TRANSPORTATION MODEL ADVISORY COMMITTEE

January 14, 2014 – 1:30 p.m. – 3:00 p.m.

Community Planning Association

700 NE 2nd Street, 2nd Floor Large Conference Room, Meridian

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

****AGENDA****

I. AGENDA ADDITIONS/CHANGES
1:30

II. OPEN DISCUSSION/ANNOUNCEMENTS
1:35 A. Introductions

III. CONSENT AGENDA
1:40 *A. Approve October 1, 2013 Meeting Minutes

IV. ACTION ITEM
1:45 *A. Chair and Vice Chair Elections — **MaryAnn Waldinger**
TMAC members will be asked to nominate and elect a new Chair and Vice Chair.

2:00 *B. Regional Travel Demand Model Inputs — **MaryAnn Waldinger**
Staff will ask for acceptance on three model inputs on pages 5 through 17 of the attached progress report.

V. INFORMATION/DISCUSSION ITEMS
2:45 *A. TMAC Committee Meeting Dates — **MaryAnn Waldinger**
Staff will provide the next seven TMAC meeting dates.

VI. OTHER

2:55 A. Next Meeting: March 11, 2014 at 1:30 p.m.

VII. ADJOURNMENT
3:00

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

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Transportation Model Advisory Committee
October 1, 2013
Community Planning Association

MINUTES

ATTENDEES: Clair Bowman, City of Nampa, **Chair**
Karen Gallagher, City of Boise, **Vice Chair**
Rhonda Jalbert, Valley Regional Transit
Stephen Lewis, Keller Associates
Jeff Madsen, Public Participation Committee
Austin Petersen, City of Meridian
Amar Pillai, Ada County Highway District
Jim Pline, Pline Engineering, Inc.
Tim Richard, Canyon Highway District #4
Jay Witt, URS Energy and Construction

MEMBERS ABSENT: Jennifer Almeida, Canyon County Development Services
Vern Brewer, Holladay Engineering Company
David Luft, Department of Environmental Quality
Kevin Sablan, Idaho Transportation Department, Dist. 3
Dave Szplett, Idaho Transportation Department, Dist. 3
Vacant, Ada County Information Technology

OTHERS PRESENT: Andrea Tuning, City of Boise
MaryAnn Waldinger, COMPASS
Jessica Wilson, COMPASS

CALL TO ORDER

Chair Bowman called the meeting to order at 1:30 p.m.

AGENDA ADDITIONS / CHANGES

None.

OPEN DISCUSSION / ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve August 13, 2013 Meeting Minutes

Approved as presented.

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ACTION ITEMS

A. Regional Travel Demand Model Inputs

MaryAnn Waldinger asked for acceptance on the three model elements:

After discussion, **Jim Pline moved and Amar Pillai seconded to use the model input for Demographics– person per Household (PPH) from the 2010 Census and Vehicle per Household (VPH) rates from the 2012 Household Survey, all ayes.**

After discussion, **Jim Pline moved and Amar Pillai seconded to use the model input for School Enrollment – the 2011/12 enrollment numbers for each public and private school, including minor edits, all ayes.**

After discussion **Jim Pline moved and Amar Pillai seconded to use the model input for Terminal Times – no change to the terminal times currently used in the Model, all ayes.**

INFORMATION/DISCUSSION ITEMS

A. Regional Travel Demand Model Update

MaryAnn Waldinger presented for review and discussion, the Model Progress Update Report that includes a list of model elements for the development or update of the regional travel demand model. The two additional inputs include: peak hour trip factors and screenlines.

At the December 2013 meeting TMAC will approve the descriptions of the model elements.

OTHER

Next Meeting: Tuesday, December 10, 2013, 1:00 p.m., in COMPASS' 2nd Floor Large Conference Room.

ADJOURNMENT

Jim Pline moved and Austin Petersen seconded to adjourn the meeting at 2:32 p.m.

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COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

TRANSPORTATION MODEL ADVISORY COMMITTEE

AGENDA ITEM IV-A

Date: January 14, 2014

Topic: Chair and Vice Chair Elections

Background:
Each year, TMAC members are asked to nominate and elect a Chair and Vice Chair to serve a one-year term. These two positions are currently held by Clair Bowman and Karen Gallagher, respectively.

Request:
TMAC members will be asked to nominate and elect a Chair and Vice Chair to serve a one-year term.

