do with our own resources versus what we would need to do with additional funding. Sabrina commented that we need to bring the amount down about \$750,000.

Mary Barker said she would support the idea of not adding Highway 16 up to Emmett and focus on the intersection: the more the scopes are expanded, the more unclear the outcomes become, which detracts from the project.

After discussion, **Sabrina Anderson moved and Kathleen Lacey seconded to give COMPASS staff direction to continue working on the State Street/Highway 44 plan in a subcommittee and come back to RTAC with periodic updates and recommendations for changes and direction as needed.**

#### **Discussion:**

Mary Barker asked if there is a need for feedback in the motion in terms of including Highway 16 or terminating the study at Middleton.

Carl replied if the Committee does not want to include Highway 16 as part of the corridor, it would be helpful to know that in order to move forward or, the Committee can leave it to the grant partnership to decide.

**Sabrina Anderson moved and Kathleen Lacey seconded to amend the motion to not include the Highway 16 corridor to Emmett but include the Highway 16 intersection as an area of special focus or concern, in order for the subcommittee to move forward, but not to expand the overall project cost. Motion passed unanimously.**

**B. Recommend Options regarding Local Highway Technical Assistance Council (LHTAC) Management within the Metropolitan Planning Organization (MPO) Planning Area and Protocol for Cost Overruns**

Toni Tisdale said there have been issues for the Idaho Transportation Department (ITD) to be able to pay contractors in a timely manner because funding estimates are too low. Toni presented staff's recommendations regarding protocol for cost overruns.

The Committee suggested the following changes:

- When funding is low, ITD staff will notify COMPASS and *sponsoring staff in the timeliest manner possible*.
- ITD staff should provide project management services for all projects funded through the STIP-Urban program within an MPO planning area in order to maintain consistency throughout the program, *unless an ITD stewardship agreement is in place*.

After discussion, **Sabrina Anderson moved and Chris Hopper seconded to approve the staff recommendations with the amendments as outlined in discussion. Motion passed unanimously.**

**Information/Discussion Items**

**A. Review Options for Economic Benefit Analysis**

Charles Trainor introduced Billy Leung and Mike Fitzgerald from REMI, vendors of economic modeling software, and Gary Sanderson and Chuck Gillin from ITD.

Charles reviewed options, as presented, for evaluating the economic benefits of transportation investments. This information was presented to the COMPASS Executive Committee in December 2010 and they requested a review by RTAC.

**Discussion:**

- It has been indicated that COMPASS should be more involved in the regional plan for sustainable development. Is it going to take into consideration public works and land use investments and other changes? To gain value out of this, we need to take into account all these bits and pieces.

Charles said that Kathleen Lacey had asked if this model applies to other types of non-transportation investments. Charles said he believes it can and asked Billy Leung to further explain how it might be used.

Billy stated it does apply to other types of non-transportation investments. REMI is actively integrating the PECAS land use model with the REMI model. Because models vary from region to region, REMI would need to work to make sure the integration process is set correctly.

Mike Fitzgerald stated the model can be used for general and economic impact to either Ada County or Canyon County. The model can look at industry growth and industry clustering.

- If COMPASS anticipates using the model, will there be enough staff time allocated to bring in this kind of information which would enhance the participation of the entities?

Charles replied that if it were successful and deemed worthwhile, there would be a need to dedicate more staff time.

- Does the model have the ability to work with census tract geography and the capacity to measure other demographics; particularly the baby boom population wanting to move here or not?

Billy responded the REMI model tracks population and spending as the population changes.

- COMPASS should coordinate a workgroup of the agencies to:
  - define the products and outputs they would be interested in
  - identify how to use those components
  - identify what needs to be produced for our partnering agencies
  - identify the needed resources

**Sabrina Anderson moved and Ryan Head seconded to direct COMPASS to coordinate a workgroup to identify a scope of work and identify the needs in term of products and resources and schedule a meeting the first week after REMI's presentation to ACHD.**

**Discussion:**

- The Public Works Department of the City of Nampa has looked at the REMI model and one of the conclusions is the city itself is too small an entity to be involved and certainly at the cost levels. One of the key issues that will affect the Treasure Valley economically over the next ten years is if we go nonattainment for any of the air quality issues. It does not look like the model was tuned to take the analysis of the impacts of air quality non-conformity and carry that forward. There is a question of whether or not this model has the ability, for a reasonable cost, to be modified to attend to one of the major issues COMPASS needs to focus on if doing economic impact. Look at other models and do a comparison of services they provide and the cost associated with these services. The motion should go forward but these are questions that have not been raised in this discussion.

Charles asked if there is consensus that some kind of regional economic model is desired.

