



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING PACKET

April 15, 2024



Working together to plan for the future

**Community Planning Association of Southwest Idaho
2024 COMPASS Board of Directors**

GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
Ada County: Commissioner Rod Beck Commissioner Ryan Davidson Commissioner Tom Dayley	Boise State University: Drew Alexander, Associate Vice President for Campus Operations	Governor’s Office: Lori Wolff, Director of Operations
Ada County Highway District: Commissioner Miranda Gold Commissioner Jim Hansen Commissioner Dave McKinney	Capital City Development Corporation: John Brunelle, Executive Director	Greater Boise Auditorium District: Cody Lund, Executive Director
Canyon County: Commissioner Zach Brooks Commissioner Brad Holton Commissioner Leslie Van Beek	Idaho Department of Environmental Quality: Aaron Scheff, Regional Administrator	Southwest District Health Department: Nikole Zogg, District Director
Canyon Highway District No. 4: Commissioner Jay Gibbons	Idaho Transportation Department: Jason Brinkman, District 3 Engineer	
City of Boise: Mayor Lauren McLean Councilmember Kathy Corless Councilmember Colin Nash	Valley Regional Transit: Elaine Clegg, Chief Executive Officer	
City of Caldwell: Mayor Jarom Wagoner Robb MacDonald, Director of Public Works		
City of Eagle: Mayor Brad Pike Councilmember Mary May		
City of Garden City: Mayor John Evans		
City of Greenleaf: Councilmember Dan Hyer		
City of Kuna: Mayor Joe Stear Councilmember John Laraway		
City of Melba: Mayor Cory Dickard		
City of Meridian: Mayor Robert Simison Councilmember John Overton Charlie Rountree		
City of Middleton: Mayor Jackie Hutchison		
City of Nampa: Mayor Debbie Kling Councilmember Victor Rodriguez Tom Points, Public Works Director		
City of Notus: Mayor David Porterfield		
City of Parma: Brett Laird, Public Works Director		
City of Star: Mayor Trevor Chadwick		
City of Wilder: Chelsie Johnson, Public Works Superintendent		

T:\FY24\900 Operations\Board\2024 Board Packets\2 Cover 2 2024 Board Members.docx

MAKING A MOTION:

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

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

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

TABLE OF RULES RELATING TO MOTIONS:

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

2024 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
June 17, 2024 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Status Report – Regional Safety Action Plan • Member Agency Presentation – Projects of Regional Importance • Status Report – Finance Committee • Approve Priorities for the End-of-Year and Redistribution Program • Approve Changes to Multiple Policies related to the Regional Transportation Improvement Program (TIP) • Accept the Draft Purpose and Need Statement for High-Capacity Transit Service South of the Boise River. • Approve Metropolitan Transportation Planning Memorandum of Understanding with the Idaho Transportation Department • Review Draft FY2025-2031 Regional Transportation Improvement Program (TIP) • Status Report - State and Federal Legislative Issues
August 19, 2024 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Approve COMPASS Workgroup Charters • Member Agency Presentation – Projects of Regional Importance • Status Report – Finance Committee • Adopt Resolution Approving the FY2025 Unified Planning Work Program and Budget (UPWP) • Consider Executive Committee’s Recommendation Regarding Executive Director • Approve Updates to the FY2026-2032 COMPASS Application Guide • Approve FY2025 Communities in Motion Implementation Grants and Project Development Program Projects • Approve an Amendment to Communities in Motion 2050 (if needed), and the Draft FY2025-2031 Regional Transportation Improvement Program (TIP) • Accept Communities in Motion 2055 Population Forecast Growth Allocation and Buildout Analysis. • Approve 2025 Idaho Legislative Session Position Statements • Approve 2025 Federal Transportation Position Statements
October 21, 2024 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Member Agency Presentation – Projects of Regional Importance • Status Report - State and Federal Legislative Issues • Establish 2025 COMPASS Board and Executive Committee Dates and Location. Provide 30 Day Notice of Annual Meeting • Approve Priorities for Rural Projects

<p>December 16, 2024 Holiday Luncheon 12:00 pm</p> <p>Annual Meeting 1:30 pm – 3:30 pm <i>In person only, no remote option</i></p>	<p>Nampa Civic Center 311 3rd Street South Nampa, Idaho</p>	<ul style="list-style-type: none"> • Confirm 2025 Board Officers: Chair, Chair Elect, Vice Chair, Immediate Past Chair. Elect Secretary-Treasurer • Confirm Regional Transportation Advisory Committee Membership • Member Agency Presentation – Projects of Regional Importance • Status Report – Finance Committee • Adopt Resolution Approving Revision 1 of the FY2025 Unified Planning Work Program and Budget (UPWP)
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Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING
APRIL 15, 2024 - 1:30 PM
COMPASS - 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO

ZOOM CONFERENCE CALL

Facebook Live Streaming - https://www.facebook.com/COMPASSIdaho
(Subject to availability and functionality of connection.)

Board members can participate in the meeting in-person or via Zoom conference call.

Please RSVP to Teri Gregory at tgregory@compassidaho.org or 208-475-2225.

** AGENDA **

I. CALL TO ORDER/ROLL CALL (1:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

- Page 9 A.* Approve February 26, 2024, COMPASS Board of Directors Meeting Minutes
Page 13 B.* Receive Approved January 9, 2024, Executive Committee Meeting Minutes and March 6, 2024, Executive Committee Special Meeting Minutes
Page 19 C.* Receive Approved December 14, 2023, Finance Committee Meeting Minutes
Page 21 D.* Confirm Regional Transportation Advisory Committee (RTAC) Membership
Page 22 E.* Adopt Resolution 08-2024 Approving the Technical Correction to Nampa's Adjusted Urban Area Boundary
Page 27 F.* Approve Extension Delivery Deadlines for Local Federal-Aid Projects

IV. SPECIAL ITEMS

- 1:35 A. Status Report - Review Boise State University's Treasure Valley Survey Matthew May, Boise State University

Matthew May, Survey Research Director for Boise State University's School of Public Service, will provide an overview of the University's public policy survey and implications for the Treasure Valley.

2:05 **B. Member Agency Presentation – Projects of Regional Importance** Trevor Chadwick, City of Star

Mayor Trevor Chadwick, City of Star will present on potential projects in the community.

2:20 **C. Status Report – Finance Committee** Jay Gibbons
Jay Gibbons will provide a status report on the March 21, 2024, Finance Committee meeting.

V. ACTION ITEMS

2:25 **A. * Adopt Resolution 09-2024 Approving Revision 2 of the FY2024 Unified Planning Work Program and Budget (UPWP)** Meg Larsen
Page 33
Meg Larsen will seek COMPASS Board of Directors' approval of Revision 2 of the FY2024 UPWP.

2:35 **B. * Accept 2024 Population Estimates** Austin Miller
Page 57
Austin Miller will seek COMPASS Board of Directors' acceptance of the 2024 Population Estimates.

2:45 **C. * Approve FY2025 General and Special Membership Dues** Meg Larsen
Page 60
Meg Larsen will seek COMPASS Board of Directors' approval of the proposed general and special membership dues for FY2025.

2:55 **D. * Adopt Resolution 10-2024 Amending the FY2024-2030 Regional Transportation Improvement Program (TIP)** Toni Tisdale
Page 63
Toni Tisdale will seek the adoption of a resolution amending the FY2024-2030 TIP, at the request of the Idaho Transportation Department, the Ada County Highway District and Valley Regional Transit.

3:05 **E. * Approve Amendment to *Communities in Motion 2055 Goals and Objectives*** Austin Miller
Page 78
Austin Miller will seek COMPASS Board of Directors' approval of an amendment to the Communities in Motion 2055 goals and objectives.