More Information:

1) For detailed information contact: MaryAnn Waldinger, Principal Planner, at mwaldinger@compassidaho.org

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Model Update Progress Report, as of December 3, 2013

Trip Generation		
Household Travel Survey Data Collection and Report	Data were collected in fall 2011 and spring 2012 in downtown Boise. The final report and data were submitted to COMPASS in late April. The report is available on the COMPASS website on the "Reports" page.	100% complete *2012 COMPASS Regional Household Travel Survey Report No. 05-2013*
Demographics	TAZ level demographics: population, households, vehicles* and retail, office, industrial, agriculture jobs. Jobs are provided annually by the Department of Labor. Staff cleans the data, geo-codes, looks up those businesses that do not have addresses and allocates jobs by type to TAZs. Demographics are under the purview of DAC. *Vehicle per household ratio is applied to the number of households per TAZ. The average vehicles per household rates are provided by data collected during the 2011/12 household travel survey.	100% complete Information Item at the August 13, 2013 TMAC meeting. Action Item at the October 1, 2013 TMAC meeting. Person per household rates from the 2010 Census and vehicle per household rates from the 2012 household survey were accepted by TMAC on October 1, 2013.
Roadway Network	Model network includes all functionally classified roads collector to interstate and select local roads for circulation. The characteristics are: type, lanes, speed, planning level capacity (daily and peak), and traffic counts.	100% complete All available traffic count data are entered; lanes and speed (for 2011) have been verified. Staff provided the count-coverage map and speed maps to members on several previous occasions seeking input and review. All additional counts and changes have been made.
Cross-Classification Trip Tables	Person trips rates by trip type by household size and vehicle ownership.	100% complete Cross-classification rates were accepted by TMAC on December 12, 2012
Special Generators	Currently not used in the model.	TBA
School Enrollment	Staff is updating enrollment for all public and private schools in the two-county area.	100% complete Information Item at the August 13, 2013 TMAC meeting. Action Item for the October 1, 2013 TMAC meeting.

Trip Distribution		
External to External Trips	Through-trips for the base year and the forecast year factors.	100% complete Accepted by TMAC on February 5, 2013.
Enrollment Boundaries	Staff will begin to update the school enrollment boundaries which will inform the home-base-school trip "friction factors."	100% complete COMPASS Staff updated the enrollment boundaries for the two-county area. These are undergoing internal review and staff will follow up with districts for clarification, if necessary. Information Item for the October 1, 2013 TMAC meeting.
Terminal Times	TAZ-level time in minutes which are added to travel time. These times typically range from one to five minutes. Staff will summarize terminal times by area (rural, suburban, urban, and central business district).	100% complete Information Item at the August 13, 2013 TMAC meeting. Action Item at the October 1, 2013 TMAC meeting. Terminal times were accepted by TMAC on October 1, 2013.

Mode Choice		
Routes, Frequency, Service, and "Utility Curves"	Fully updated in 2012 using the on-board transit data collected in 2010. Staff will prepare information to share with TMAC regarding the elements updated and results.	90% complete Present changes to this component to TMAC in 2014.
Auto Occupancy Pages 4 to 5	These are derived from the 2011/12 household travel survey data for each trip type for each time period – daily, 7 a.m., 4 p.m. and 5 p.m. Each time period has two components – percent of trips by single occupant vehicle (SOV) and auto occupancy rate for non-SOV.	100% Complete Request review acceptance by TMAC at the January 14, 2014 meeting.

Daily Assignment		
Develop Screen Lines Pages 10 to 13	These are used during validation of link-level model volume estimates compared to actual traffic counts. It provides a way to review how well (or not) the model is performing at key	100% complete Information Item for the October 1, 2013 TMAC meeting.

	locations.	Request review acceptance by TMAC at the January 14, 2014 meeting.
Daily Capacity	Using planning level of service "D" threshold capacity.	TBA Leave unchanged for now. During calibration minor adjustments may be needed.
Volume-Delay Curves	Using BPR.	TBA Leave unchanged for now. During calibration minor adjustments may be needed.

Peak Hour Models: 4pm-5pm, 5pm – 6pm, 7am – 8am ***New***		
Regional Peak Hour Person Trip Factors Pages 6 to 9	These are derived from the 2011/12 household travel survey data for each trip type and have two components – arrival and departure. Therefore, two trip factors for each type for each "hour."	100% complete **Information Item at the August 13, 2013 and the October 1, 2013 TMAC meetings.** Request acceptance by TMAC at the January 14, 2014 meeting.
Volume-Delay Curves	Using Conics.	TBA Leave unchanged for now. During calibration minor adjustments may be needed.
Peak Capacity	Currently using peak hour capacity that is slightly higher than daily to account for "signal optimization" to accommodate dominate flows (i.e. east-west) during the peaks.	TBA Leave unchanged for now. During calibration minor adjustments may be needed.

Validation, Calibration and Reasonableness Checks
0%. Staff will provide a list of recommended "checks" for discussion at the December 10, 2013 meeting. Several national documents have been updated regarding these items.

Auto Occupancy

The following table summarizes the auto occupancy data by trip type from the 2011/12 household travel survey. Columns D and E show the factors for use in the regional travel demand model.