- The workgroup could determine the needs and outputs and determine if there is a need for a Request for Information (RFI) process.

Matt Stoll replied the purpose of this discussion is to determine whether there is value to do an economic model under COMPASS' umbrella. There will be an RFI process and proposals will be submitted. The workgroup is a good idea.

Deanna Smith called for the question. **Motion passed unanimously.**

## **Volunteers for Workgroup:**

City of Boise staff

Sabrina Anderson or Matt Edmond, Ada County Highway District

Clair Bowman, City of Nampa

Caleb Hood, City of Meridian

Mary Barker, Valley Regional Transit

Robb MacDonald, City of Caldwell

### **B. Review Proposed Process for Updating *Communities in Motion***

Charles Trainor said the next update process is in motion and must be adopted by September 2014. The initial element would be a review of growth and growth allocation via a process termed "Reality Check." Staff met with representatives from the Puget Sound Regional Council and the Urban Land Institute to discuss the process. Where this process has been done, it helps build a better understanding of ultimate support of the outcome.

Charles said COMPASS staff will work with the Urban Land Institute on a one-day event in February 2012. Participants will meet in the morning; staff will then gather the work and create the scenarios. A report from the information gathered will be distributed in the afternoon for review and a final report will be created. A second session is scheduled six months later and that begins the implementation.

Charles stated it is hoped there will be full engagement of the COMPASS Board, RTAC and their respective staff. It will be a large technical endeavor because within the space of two hours, results will be gathered and reported back to the group. We hope to use Boise State University for some of that support. 2013 will be devoted to outreach to the agencies and creating the product and a major public outreach process will occur in 2014.

Sabrina Anderson asked if there has been a breakout of the sum of Direct Expenses that are intended to be through federal TMA funds and how much will be in the regular budget. Has it been discussed with the COMPASS Board?

Matt Stoll replied in April or June of last year, the Board was presented with a five-year projection of costs and projected revenues. The general consensus was that the Board did want to move forward. The budget will be reviewed again with the Board at their February 28, 2011 meeting and barring any major objections, staff will continue to move forward as was proposed in spring 2010.

Matt said the request for a public involvement tool at the TMA Balancing Committee meeting will be the last time it will be used for the long-range plan. The long-range plan proposals and budget as presented to the Board on Monday, is what will be used. If there are additional requests for revenue from the TMA Balancing Committee, that will be brought to the Board prior to any programming. The five-year balance is based on federal revenue and membership dues.

Sabrina said it would be helpful to know of the \$957,000, what is being covered by TMA.

Sabrina commented on Attachment 2 – CIM Update Issues; she had a concern regarding the assumptions and the financial constraints going into these assumptions. How does the local funding and adopted plan play into this? Also something to think about, #5,

"Investments will be subjected to improved prioritization criteria;" in the schedule, when does that happen? That will be an involved discussion. ACHD will have prioritization criteria for their CIP that would have already been determined prior to going into this. We need to process the priorities as a region.

**C. FY2012 Unified Planning Work Program and Budget (UPWP) – Request for Member Agencies**

Keith Holmes said COMPASS staff is starting to prepare the FY2012 Unified Planning Work Program and Budget (UPWP). Member requests for new projects requiring four or more days of COMPASS staff time also require COMPASS Board approval. COMPASS accounting staff requests that you complete the Member Request for COMPASS Staff Assistance form for any new work that will require four or more days of COMPASS staff time. The deadline for these requests is March 25, 2011. Please send all completed requests to: [KHolmes@Compassidaho.org](mailto:KHolmes@Compassidaho.org).

**OTHER**

**A. Next Meeting:** Wednesday, March 23, 2011, 9:00 a.m., at COMPASS.

Toni Tisdale said ITD is expanding their rail program from a three-year program to a five-year program. Michael Garz explained the safety rail program and introduced Blaine Schwendiman, ITD's rail coordinator. Please refer any rail crossing questions or issues to Blaine.

Kathleen Lacey recommended reading Malcom Gladwell's book, "What is the Tipping Point?" It is a tremendous help to read because it talks about the type of people you need to bring in to any kind of decision making process and what makes it successful.

Deanna Smith reminded the Committee that on March 24, 2011, 10:00 a.m. – 1:00 p.m., at the Nampa Civic Center, the Idaho Department of Health and Welfare and Idaho Smart Growth will hold a workshop on the connection between public health and the built environment. The key note speaker will be Gary Toth of Project for Public Spaces. COMPASS is also a sponsor for the keynote speaker.

**ADJOURNMENT**

**Ryan Head moved and Sabrina Anderson seconded adjournment at 10:52 a.m. Motion passed unanimously.**