VI. INFORMATION ITEM

3:15 **A. * Status Report - State and Federal Legislative Issues** Jacob Miller
Page 80
Jacob Miller will provide an update on the latest legislative developments at the state and federal levels.

VII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY)

- Page 82 A.* Staff Activity Reports
- Page 86 B.* Status Report – Current Air Quality Data
- Page 90 C.* Status Report – Regional Transportation Advisory Committee Attendance
- Page 91 D.* Administrative Modifications
- Page 93 E.* Correspondence

VIII. OTHER

Next Meeting: June 17, 2024

IX. ADJOURNMENT (3:30)

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

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-475-2229 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-475-2229 con 48 horas de anticipación.

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**COMPASS BOARD OF DIRECTORS' MEETING
FEBRUARY 26, 2024
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, ID
ZOOM CONFERENCE CALL**

**** DRAFT MINUTES ****

ATTENDEES:

Rod Beck, Commissioner, Ada County, **Vice Chair**, in person
Jason Brinkman, Idaho Transportation Department – District 3, in person
Trevor Chadwick, Mayor, City of Star, **Chair**, in person
Elaine Clegg, Valley Regional Transit, in person
Kathy Corless, Councilmember, City of Boise, in person
Tom Dayley, Commissioner, Ada County, in person
John Evans, Mayor, City of Garden City, via ZOOM
Jay Gibbons, Commissioner, Highway District No. 4, **Chair Elect**, via ZOOM
Miranda Gold, Commissioner, Ada County Highway District, in person
Jim Hansen, Commissioner, Ada County Highway District, in person
Sabrina Minshall for Brad Holton, Commissioner, Canyon County, via ZOOM
Jackie Hutchison, Mayor, City of Middleton, via ZOOM
Dan Hyer, Councilmember, City of Greenleaf, in person
Debbie Kling, Mayor, City of Nampa, **Immediate Past Chair**, in person
John Laraway, Councilmember, City of Kuna, in person
Dave McKinney, Commissioner, Ada County Highway District, in person
Bre Brush for Lauren McLean, Mayor, City of Boise, via ZOOM
Mary May, Councilmember, City of Eagle, in person
Colin Nash, Councilmember, City of Boise, in person
John Overton, Councilmember, City of Meridian, via ZOOM
Nichoel Baird Spencer for Brad Pike, Mayor, City of Eagle, in person
Tom Points, City of Nampa, in person
David Porterfield, Mayor, City of Notus, via ZOOM
Victor Rodriguez, Councilmember, City of Nampa, via ZOOM
Charlie Rountree, City of Meridian, in person
Aaron Scheff, Idaho Department of Environmental Quality, via ZOOM
Bruce Freckleton for Robert Simison, Mayor, City of Meridian, via ZOOM
Joe Stear, Mayor, City of Kuna, in person
Matt Stoll, Executive Director, Community Planning Association, Ex officio, in person
Jarom Wagoner, Mayor, City of Caldwell, **Secretary Treasurer**, via ZOOM
Nikole Zogg, Southwest District Health, Ex officio, via ZOOM

MEMBERS ABSENT:

Drew Alexander, Boise State University
Zach Brooks, Commissioner, Canyon County
John Brunelle, Capital City Development Corporation
Ryan Davidson, Commissioner, Ada County
Cory Dickard, Mayor, City of Melba
Chelsie Johnson, City of Wilder
Brett Laird, City of Parma
Cody Lund, Greater Boise Auditorium District, Ex officio
Robb McDonald, City of Caldwell
Leslie Van Beek, Commissioner, Canyon County
Lori Wolff, Governor's Office, Ex-officio

OTHERS PRESENT:

Ashley Cannon, Community Planning Association, in person
Addison Coffelt, J-U-B Engineers, in person
Nick Foster, Kittleson and Associates, in person
Teri Gregory, Community Planning Association, in person
Doug Hanson, City of Kuna, in person
Mark Heisinger, Kittleson and Associates, in person
Meg Larsen, Community Planning Association, in person
Justin Lucas, Ada County Highway District, via ZOOM
Amy Luft, Community Planning Association, in person
Austin Miller, Community Planning Association, in person
Jacob Miller, Community Planning Association, in person
Hunter Mulhall, Community Planning Association, in person
Matt Sipple, J-U-B Engineers, in person
Jason VanGilder, City of Middleton, via ZOOM

CALL TO ORDER

Chair Trevor Chadwick called the meeting to order at 1:31 pm.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll welcomed new Board members: Kathy Corless, Councilmember, City of Boise; Jackie Hutchison, Mayor, City of Middleton; and Mary May, Councilmember, City of Eagle.

CONSENT AGENDA

- A. Approve December 18, 2023, COMPASS Board of Directors Meeting Minutes
- B. Receive Approved November 14, 2023, Executive Committee Meeting Minutes
- C. Receive Approved November 30, 2023, Finance Committee Meeting Minutes
- D. Approve List of Records for Destruction
- E. Confirm Finance Committee Membership
- F. Confirm Regional Transportation Advisory Committee (RTAC) Membership
- G. Adopt an Amendment to COMPASS' Participation Plan

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

SPECIAL ITEMS

A. Status Report – Safe Streets for All Regional Safety Action Plan (RSAP)

Nick Foster, Kittleson and Associates, provided a status report regarding the vision and goals of the RSAP and discussed recent milestones and work in progress.

B. Member Agency Presentation – Projects of Regional Importance

Doug Hanson, City of Kuna, presented an overview of the City of Kuna's Meridian Road Extension Corridor Study.

C. Introduction to COMPASS

Amy Luft provided an introduction to COMPASS' work products and Board calendar.

ACTION ITEMS

A. Approve COMPASS Employment Policies and Procedures Amendments

Meg Larsen presented proposed amendments to COMPASS' Employment Policies and Procedures manual.

After discussion, **Jim Hansen moved and Miranda Gold seconded to approve the changes to the Employment Policies and Procedures manual to incorporate changes to the employee benefit package.** Motion passed.

B. Approve *Communities in Motion 2055* Goals and Objectives

Austin Miller presented the proposed *Communities in Motion 2055* goals and objectives and requested COMPASS Board of Directors' approval.

After discussion, **Victor Rodriguez moved and Nichoel Baird Spencer seconded to approve the *Communities in Motion 2055* goals and objectives.**

After further discussion, Elaine Clegg suggested adding two additional items to the goals and objectives: in Economic Vitality include wording that addresses the transportation system providing local residents multi modal access to jobs and housing; in Environment and Open

Space discuss transportation's impact on the environment and include wording that discusses working to reduce the transportation system's impact upon the environment.

Victor Rodriguez agreed to modify his motion to approve the *Communities in Motion 2055* goals and objectives as presented, but to bring back these additional items for discussion and possible inclusion at a later date. Nichoel Baird Spencer agreed to this modification. Motion passed unanimously.

C. Adopt the Idaho Transportation Department's (ITD's) Statewide Safety Performance Measures for FY2024

Hunter Mulhall presented ITD's statewide safety performance measures for FY2024 and requested COMPASS Board of Directors' approval.

After discussion, **Elaine Clegg moved and Charlie Rountree seconded to adopt ITD's statewide safety performance measures for FY2024.** Motion passed unanimously.

INFORMATION ITEMS

A. Status Report - State and Federal Legislative Issues

Jacob Miller provided an update on the latest legislative developments at the state and federal levels.

B. Review the 2022 Treasure Valley Annual Congestion Management System Report

Hunter Mulhall provided an overview of the 2022 Treasure Valley Annual Congestion Management System report.