Table 1

Daily	A Auto Occupancy (Driver Mode)	B Person Auto Trips (Driver or Passenger Mode)	C SOV trips (Driver Mode)	D PCT SOV (Driver Mode / Person Auto Trips)	E Non-SOV auto occupancy (Driver Mode)
HBO	1.53	5,461	2,363	43.3%	2.42
HBS	1.36	4,156	2,284	55.0%	2.28
HBSO	1.54	3,037	1,344	44.3%	2.63
HBSC	1.87	3,893	959	24.6%	2.61
HBW	1.08	4,710	4,234	89.9%	2.47
NHB	1.57	6,973	2,961	42.5%	2.44
Total or Ave	***1.45***	***28,230***	***14,145***	***50.1%***	***2.47***
7 a.m.					
HBO	1.43	276	134	48.6%	2.44
HBS	1.14	43	33	76.7%	2.25
HBSO	1.32	45	24	53.3%	2.43
HBSC	1.94	802	162	20.2%	2.58
HBW	1.06	672	621	92.4%	2.41
NHB	1.68	177	63	35.6%	2.60
Total or Ave	***1.42***	***2,015***	***1,037***	***51.5%***	***2.54***
4 p.m.					
HBO	1.67	474	165	34.8%	2.48
HBS	1.36	382	212	55.5%	2.36
HBSO	1.66	225	94	41.8%	2.80
HBSC	1.71	190	47	24.7%	2.29
HBW	1.10	478	429	89.7%	2.42
NHB	1.67	545	204	37.4%	2.53
Total or Ave	***1.46***	***2,294***	***1,151***	***50.2%***	***2.49***
5 p.m.					
HBO	1.68	478	161	33.7%	2.43
HBS	1.40	323	174	53.9%	2.55
HBSO	1.67	298	107	35.9%	2.63
HBSC	1.88	271	64	23.6%	2.49
HBW	1.09	551	496	90.0%	2.66
NHB	1.70	441	156	35.4%	2.53
Total or Ave	***1.48***	***2,362***	***1,158***	***49.0%***	***2.52***

HBO=home base other, **HBS**=home base shop, **HBSO**=home base social, **HBSC**=home base school, **HBW**=home base work, **NHB**=non-home base

Source: 2011/12 Household Travel Survey for Ada and Canyon Counties.

How are these used in the model?
Person trips by trip type by time period are converted to vehicle trips which occur after the mode choice step but before the assignment step. The auto occupancy rates only apply to the person trips that will travel by auto. This is a two step conversion process – 1) apply the percent of auto-person trips that travel by single-occupant vehicle (SOV) which is auto occupancy of one. See column D for these percentages 2) apply the non-single occupant vehicle rate to the remaining auto-person trips. Non-single occupant vehicle (non-SOV) which means there are always two or more people in the auto. See column E for these rates.

Recommendation:
Staff recommends review and acceptance of the single-occupant vehicle percent by trip type by time period as summarized above for use in the regional travel demand model.

Remaining task:
The SOV percent and non-SOV auto occupancy rates for trips with only one trip end in Canyon or Ada County - internal-external (IX) or external-internal (XI) - or neither trip end in the area - external – external (XX) need estimating. Limited data on these trip types exists from the 2011/12 household survey. *NCHRP Report 716: Travel Demand Forecasting: Parameters and Techniques* provides national data for most model elements but not for these trip types since they are location specific and dependent on the defined modeling domain. These trip types are relatively small in number and have little impact on the transportation system however; they are still an important component of the regional travel demand model.

Staff will continue to review the limited data available from the household travel survey and determine how best to estimate this model input.

Figure 1: Information only.

Table 4.16. Average daily vehicle occupancy by trip purpose by time period.

Vehicle Occupancy—Time Period	Trip Purpose					
	Home-Based Work	Home-Based Nonwork	Home-Based School	Home-Based Other (Excluding School)	Nonhome Based	All Trips
All Auto Modes—daily	1.10	1.72	1.14	1.75	1.66	1.55
Carpool 2 Plus Only—daily	2.42	2.71	2.35	2.71	2.75	2.72
Carpool 3 Plus Only—daily	3.60	3.81	3.46	3.81	3.79	3.80
All Auto Modes—a.m. peak	1.09	1.66	[a]	[a]	1.43	1.34
Carpool 2 Plus Only—a.m. peak	2.36	2.65	[a]	[a]	2.65	2.61
Carpool 3 Plus Only—a.m. peak	3.42	3.57	[a]	[a]	3.68	3.64
All Auto Modes—p.m. peak	1.11	1.66	[a]	[a]	1.65	1.50
Carpool 2 Plus Only—p.m. peak	2.45	2.62	[a]	[a]	2.72	2.65
Carpool 3 Plus Only—p.m. peak	3.63	3.66	[a]	[a]	3.75	3.70

[a] Use daily parameters; NHTS data insufficient to estimate.

Source: 2009 NHTS.

Source: NCHRP Report 716: Travel Demand Forecasting: Parameters and Techniques

Regional Peak Hour Factors

The following tables 2, 3 and 4 summarize the person trips by type by specific time period, the number of those trips that are "home" origin and how the data are converted to the regional peak hour factors (REGPHF) for use in the regional travel demand model (last two columns of each table).