ADJOURNMENT

Chair Trevor Chadwick adjourned the meeting at 3:37 p.m.

Approved this 15th day of April 2024.

By: _____
Trevor Chadwick, Chair
Community Planning Association of
Southwest Idaho

Attest:

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



**EXECUTIVE COMMITTEE MEETING
JANUARY 9, 2024
COMPASS
SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Rod Beck, Commissioner, **Vice Chair**, Ada County, in person
Trevor Chadwick, Mayor, **Chair**, City of Star, in person
Jay Gibbons, Commissioner, Highway District #4, **Chair Elect**, via ZOOM
Jim Hansen, Commissioner, Ada County Highway District, in person
Debbie Kling, Mayor, City of Nampa, **Immediate Past Chair**, via ZOOM
Bre Brush for Lauren McLean, Mayor, City of Boise, via ZOOM
Bill Nary for Robert Simison, Mayor, City of Meridian, via ZOOM
Joe Stear, Mayor, City of Kuna, in person
Jarom Wagoner, Mayor, **Secretary Treasurer**, City of Caldwell, via ZOOM

MEMBERS ABSENT:

Brad Holton, Commissioner, Canyon County
City of Eagle
Canyon County Cities Under 25,000 Population Representative

OTHERS PRESENT:

Ashley Cannon, COMPASS, in person
Teri Gregory, COMPASS, in person
Megan Larsen, COMPASS, in person
Jacob Miller, COMPASS, in person
Matt Stoll, Executive Director, COMPASS, in person

CALL TO ORDER

Chair Trevor Chadwick called the meeting to order at 1:35 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced he will be confirming with the small cities (under 25,000 population) in Canyon County who they would like to have as their representative on the Executive Committee as Steve Rule, the previous representative, is no longer on the COMPASS Board.

CONSENT AGENDA

A. Approve November 14, 2023, Executive Committee Meeting Minutes

Jim Hansen moved and Rod Beck seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Establish February 26, 2024, COMPASS Board Meeting Agenda

Matt Stoll presented agenda items 1-22 for the upcoming February 26, 2024, COMPASS Board of Directors' meeting. Matt noted item 11 will be removed from the February agenda and included on the April agenda.

After discussion, **Debbie Kling moved and Jay Gibbons seconded approval of items 1 – 22, excluding item 11, for the February 26, 2024, COMPASS Board of Directors' meeting. Matt Stoll has the latitude to amend the agenda as necessary.** Motion passed unanimously.

B. Recommend Approval of Metropolitan Transportation Planning Memorandum of Understanding with the Idaho Transportation Department

Matt Stoll announced that he learned after the Executive Committee meeting packet had been sent out that Idaho Transportation Department management has not yet completed their review of the Memorandum of Understanding, so he proposed to move this item to the February 6, 2024, Executive Committee meeting.

After discussion, **Jim Hansen moved and Rod Beck seconded to move this agenda item to the February 6, 2024, Executive Committee meeting.** Motion passed unanimously.

C. Recommend Amendments to COMPASS Employment Policies and Procedures

Meg Larsen presented recommended amendments to the COMPASS Employment Policies and Procedures manual.

After discussion, **Jim Hansen moved and Debbie Kling seconded to recommend Board of Directors' approval of the proposed amendments to the COMPASS Employee Policies and Procedures manual and to place this item on the February 26, 2024, COMPASS Board meeting agenda as an action item.** Motion passed unanimously.

D. Status Report – 2024 Idaho Legislative Session

Jacob Miller presented an update on the 2024 Idaho legislative session. There were no items needing Executive Committee action.

ADJOURNMENT

Chair Trevor Chadwick adjourned the meeting at 2:22 p.m.

Approved this 12th day of February 2024.


By: _____
**Trevor Chadwick, Chair
Community Planning Association of
Southwest Idaho**

Attest:

By: 

**Matthew J. Stoll, Executive Director
Community Planning Association of
Southwest Idaho**

EXECUTIVE COMMITTEE **SPECIAL MEETING
MARCH 6, 2024
COMPASS
SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

Rod Beck, Commissioner, **Vice Chair**, Ada County, via ZOOM
Trevor Chadwick, Mayor, **Chair**, City of Star, in person
Jay Gibbons, Commissioner, Highway District #4, **Chair Elect**, in person
Jim Hansen, Commissioner, Ada County Highway District, in person
Brad Holton, Commissioner, Canyon County, via ZOOM
Mary May, Councilmember, City of Eagle, via ZOOM
Bre Brush for Lauren McLean, Mayor, City of Boise, via ZOOM
Robert Simison, Mayor, City of Meridian, via ZOOM
Joe Stear, Mayor, City of Kuna, via ZOOM

MEMBERS ABSENT:

Debbie Kling, Mayor, City of Nampa, **Immediate Past Chair**
Jarom Wagoner, Mayor, **Secretary Treasurer**, City of Caldwell
Canyon County Cities Under 25,000 Population Representative

OTHERS PRESENT:

Drew Alexander, Boise State University, via ZOOM
Teri Gregory, COMPASS, in person
Megan Larsen, COMPASS, in person
Jacob Miller, COMPASS, in person
Tom Points, City of Caldwell, via ZOOM
Matt Stoll, Executive Director, COMPASS, in person

CALL TO ORDER

Chair Trevor Chadwick called the special meeting to order at 2:33 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

There were no announcements

ACTION ITEMS

A. Consider Taking a Position on House Bill 637

Jacob Miller presented House Bill 637 and asked for Executive Committee direction.

After discussion, **Robert Simison moved and Mary May seconded directing COMPASS staff to not take a position regarding House Bill 637.**

After further discussion, **Jim Hansen proposed a substitute motion for COMPASS staff to oppose House Bill 637, Jay Gibbons seconded.**

Matt Stoll conducted a roll call vote regarding the substitute motion.

Name	Yea	Nay
Rod Beck		X
Trevor Chadwick		X
Jay Gibbons	X	
Jim Hansen	X	
Brad Holton		X
Mary May		X
Bre Brush for Lauren McLean	X	
Robert Simison		X
Joe Stear		X

The motion failed 3 to 6.

Matt Stoll then took a roll call vote regarding the original motion directing COMPASS staff to not take a position regarding House Bill 637.

Name	Yea	Nay
Rod Beck	X	
Trevor Chadwick	X	
Jay Gibbons		X
Jim Hansen		X
Brad Holton	X	
Mary May		
Bre Brush for Lauren McLean		X
Robert Simison	X	
Joe Stear	X	

The original motion passed 5 to 3.

ADJOURNMENT

Chair Trevor Chadwick adjourned the meeting at 3:00 p.m.

Approved this 12th day of March 2024.

By: 

Trevor Chadwick, Chair
Community Planning Association of
Southwest Idaho

Attest:

By: 

Matthew J. Stoll, Executive Director
Community Planning Association of
Southwest Idaho

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**FINANCE COMMITTEE MEETING
DECEMBER 14, 2023
COMPASS 2ND FLOOR LARGE CONFERENCE ROOM AND ZOOM**

****MINUTES****

ATTENDEES: Rod Beck, Commissioner, Ada County, **Chair**, in person
Zach Brooks, Commissioner, Canyon County, via ZOOM
Trevor Chadwick, Mayor, City of Star, **Vice Chair**, in person
Miranda Gold, Commissioner, Ada County Highway District, in person
Victor Rodriguez, Councilmember, City of Nampa, via ZOOM
Steve Rule, Mayor, City of Middleton, via ZOOM
Robert Simison, Mayor, City of Meridian, via ZOOM

MEMBERS ABSENT: None

OTHERS PRESENT: Ashley Cannon, COMPASS, in person
Teri Gregory, COMPASS, in person
David Hegstrom, Harris CPAs, in person
Meg Larsen, COMPASS, in person
Amy Luft, COMPASS, in person
Kendra Stillwaugh, Harris CPAs, in person
Matt Stoll, COMPASS, in person

CALL TO ORDER:

Chair Rod Beck called the meeting to order at 12:00 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

There were no announcements.

CONSENT AGENDA

A. Approve November 30, 2023, Finance Committee Meeting Minutes

Trevor Chadwick moved and Miranda Gold seconded approval of the Consent Agenda as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEM

A. Review Report of Disbursements Made in the Reporting Period

Meg Larsen presented the disbursements made in the reporting period, November 6, 2023, through December 5, 2023, which was provided in the packet for information. There was no discussion regarding these disbursements.

ACTION ITEMS

A. Accept Fiscal Year 2023 Audit Report

David Hegstrom, Harris CPAs, presented the draft FY2023 audit for acceptance by the Finance Committee.

Victor Rodriguez moved and Trevor Chadwick seconded to accept the draft audit as presented. Motion passed unanimously.

B. Establish 2024 Finance Committee Meeting Dates

The 2024 Finance Committee meeting dates were presented for acceptance by the Finance Committee.

Miranda Gold moved and Trevor Chadwick seconded to accept the 2024 Finance Committee meeting dates as presented. Motion passed unanimously.

OTHER

Matt Stoll announced there will be three Finance Committee seats to be filled by incoming COMPASS Chair Trevor Chadwick in 2024, two in Ada County (currently held by Miranda Gold and Trevor Chadwick) and one in Canyon County (currently held by Steve Rule).

ADJOURNMENT

Robert Simison moved and Miranda Gold seconded adjournment of the meeting. Motion passed unanimously.

Chair Rod Beck adjourned the meeting at 12:16 p.m.

Approved this 21st day of March 2024.

By:  For
Jarom Wagoner, Chair 

Attest:

By: _____
Vice Chair

COMPASS BOARD AGENDA ITEM III-D

Date: April 15, 2024

Topic: Approval of New Regional Transportation Advisory Committee Members

Request/Recommendation:

Staff seeks COMPASS Board approval of the appointment of the following individuals to the Regional Transportation Advisory Committee (RTAC), per RTAC Bylaws Article 2, Committee Structure, 2.4.

Hether Hill, City of Meridian per letter dated February 27, 2024

COMPASS BOARD AGENDA ITEM III-E

DATE: April 15, 2024

Topic: Adjusted Urban Area Boundaries

Request/Recommendation:

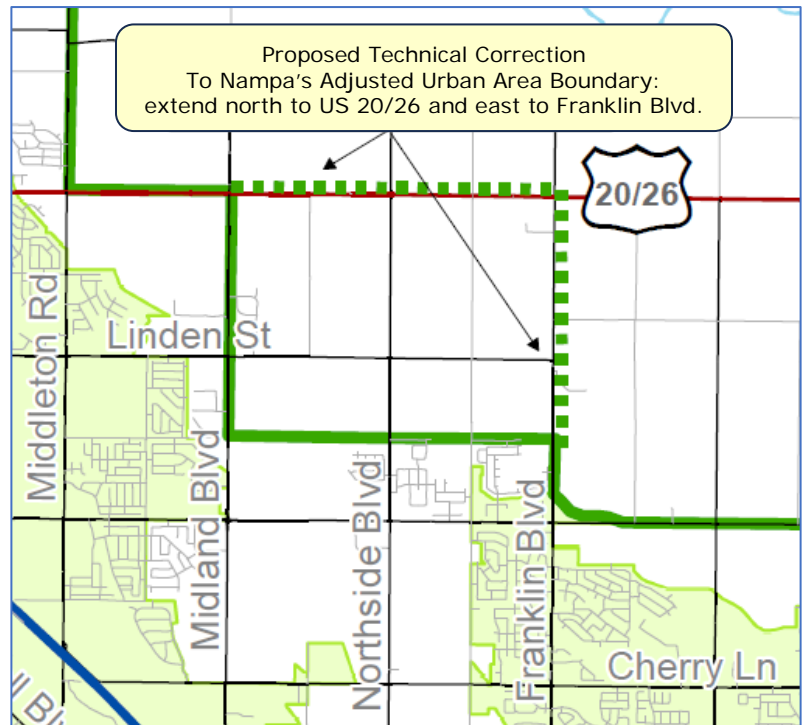
COMPASS staff request COMPASS Board of Directors' adoption of Resolution 08-2024 (Attachment 1) approving a technical correction to Nampa's Adjusted Urban Area Boundary.

Background/Summary:

The U.S. Census Bureau reviews and updates urban and rural definitions and urban area boundaries (UABs) every ten years following and using data from the decennial census. They provide a baseline to a variety of data users, researchers, and analysts in a consistent and objective manner.

Developing adjusted UABs is an option to help remedy the "jagged" nature of boundaries and the noncontiguous urban areas as initially delineated by the Census Bureau and to help simplify programming, funding, and other processes. COMPASS developed adjusted UABs on behalf of its members in 2023. In October 2023, the COMPASS Board of Directors approved adjusted UABs for the Boise, Kuna, Middleton, Nampa, and Star urban areas.

Subsequently, COMPASS staff determined that the Nampa adjusted UAB should extend to US 20/26 and include the full length of Northside and Franklin Boulevards, as this is a fast-growing area and these high-priority corridors are currently on the federal aid functional classification system. Therefore, COMPASS staff recommends a technical correction to the Nampa adjusted UAB to include this area (Attachment 2). No other changes are proposed.



After the technical correction is approved by the COMPASS Board of Directors, Idaho Transportation Department (ITD) staff will present the adjusted UABs to the Idaho Transportation Board for approval (anticipated in June 2024). After Idaho Transportation Board approval, ITD staff will submit the materials to the Federal Highway Administration (FHWA)-Idaho Division.

Implication (policy and/or financial):

The UABs determine where, geographically, federal highway funds can be spent. Adjusting UABs will simplify federal funding eligibility, thereby allowing for more efficient and effective uses of these funds. Adjusting UABs does not change the overall amount of allocation nor the apportionment of federal funds to the COMPASS planning area.

The adjusted UABs are not official until approved by the COMPASS Board of Directors, the Idaho Transportation Board, and the FHWA-Idaho Division. Final approval by FHWA-Idaho Division is anticipated in summer 2024.

More Information:

- 1) Attachment 1 – Resolution 08-2024
- 2) Attachment 2 – Map of the Revised Nampa Adjusted UAB and Approved Adjusted UABs for Boise, Kuna, Star, and Middleton
- 3) For additional information or larger, more detailed maps contact: Mary Ann Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org

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RESOLUTION NO. 08-2024

FOR THE PURPOSE OF ADJUSTING URBAN AREA BOUNDARIES

WHEREAS, the Community Planning Association of Southwest Idaho was designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

WHEREAS, the United States Census Bureau designated the Boise Urban Area, Kuna Urban Area, and Star Urban Area in portions of Ada County and the Nampa Urban Area and Middleton Urban Area in portions of Canyon County;

WHEREAS, the Infrastructure Investment and Jobs Act, also known as the "Bipartisan Infrastructure Law," allocates funding based on population in the urban areas as designated by the United States Census Bureau;

WHEREAS, the Federal Highway Administration establishes geographic definitions (urban-rural) per 23 United States Code Section 101, and subsequent guidance is provided in 23 Code of Federal Regulations, Title 470;

WHEREAS, the Federal Highway Administration uses urban-rural areas to determine federal highway funding levels;

WHEREAS, the Federal Highway Administration allows adjustments to the urban area boundaries;

WHEREAS, the Community Planning Association of Southwest Idaho prepared adjusted urban area boundaries within the planning area to simplify federal highway funding eligibility;

WHEREAS, a technical correction to the Nampa Adjusted Urban Boundary was made after adjusted urban area boundaries were approved by the COMPASS Board of Directors via Resolution No. 04-2024 on October 16, 2023; and

WHEREAS, the local jurisdictions within the Boise Urban Area, Kuna Urban Area, Star Urban Area, Nampa Urban Area, and Middleton Urban Area have agreed to the proposed adjustments to the United States Census Bureau designated urban area boundaries.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors does hereby approve the revised Nampa Adjusted Urban Area Boundary and affirm the Boise, Kuna, Star, and Middleton Adjusted Urban Area Boundaries as previously approved, to simplify federal highway funding eligibility.