Table 2

7 a. m.	**All Auto (D/P) Trips**		**Departure Time 7am to 7:59am**				**Preliminary Regional Peak Hour Factors for 7 a.m.**	
	Person Trips	Pct of Total	Person Trips	Pct of Total Trip by Purpose	Home Origin	Not Home Origin	Regional PHF DEP	Regional PHF RET
Home base Other	5,463	19.3%	276	5.0%	242	34	4.4%	0.6%
Home base Shop	4,157	14.7%	43	1.0%	34	9	0.8%	0.2%
Home base Social	3,038	10.8%	45	1.5%	15	30	0.5%	1.0%
Home base School (includes drop off/pickup)	3,899	13.8%	802	20.6%	707	95	18.1%	2.4%
Home base Work (includes NHBW)	4,710	16.7%	672	14.3%	562	110	11.9%	2.3%
Non-Home base	6,974	24.7%	177	2.5%			1.3%	1.3%
Total Trips	28,241		2,015	44.9%				44.9%
Percent of Total	87.9%		7.1%					

Table 3

4 p. m.	All Auto (D/P) Trips		Departure Time 4pm to 4:59pm				Preliminary Regional Peak Hour Factors for 4 p.m.	
	Person Trips	Pct of Total	Person Trips	Pct of Total Trip by Purpose	Home Origin	Not Home Origin	Regional PHF DEP	Regional PHF RET
Home base Other	5,463	19.3%	474	8.7%	269	205	4.9%	3.8%
Home base Shop	4,157	14.7%	382	9.2%	99	283	2.4%	6.8%
Home base Social	3,038	10.8%	225	7.4%	34	191	1.1%	6.3%
Home base School (includes drop off/pickup)	3,899	13.8%	190	4.9%	49	141	1.3%	3.6%
Home base Work (includes NHBW)	4,710	16.7%	478	10.1%	33	445	0.7%	9.4%
Non-Home base	6,974	24.7%	545	7.8%			3.9%	3.9%
Total Trips	28,241		2,294	48.1%				48.1%
Percent of Total	87.9%		8.1%					

Table 4

5 p. m.	All Auto (D/P) Trips		Departure Time 5pm to 5:59pm				Preliminary Regional Peak Hour Factors for 5 p.m.	
	Person Trips	Pct of Total	Person Trips	Pct of Total Trip by Purpose	Home Origin	Not Home Origin	Regional PHF DEP	Regional PHF RET
Home base Other	5,463	19.3%	478	8.7%	293	185	5.4%	3.4%
Home base Shop	4,157	14.7%	323	7.8%	102	221	2.5%	5.3%
Home base Social	3,038	10.8%	298	9.8%	73	225	2.4%	7.4%
Home base School (includes drop off/pickup)	3,899	13.8%	271	7.0%	122	149	3.1%	3.8%
Home base Work (includes NHBW)	4,710	16.7%	551	11.7%	24	527	0.5%	11.2%
Non-Home base	6,974	24.7%	441	6.3%			3.2%	3.2%
Total Trips	28,241		2,362	51.3%				51.3%
Percent of Total	87.9%		8.4%					

Source: 2011/12 Household Travel Survey for Ada and Canyon Counties.

How are these used in the model?
Each trip purpose has two regional peak hour factors, one for departing trips and one for returning trips. These rates are applied to the daily "auto-mode" person trip table to create the specific time period "auto-mode" person trip table. Each of these time periods go through a full equilibrium assignment process. All "auto-mode" person trips get adjusted by auto occupancy rates (Table 1) per trip type for the assignment of vehicle trips to the transportation network.

Recommendation:
Staff recommends acceptance of the Preliminary Regional Peak Hour Factors for each time period – 7 a.m., 4 p.m. and 5 p.m. – for use in the regional travel demand model.

Remaining task:
The regional peak hour factors for each trip type for each time period for trips with only one trip end in Canyon or Ada County - internal-external (IX) or external-internal (XI) - or neither trip end in the area - external – external (XX) need estimating. Staff will continue to review the limited data available from the household travel survey and determine how best to estimate this model input.

Figure 2: Information only.

Table C.11. (Continued).

Auto Modes

Hour Ending	Home-Based Work		Home-Based Nonwork		Home-Based School		Home-Based Other		Nonhome-Based	All Trips
	From Home	To Home	From Home	To Home	From Home	To Home	From Home	To Home		
1:00 AM	0.1%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.4%	0.2%	0.3%
2:00 AM	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.1%	0.1%
3:00 AM	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%
4:00 AM	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
5:00 AM	1.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.4%	0.4%
6:00 AM	5.4%	0.0%	0.6%	0.1%	0.2%	0.0%	0.7%	0.1%	0.5%	1.4%
7:00 AM	11.7%	0.0%	1.9%	0.3%	4.0%	0.0%	1.7%	0.3%	1.6%	3.5%
8:00 AM	14.3%	0.1%	6.5%	1.0%	30.6%	0.1%	4.4%	1.1%	4.9%	7.7%
9:00 AM	7.5%	0.1%	4.6%	1.2%	12.8%	0.2%	3.9%	1.3%	5.1%	5.9%
10:00 AM	2.7%	0.3%	3.6%	1.4%	2.2%	0.4%	3.7%	1.5%	5.1%	4.7%
11:00 AM	1.3%	0.3%	3.2%	1.9%	1.2%	0.6%	3.4%	2.1%	6.5%	5.1%
Noon	1.0%	1.0%	2.7%	2.5%	1.0%	1.3%	2.8%	2.6%	9.4%	6.0%
1:00 PM	1.5%	1.8%	2.4%	3.1%	0.9%	2.5%	2.6%	3.1%	10.6%	6.8%
2:00 PM	1.7%	1.4%	2.7%	2.8%	0.5%	2.2%	2.8%	2.9%	8.7%	6.1%
3:00 PM	1.7%	2.7%	2.8%	4.0%	0.5%	8.8%	3.0%	3.5%	8.5%	6.9%
4:00 PM	1.1%	6.3%	2.6%	5.3%	0.7%	12.2%	2.8%	4.7%	9.2%	8.3%
5:00 PM	1.0%	8.9%	3.2%	4.8%	1.0%	4.5%	3.3%	4.9%	8.4%	8.4%
6:00 PM	0.5%	10.6%	3.7%	5.1%	1.3%	3.7%	3.9%	5.2%	7.4%	8.7%
7:00 PM	0.3%	4.4%	4.2%	4.1%	0.7%	1.5%	4.5%	4.3%	5.0%	6.7%
8:00 PM	0.2%	1.9%	2.3%	4.0%	0.1%	1.2%	2.5%	4.2%	3.8%	4.8%
9:00 PM	0.2%	1.2%	1.0%	4.0%	0.0%	1.1%	1.1%	4.3%	2.2%	3.5%
10:00 PM	0.2%	1.3%	0.5%	2.8%	0.2%	1.4%	0.5%	2.9%	1.4%	2.4%
11:00 PM	0.3%	1.3%	0.2%	1.4%	0.0%	0.6%	0.3%	1.5%	0.8%	1.4%
Midnight	0.2%	1.3%	0.2%	0.7%	0.0%	0.0%	0.2%	0.8%	0.3%	0.8%
Total	**54.4%**	**45.6%**	**49.0%**	**51.0%**	**57.7%**	**42.4%**	**48.2%**	**51.8%**	**100.0%**	**100.0%**
7-9 AM	21.8%	0.2%	11.1%	2.2%	43.3%	0.4%	8.3%	2.4%	9.9%	13.6%
3-6 PM	2.6%	25.7%	9.5%	15.3%	3.0%	20.4%	10.0%	14.8%	25.0%	25.4%

(continued on next page)

Screenlines

Screenlines require traffic counts to be useful so, each time a model goes through an update screenlines are moved, deleted, or modified. Not every network segment with a count will be included in a screenline - more than 1,500 model segments have a traffic count. Figure 3 is an example of three screenlines proposed for the Nampa-Meridian area.

How are these used in the model?
Screenline or cutlines are used to compare assigned (model estimated) volumes to the observed data (traffic counts). Locations for screenlines are typically focused on natural travel barriers such as river crossings.

> *Such barriers create good locations for screenlines to be used in model validation and must be key targets for practitioners to model accurately, since the facilities crossing them are likely to be high-profile choke points in the regional transportation system.* (NCHRP Report 716 Travel Demand Forecasting: Parameters and Techniques)

Recommendation:
Staff recommends using screenlines, currently 173 of them, as one of the validation processes. Staff will present a set for review and acceptance to TMAC at the January meeting. (Large scale map is also available on the website as a separate agenda item).