DATED this 15th day of April 2024.

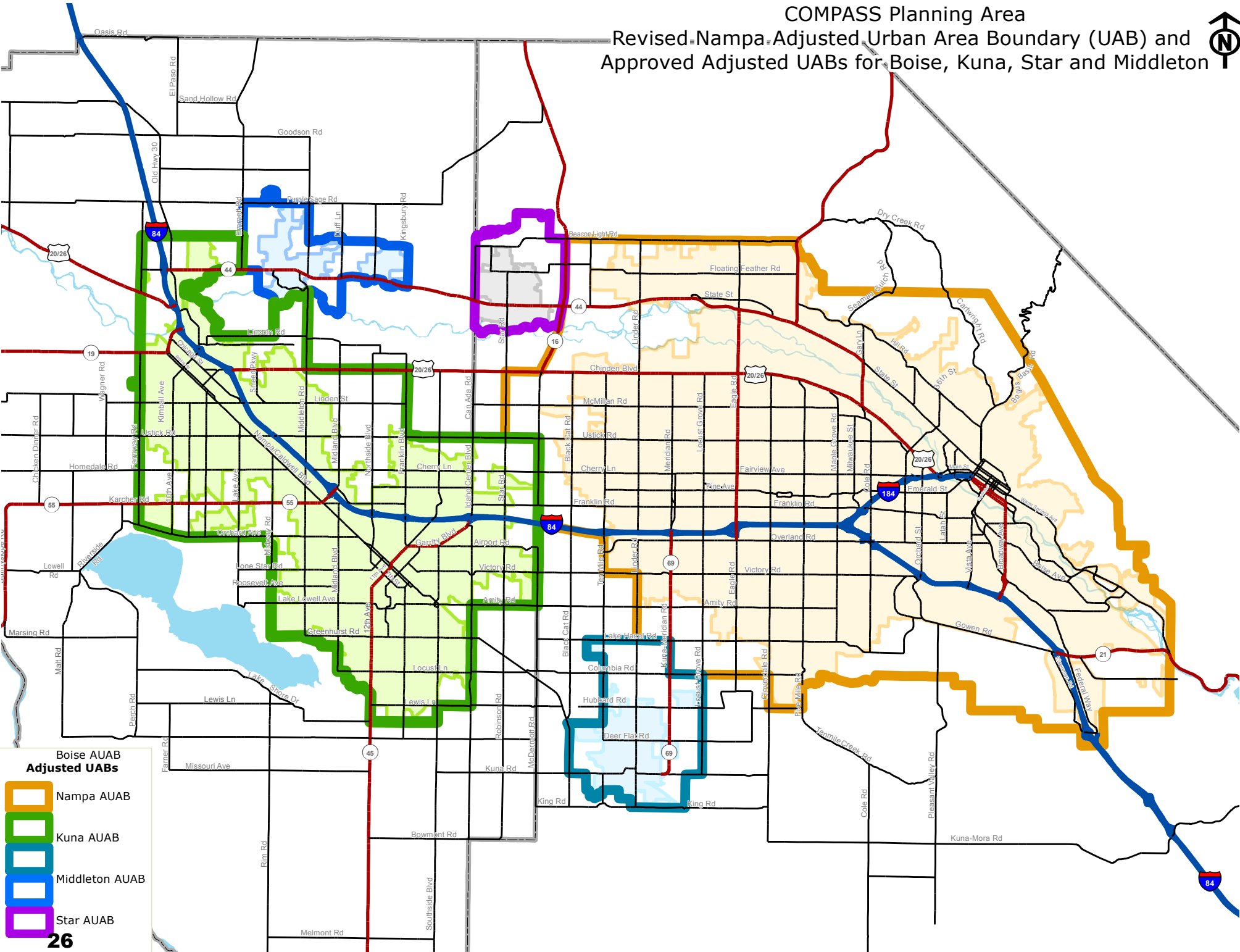
APPROVED:

By: _____
Trevor Chadwick, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:





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

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Boise AUAB

Adjusted UABs

-  Nampa AUAB
-  Kuna AUAB
-  Middleton AUAB
-  Star AUAB

26

COMPASS BOARD AGENDA ITEM III-F

Date: April 15, 2024

Topic: Delivery Deadlines for Local Federal-Aid Projects

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval to extend the deadlines on 12 local federal-aid projects. The Regional Transportation Advisory Committee recommended approval on March 27, 2024.

Background/Summary:

The *COMPASS Funding Application Guide FY2025-2031*, approved on August 21, 2023, includes a deadline of March 1 for the obligation of funds in programs managed by COMPASS. The Idaho Transportation Department (ITD) has deadlines to "sweep," or remove, unobligated funds prior to the end of the fiscal year, and reprogram them to other projects that can obligate funds immediately. The COMPASS March 1 deadline was established to allow time to reprogram funds within the region if the sponsor is unable to obligate funds before ITD's sweep.

COMPASS received letters requesting to delay projects from the Ada County Highway District, Boise State University, and the City of Nampa due to unforeseen circumstances in meeting the March 1 deadline. The sponsor letters of request are provided in Attachment 1.

COMPASS staff also requests a delay of seven projects due to a range of recent issues, including recent balancing actions, a delay in obtaining the full-year apportionment of federal funds, and technical issues stemming from developing the new Carbon Reduction Program.

The details of all requests, the recommended proposals for new deadlines, and progress on project obligations are provided in the Report of Extension Requests – FY2024 in Attachment 2. When provided, the agencies' requests are shown in bold print under the comment section.

Based on the information provided, the proposed new deadlines appear reasonable. COMPASS staff will work closely and continuously with sponsor agencies to obtain the information needed for the obligations as quickly as possible.

Implication (policy and/or financial):

If projects are not delivered by the extended deadlines, it could be too late to reprogram funds to other projects, which could result in a loss of funding in the region.

More Information:

- 1) Attachment 1: Letters of Request
- 2) Attachment 2: Report of Extension Requests – FY2024
- 3) information contact: Toni Tisdale, Resource Development Team Lead, at 208/475-2238 or ttisdale@compassidaho.org.

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Alexis Pickering, President
Miranda Gold, Vice-President
Jim Hansen, Commissioner
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

January 27, 2024

Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD staff are actively working with ITD staff to complete the necessary approvals and related State and Local Agreements (SLA) for FY2024 funded projects.

Two projects have been approved and obligated. They are: The FY2024 ACHD Commuteride Cooperative Agreement (KN 22436) and the FY2024 ACHD Commuteride Safety and Security Cooperative Agreement (KN 23314).