Figure 3

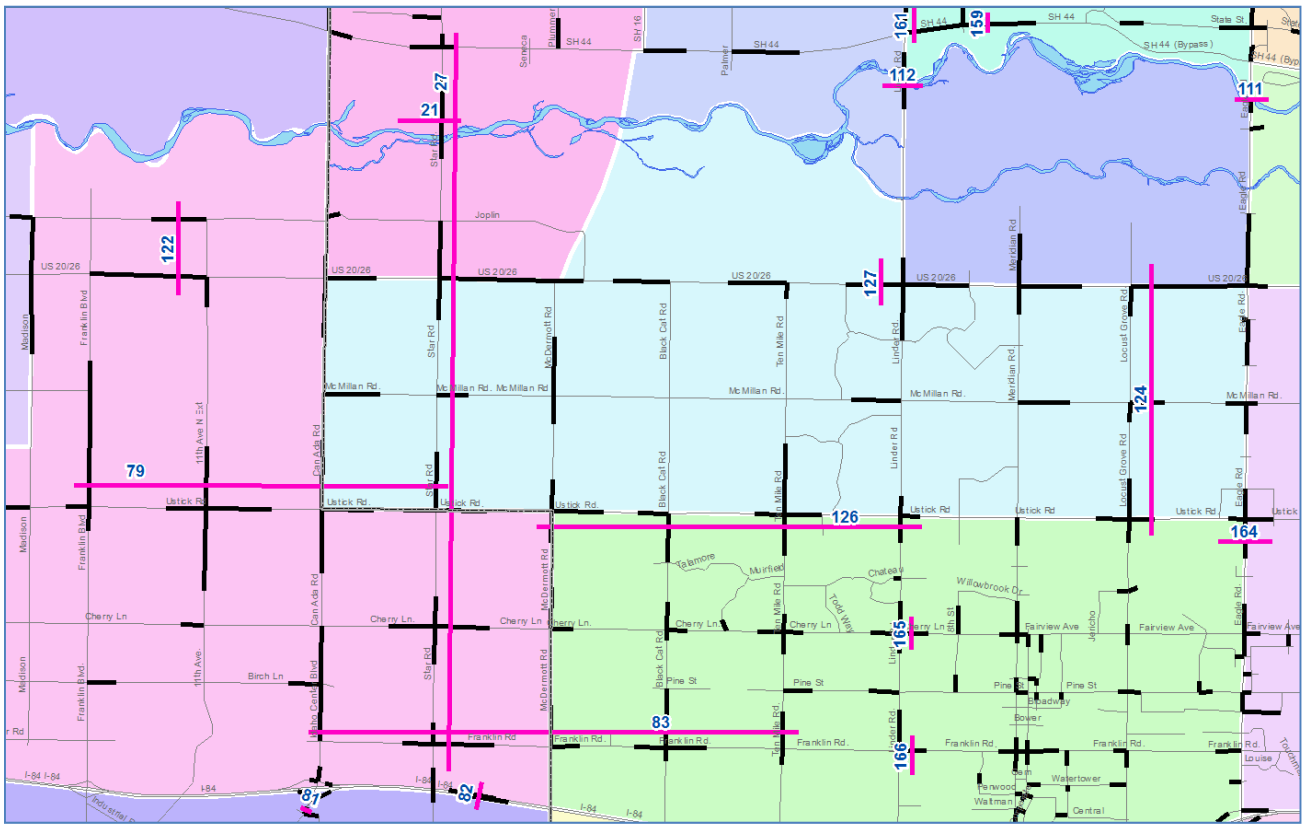


Figure 4: Location of all 173 Proposed Screenlines

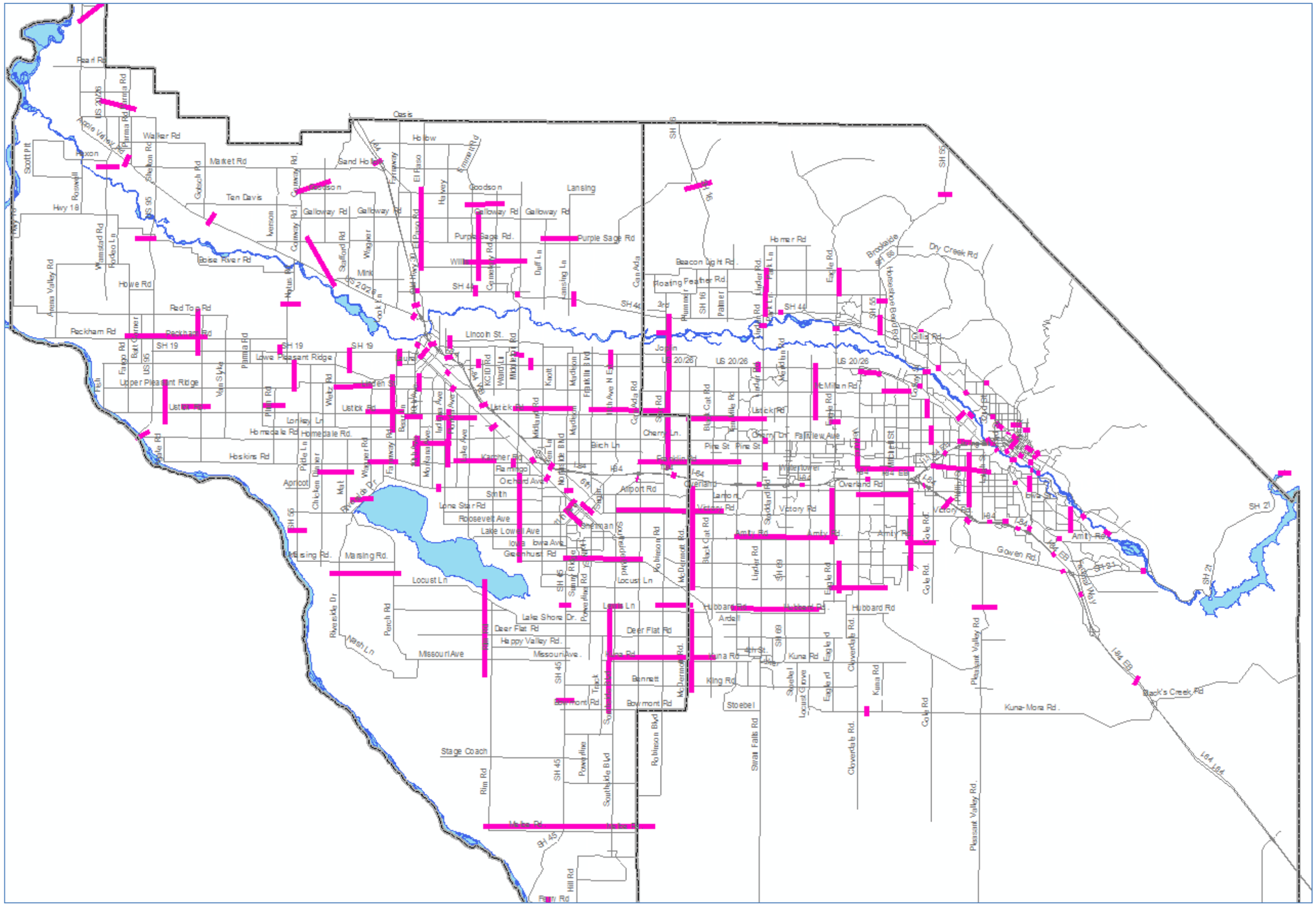


Figure 5: Location of all available traffic counts

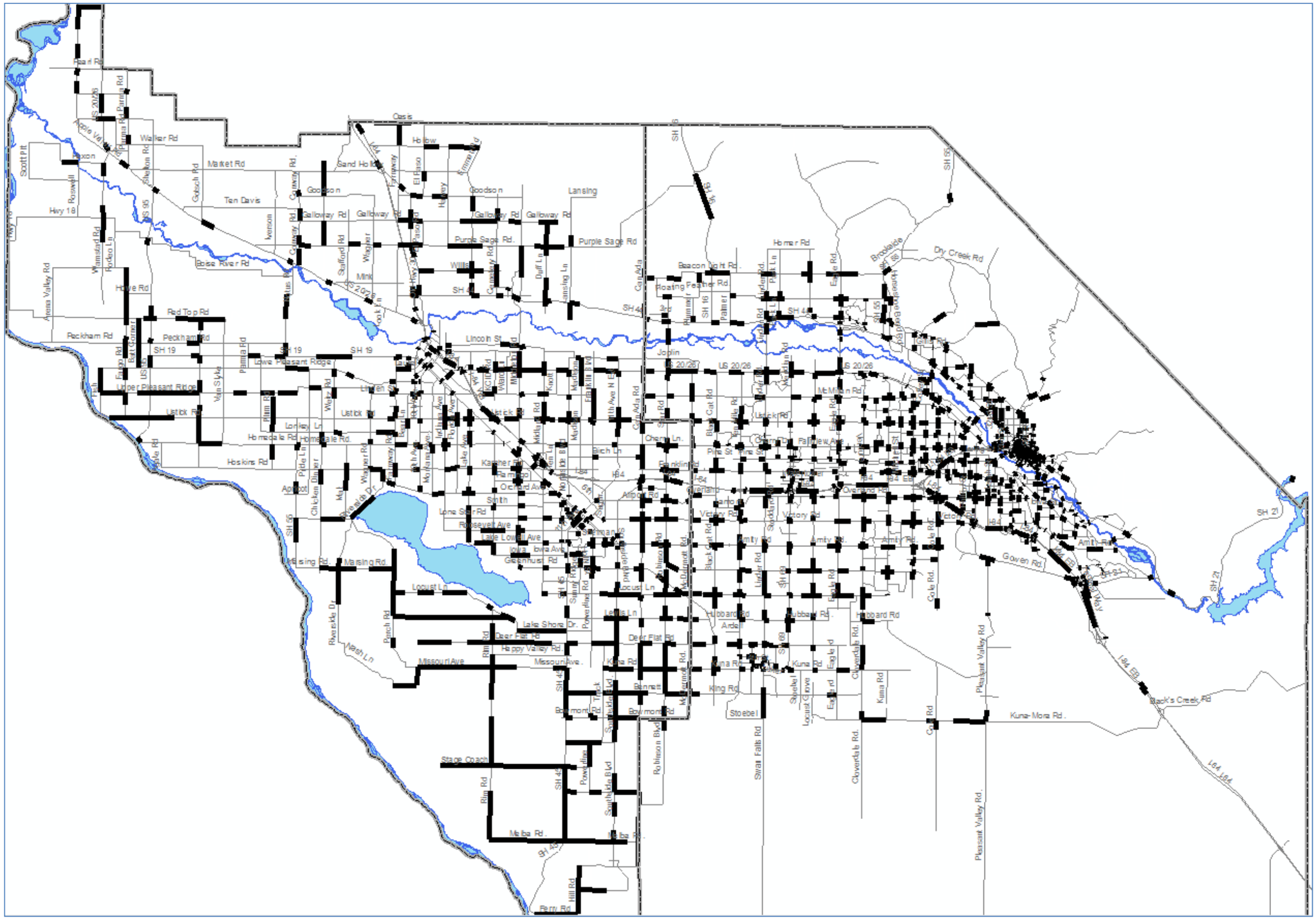
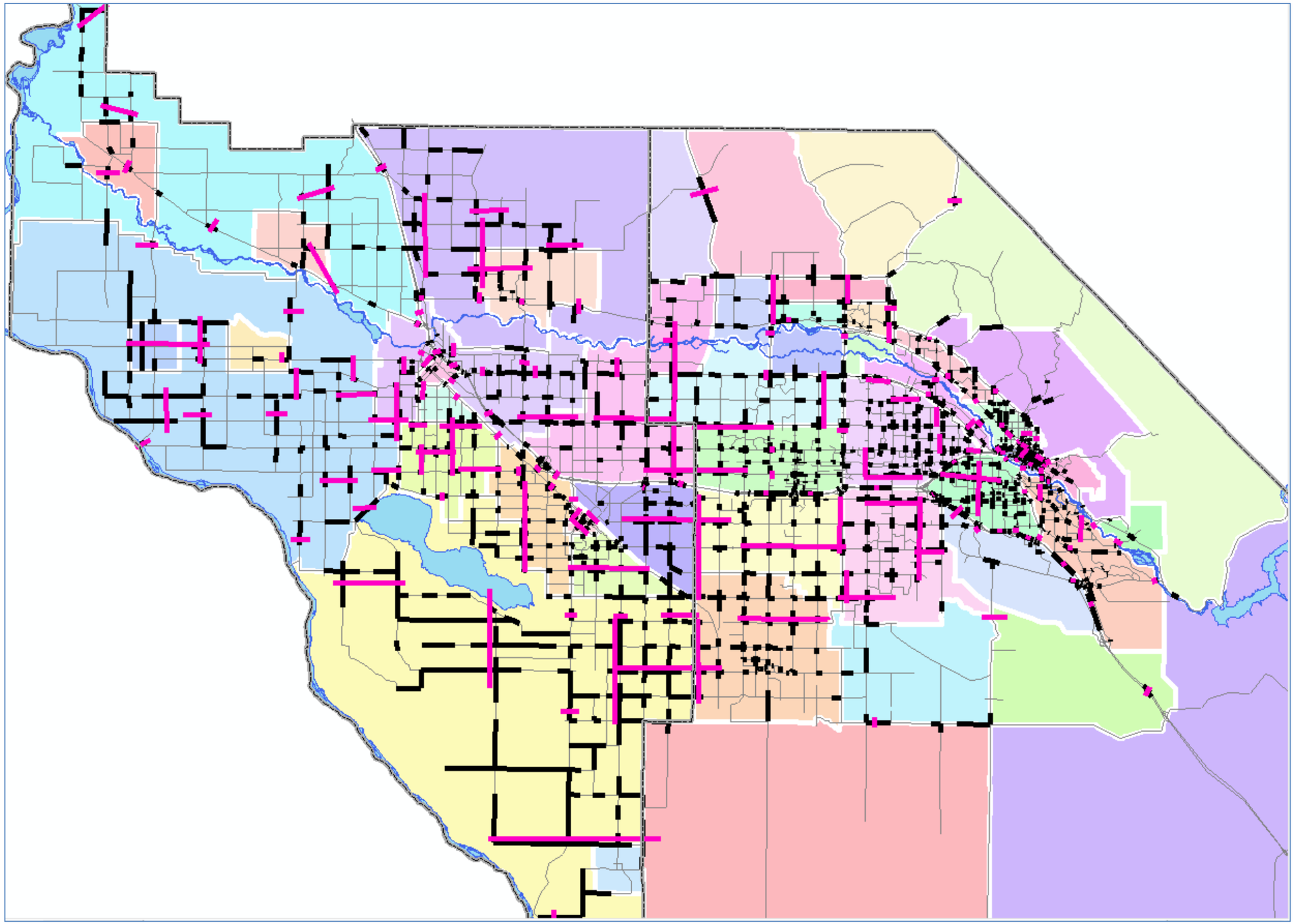