Two projects have been approved but funding has not been obligated. ACHD requests an extension of the COMPASS Board's obligation deadline of March 1 for the following federally funded projects:

- KN 20259 (FY2023 Roadway and ADA, Part 1) is currently waiting for a final draft of the SLA. A slower than anticipated environmental review process delayed the obligation process. ACHD requests an extension to March 29, 2024.
- KN 20006 (FY2022 Pavement Preservation, Phase 3) received extensive review by the State Historic Preservation Office. The results of this review and approval are the required redesign of bulbouts and ADA ramps, which has added to the project cost and additional schedule delay. ACHD requests an extension to June 5, 2024.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Justin Lucas', with a long horizontal flourish extending to the right.

Justin Lucas
Deputy Director, Planning and Projects
Ada County Highway District

connecting you to more



BOISE STATE UNIVERSITY

February 22, 2024

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

RE: Request for Extension of Award No. 22385

Dear Mr. Stoll,

I am writing to request an extension to fully obligate the FY24 funds awarded to Boise State for the “Pathway, Greenbelt Completion, Boise State” project through the Transportation Improvement Program. While we continue making progress on this project, movement is slower than originally anticipated, primarily due to the length of time required for legal negotiations between Local Highway Technical Assistance Council and Boise State University. Given this, we are not confident that all awarded funds will be obligated by March 1, 2024, and request a 90-day extension to allow for full obligation by May 29, 2024.

Absent an unforeseen significant setback, if granted the requested extension, we feel confident we will be able to complete the agreement and obligation process to initiate design work with a contractor by or before the end of May. Thank you for your consideration.

Sincerely,

Annie Hightower, JD
Associate Vice President for Finance and Operations

cc: Linsey Hartke, Parking Director
Office of Sponsored Project

DIVISION OF FINANCE AND OPERATIONS

1910 University Drive, Boise, Idaho 83725-1200

Phone (208) 426-1417 boisestate.edu/universityaffairs

This letter is an electronic communication from Boise State University



March 1, 2024

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

Request of Obligation of Construction Funds for Project No. A023(025), Grimes City Pathway Extension, Key No. 23025

Dear Mr. Stoll:

The Grimes City Pathway Extension project is a City of Nampa (CITY) Capital Infrastructure improvement project developed to improve multi-modal transportation facilities in the CITY. Design of this project started in 2021 and Final Plan, Specification, and Estimate (PS&E) were submitted and approved January 2024. All requisite clearances Right-of-Way Certification, Environmental Clearance, etc. have been obtain and the project is ready for advertisement and letting.

It is our understanding that funding for this project has changed and that now the project will be funded by Carbon Reduction Program (CRP). Furthermore, being a relatively new program, we understand that State and Local agencies are on the cusp of deriving terms and conditions for the administration of this program in the state of Idaho.

Construction funding for the Grimes Pathway Extension is programmed in Federal fiscal year 2024. Therefore, the deadline for obligating these funds was March 1, 2024. While the PS&E deliverable was submitted in January 2024, the preparation of a State Local Agreement and subsequent obligation of construction funds could not be accomplished due to the fact that the State and Local Agencies were developing the CRP in Idaho.

CITY is requesting that the obligation deadline be extended. The exact date is contingent on the State and Local Agencies finalizing the CRP in Idaho. CITY estimates that this will take place sometime April 2024, therefore, we request the deadline be extended to June 1, 2024, if not later.

Please feel free to contact myself or Daris Bruce, (208) 568-5459 bruced@cityofnampa.us if you have questions or require additional information.

Sincerely,

A handwritten signature in blue ink that reads 'Crystal Craig'.

Crystal Craig, P.E.
Director of Transportation
City of Nampa Public Works



March 1, 2024

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

Request to Extend the March 1st Deadline for Project No. A024(230), West Park Pedestrian Improvements, Key No. 24230

Dear Mr. Stoll:

The West Park Pedestrian Improvements project is a project within CITY of Nampa (CITY) to improve accessibility to park services and improve connectivity for the existing park pathways.

While the deadline for obligating CITY's match for this project was March 1, 2024, however the CITY did not receive the State Local Agreement (SLA) until January 23, 2024. Initially the CITY was unable to dedicate the funds required in that time as match dollars will be funded via CDBG grant that was awarded for this project from Nampa Economic Development Division. The Nampa Economic Development Division will seek City Council for approval for match dollars at the March 4, 2024 City Council Meeting.

Once approved the SLA is scheduled to be addressed to City Council on March 18, 2024. There are no Right of Way concerns for the project. Design is scheduled for the fiscal year of 2024, with project construction expected to occur in fiscal year 2026.

CITY is requesting that the obligation deadline be extended. The exact date is contingent on the acceptance of the SLA by City Council. CITY estimates that this process would conclude sometime in late March 2024 to early April 2024; therefore, City requests the deadline be extended to June 1, 2024.

Please feel free to contact myself or Tyler Flint, (208) 318-3132 flintt@cityofnampa.us if you have questions or require additional information.

Sincerely,

A handwritten signature in blue ink that reads 'Crystal Craig'.

Crystal Craig, P.E.
Director of Transportation
City of Nampa Public Works

Report of Extension Requests - FY2024

Bold text = letter from agency is attached.

Key Number	Project	Sponsor	Remaining Funding	Proposed New Deadline	Comments	Progress
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2024	ACHD	\$1,015,000	June 5, 2024	Requested extension through June 5, 2024 due to an extensive review by the State Historic Preservation Office. The results of the review required redesign of part of the project.	Agreement anticipated to go to the Commission on 6/5/24.
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (2024)	ACHD	\$8,065,000	March 29, 2024	Requested extension through March 29, 2024 , due to delays in the environmental review.	Agreement submitted 3/13/24. Needed local match for construction agreement - submitted transfer request 3/28/24.
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	VRT	\$1,754,000	August 1, 2024	Obligation was awaiting obligation authority. These funds will transfer from the Federal Highway Administration to the Federal Transit Administration, which is in process.	Transfer letter submitted 3/18/24.
22385	Pathway, Greenbelt Completion, Boise State	Boise State University	\$158,000	May 31, 2024	Requested to delay until May 29, 2024 , due to lengthy reviews of the State/Local agreement and negotiation between the Boise State University legal department and the Idaho Transportation Department. The final version is currently in process of being approved.	Agreement under review by Boise State University.
23025	Pathway, Grimes City Pathway Extension, Nampa	City of Nampa	\$1,076,000	May 31, 2024	Requested extension through June 1, 2024 , due to the funds being in a new program (Carbon Reduction Program). It has taken longer than anticipated to get the State/Local Agreement. The Idaho Transportation Department is also developing terms and conditions for the new funding program, as this is the first construction phase funded with these funds. The project was also awarded additional funding in February.	The agreement was signed by the city and submitted for ITD approval; however, a new agreement is being developed based on a programming change.
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	VRT	\$910,000	August 1, 2024	Project was awarded funding through Transportation Management Area (TMA) balancing in January and February. These funds will transfer from the Federal Highway Administration to the Federal Transit Administration, which is in process.	Transfer letter submitted 3/18/24.
24221	Transit - Orchard Transit Facility Improvements, VRT, Boise	VRT	\$2,700,000	August 1, 2024	Project was awarded funding through TMA balancing in February. These funds will transfer from the Federal Highway Administration to the Federal Transit Administration, which is in process.	Transfer letter submitted 3/18/24.
24222	Pathway, Greenbelt Connection near 52nd Street, Garden City	City of Garden City	\$285,000	May 31, 2024 (reprogram and obligate)	In an early review of the project, the Local Highway Technical Assistance Council noticed issues with environmental impacts that will likely take additional time and funding to mitigate. The city is anticipated to request to delay this project.	Design funds will delay. Funds to be reprogrammed in April 2024.
24228	Pedestrian Crossing Safety Access, ACHD	ACHD	\$395,000	May 31, 2024	These funds were awarded through TMA balancing in February 2024.	Awaiting a change to project description, with expected approval by COMPASS on 4/15/24. ACHD anticipates agreement going to commission in late May.
24230	Pedestrian Improvements, West Park, Nampa	City of Nampa	\$82,000	May 31, 2024	Requested extension through June 1, 2024 , due to needing approval at the city for Community Development Block Grant funding to cover local match. The State/Local Agreement was approved by City Council on March 18, 2024. The project was also awarded additional funding in February.	Design agreement was fully executed on 3/25/24 and should be obligated soon.
24233	Study, Carbon Reduction Strategy, COMPASS	COMPASS	\$180,000	May 31, 2024	This project was delayed due to the funds being in a new program (Carbon Reduction Program). It has taken longer than anticipated to get the State/Local Agreement.	Agreement signed by COMPASS and submitted 3/21/24, awaiting signature by the ITD.
24337	Pathway, Orr Multi-Use City Pathway, Nampa	City of Nampa	\$402,000	May 31, 2024	This project was delayed due to the funds being in a new program (Carbon Reduction Program). It has taken longer than anticipated to get the State/Local Agreement. The project was also awarded additional funding in February 2024.	Design agreement was requested 3/29/24 and is being developed.

COMPASS BOARD AGENDA ITEM V-A

Date: April 15, 2024

Topic: Revision 2 of the FY2024 Unified Planning Work Program and Budget

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 09-2024 approving Revision 2 of the FY2024 Unified Planning Work Program and Budget (UPWP) for COMPASS Board of Directors' approval.

Background/Summary:

Federal metropolitan planning rules require that COMPASS produce a UPWP, which is periodically amended to accommodate changes in revenues, expenses, staffing, and scope. These amendments are accomplished through a Board resolution with subsequent distribution of the approved resolution and documents to the appropriate funding agencies.

The Finance Committee reviewed the proposed amendments at its March 21, 2024, meeting and recommended approval of Revision 2 of the FY2024 UPWP as presented.

The following revisions to revenues are proposed in Revision 2 of the FY2024 UPWP:

- Remove \$50,000 from the draw from fund balance. The City of Kuna withdrew from its *Communities in Motion* (CIM) implementation grant.
- Add \$33,000 to the draw from fund balance to cover additional IT services.

The following revisions to expenses are proposed in Revision 2 of the FY2024 UPWP:

- Remove \$183,000 in funds from unprogrammed, carry-forward funds for CIM 2055.
- Add \$183,000 for the Resiliency Plan for CIM 2055.
- Remove \$50,000 for the CIM implementation grant withdrawn by the City of Kuna.
- Add \$33,000 to indirect costs for IT services to cover the cost of transition to new provider and implementation of new servers. Indirect (overhead) costs on the program worksheets were updated to reflect the distribution of increased indirect costs.

Implication (policy and/or financial):

Without COMPASS Board of Directors' adoption of Revision 2 of the FY2024 UPWP, Revision 1 of the UPWP will remain in effect.

More Information:

- 1) Attachments
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or mlarsen@compassidaho.org

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RESOLUTION NO. 09-2024

**FOR THE PURPOSE OF APPROVING REVISION 2 OF THE
FY2024 UNIFIED PLANNING WORK PROGRAM AND BUDGET**

WHEREAS, Revision 1 of the FY2024 Unified Planning Work Program and Budget was adopted by the Community Planning Association of Southwest Idaho Board of Directors under Resolution 05-2024, dated December 18, 2023;

WHEREAS, the Community Planning Association of Southwest Idaho desires to amend the annual Unified Planning Work Program and Budget as part of timely reviews;

WHEREAS, the Community Planning Association of Southwest Idaho desires to incorporate funding and program revisions in the Unified Planning Work Program and Budget to recognize federal dollars for both COMPASS and pass-through agreements to other agencies; and

WHEREAS, the attached memorandum and supporting documentation summarizes the adjustments included in Revision 2 of the FY2024 Unified Planning Work Program and Budget and is made a part hereof.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves by resolution, Revision 2 of the FY2024 Unified Planning Work Program and Budget; and

BE IT FURTHER RESOLVED, that the Chair and Executive Director are authorized to submit all grant and contract revisions and sign all necessary documents for grant and contract purposes.

DATED this 15th day of April 2024.

APPROVED:

By: _____
**Trevor Chadwick, Chair
Community Planning Association
of Southwest Idaho Board of Directors**

ATTEST:

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

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COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO

Recommended Changes for FY2024 - Revision 2

Summary

FY2024 UPWP Revenues		6,581,814	FY2024 UPWP Expenses		6,581,814
1				Reclassifying funds from "unprogrammed" carryover of CIM 2055 expenses to Resiliency Plan and Outreach.	(183,000)
2				Increasing CIM 2055 Professional Services budget for Resiliency Plan and FY24 Outreach.	183,000
3	Remove fund balance draw for FY2024 <i>Communities in Motion</i> implementation grant withdrawn by Kuna.	(50,000)		City of Kuna withdrew its FY2024 <i>Communities in Motion</i> implementation grant.	(50,000)
4	Increase draw from fund balance to cover additional IT costs	33,000		Increase indirect expenses to cover IT service costs for transition to new provider and server replacement project.	33,000
Recommended Adjustments to Revenues		(17,000)	Recommended Adjustments to Expenses		(17,000)
Adjusted Revenues - Revision 2		6,564,814	Adjusted Expenses - Revision 2		6,564,814

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
REVISION 2 - FY2024 UNIFIED PLANNING WORK PROGRAM AND BUDGET
REVENUE AND EXPENSE SUMMARY**

REVENUE	FY2024 Rev 1 UPWP	FY2024 Rev 2 UPWP
GENERAL MEMBERSHIP		
Ada County	254,115	254,115
Ada County Highway District	254,115	254,115
Canyon County	125,110	125,110
Canyon Highway District No. 4	48,483	48,483
City of Boise	108,922	108,922
City of Caldwell	30,824	30,824
City of Eagle	15,591	15,591
City of Garden City	5,727	5,727
City of Greenleaf	370	370
City of Kuna	13,174	13,174
City of Meridian	61,119	61,119
City of Melba	295	295
City of Middleton	5,282	5,282
City of Nampa	50,687	50,687
City of Notus	278	278
City of Parma	944	944
City of Star	7,799	7,799
City of Wilder	741	741
Subtotal	983,576	983,576
SPECIAL MEMBERSHIP		
Boise State University	9,800	9,800
Capital City Development Corporation	9,800	9,800
Idaho Department of Environmental Quality	9,800	9,800
Idaho Transportation Department	9,800	9,800
Valley Regional Transit	9,800	9,800
Subtotal	49,000	49,000
GRANTS AND SPECIAL PROJECTS		
FHWA/FTA - Consolidated Planning Grants		
CPG - FY2023 K# 22108; Ada County	293,204	293,204
CPG - FY2023 K# 22108; Canyon County	103,017	103,017
CPG - FY2024 K# 22494 Ada County	1,315,790	1,315,790
CPG - FY2024 K# 22494 Canyon County	462,304	462,304
Sub Total CPG Grants	2,174,315	2,174,315
STBG-TMA & STBG-U - K# 21889; FY2024 off-the-top funds for Planning	306,705	306,705
STBG-U - K# 23026 Permanent Automated Counters (carryover)	6,350	6,350
STBG-TMA - K# 22395 Fiscal Impact Tool Update (carryover)	55,596	55,596
STP TMA - K# 19571, CIM 2050 (carryover)	18,532	18,532
STBG TMA - K# 20271, CIM 2055	502,437	502,437
STBG-TMA K#13046 PEL, High-Capacity Transit Corridor	1,019,260	1,019,260
CRP-TMA K#24233 Carbon Reduction Strategy	166,788	166,788
FHWA Regional Safety Action Plan	392,000	392,000
Subtotal	2,467,668	2,467,668
OTHER REVENUE SOURCES		
TREDIS Contribution	19,800	19,800
Orthophotography - Participant Contributions	173,634	173,634
Air Quality Board FY2023 audit fees	5,500	5,500
Interest Income	50,000	50,000
Subtotal	248,934	248,934
TOTAL REVENUE: Dues, Federal Funds, and Other miscellaneous	5,923,493	5,923,493
Draw From Fund Balance (CIM Implementation Grants)	125,000	75,000
Draw From Fund Balance (match + 100K on PEL high capacity transit)	80,740	80,740
Draw From Fund Balance match on transportation funding study	20,185	20,185
Draw From Fund Balance (20% match regional safety action plan)	98,000	98,000
Draw From Fund Balance - match on carbon reduction strategy	13,212	13,212
Draw From Fund Balance to cover shortfall	321,184	354,184
Subtotal	658,321	641,321
TOTAL REVENUE, ALL RESOURCES	6,581,814	6,564,814