Figure 6: Screenlines (pink), Traffic counts (black) and demographic areas for reference



TRANSPORTATION MODEL ADVISORY COMMITTEE

AGENDA ITEM V-A

Date: January 14, 2014

Topic: TMAC Committee Meeting Dates

Background:
Each year, COMPASS staff provides a list of TMAC committee meetings for the next year since, committee meets on an "as needed" basis versus a reoccurring schedule.

Request:
COMPASS staff is providing the next seven TMAC meetings as information.

Meeting dates for TMAC between January 14, 2014 (today's meeting) and January 13, 2015 (first meeting of next year) are as follows:

- March 11, 2014
  - This will be special meeting with "model 101" session starting immediately after the regular TMAC meeting. Please plan on 30 to 45 minutes for this session.
- May 13, 2014
- July 8, 2014
- September 9, 2014
- November 4, 2014
- December 23, 2014
- January 13, 2015

All meetings are on a Tuesday at 1:30 p.m. at COMPASS in the large conference room.

Current agendas will include the "Next Meeting" date as a reminder.

Implication:
Article V-1 of the bylaws states the committee shall meet at least quarterly and at the call of the Chair.

More Information:

1) For detailed information contact: MaryAnn Waldinger, Principal Planner, at mwaldinger@compassidaho.org

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