EXPENSE	FY2024 Rev 1 UPWP	FY2024 Rev 2 UPWP
SALARY, FRINGE & CONTINGENCY		
Salary	1,824,108	1,824,108
Fringe	837,300	837,300
Contingency (Overtime, Bonus, and Sick Time Trade)	22,000	22,000
Subtotal	2,683,408	2,683,408
INDIRECT OPERATIONS & MAINTENANCE		
Indirect Costs	262,590	295,590
Subtotal	262,590	295,590
DIRECT OPERATIONS & MAINTENANCE		
620001, Demographics and Growth Monitoring	2,500	2,500
653001, Communication and Education	52,350	52,350
661001, Long-Range Planning	541,238	724,238
661005, Safe Streets and Roads for All	490,000	490,000
661006, High Capacity Transit PEL	1,100,000	1,100,000
661008, Bike Counter Management	26,693	26,693
685001, Transportation Improvement Program	6,500	6,500
685002, Project Development Program	100,000	100,000
685003, Grant Research and Development	20,000	20,000
685004, CIM Implementation Grants	125,000	75,000
760001, Government Affairs	19,750	19,750
801001, Staff Development	50,000	50,000
820001, Committee Support	2,000	2,000
836001, Regional Travel Demand Model	67,200	67,200
860001, Geographic Information System Maintenance	202,160	202,160
990001, Direct Operations and Maintenance	830,425	647,425
Subtotal	3,635,816	3,585,816
TOTAL EXPENSE	6,581,814	6,564,814

REVENUE AND EXPENSE SUMMARY		
TOTAL REVENUE	6,581,814	6,564,814
LESS: TOTAL EXPENSES	6,581,814	6,564,814
REVENUE EXCESS/(DEFICIT)	-	-

TOTAL REVENUE, ALL RESOURCES

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

WORK PROGRAM NUMBER	EXPENSES																MATCH, LOCAL & OTHER FUNDING				TOTAL FUNDING SOURCES	
	Work Days	Labor & Indirect Cost	Direct Cost	Total Cost	FY23 CPG Ada County K# 22108 (74%) match	FY23 CPG Canyon County K# 22108 (26%); 7.34% match	FY24 CPG Ada County K# 22494 (74%) 20% match safety; 7.34% match other	FY24 CPG Canyon County K# 22494 (26%) 20% match safety; 7.34% match	STP-TMA Off The Top K# 21889 7.34% match	STBG-U Perm. Automated Counters K# 23026 7.34% Match	STBG-TMA Fiscal Impact Tool K# 22395 7.34% Match	STBG-TMA CIM 2050 K# 19571 7.34% Match	STBG-TMA CIM 2055 K# 20271; 7.34% match	STBG-TMA PEL, High Capacity Transit KN13046	CRP-TMA Carbon Reduction Strategy KN24233	FHWA Safe Streets and Roads for All 20% match	Total Federal Funds	Required Match	Local Funds/FB	Other Revenue		Total Local & Other
601001 UPWP/Budget Development and Federal Assurances	108	107,972	-	107,972			55,731	19,581	24,735								100,047	7,925			7,925	107,972
620001 Demographics and Growth Monitoring	143	118,117	2,500	120,617			62,682	22,023	27,059								111,764	8,853			8,853	120,617
620005 Safe and Accessible Transportation (development reviews)	32	18,145	-	18,145	2,656	933	8,086	2,841									14,516	3,629			3,629	18,145
653001 Communication and Education Long-Range Planning	236	161,716	52,350	214,066													-		214,066		214,066	214,066
661001 General Project Management	640	431,034	724,238	1,155,272	188,563	66,252	222,483	78,170	98,743		55,596	18,532	175,348		166,788		1,070,475	84,797			84,797	1,155,272
661005 Safe and Accessible Transportation (SS4A Action Plan)	138	124,722	490,000	614,722	18,254	6,414	55,581	19,529							392,000		491,778	122,944			122,944	614,722
661006 High-Capacity Transit PEL	188	143,161	1,100,000	1,243,161			73,894	25,963	32,796								1,151,913	91,248			91,248	1,243,161
661008 Bike Counter Management Resource Development/Funding	212	110,127	26,693	136,820			56,844	19,972	25,228	6,350							108,394	8,586	19,840		28,426	136,820
685001 Transportation Improvement Program	394	292,011	6,500	298,511			155,182	54,523	66,895								276,600	21,911			21,911	298,511
685002 Project Development Program	29	25,756	100,000	125,756			81,863	28,763	5,900								116,526	9,230			9,230	125,756
685003 Grant Research and Development	204	177,990	20,000	197,990													-		197,990		197,990	197,990
685004 CIM Implementation Grants	16	13,633	75,000	88,633			7,037	2,472	3,123								12,632	1,001	75,000		76,001	88,633
685005 Safe and Accessible Transportation (CMF)	7	3,523	-	3,523	516	181	1,570	551									2,818	705			705	3,523
TOTAL PROJECTS	2,347	1,727,907	2,597,281	4,325,188	209,989	73,780	780,953	274,388	284,479	6,350	55,596	18,532	175,348	1,019,260	166,788	392,000	3,457,463	360,829	506,896	-	867,725	4,325,188
701001 Membership Services	115	106,263	-	106,263			56,415	19,822	22,226								98,463	7,800			7,800	106,263
703001 Public Services	25	22,455	-	22,455													-		22,455		22,455	22,455
705001 Transportation Liaison Services	48	44,061	-	44,061			30,211	10,615									40,826	3,235			3,235	44,061
760001 Government Affairs	270	278,114	19,750	297,864													-		297,864		297,864	297,864
TOTAL SERVICES	458	450,893	19,750	470,643	-	-	86,626	30,437	22,226	-	-	-	-	-	-	-	139,289	11,035	320,319	-	331,354	470,643
801001 Staff Development	153	116,337	50,000	166,337	31,123	10,934	82,933	29,138									154,128	12,209			12,209	166,337
820001 Committee Support	211	171,314	2,000	173,314	52,092	18,303	65,375	22,970									158,740	12,574	2,000		14,574	173,314
836001 Regional Travel Demand Model	191	178,117	67,200	245,317			168,209	59,101									227,310	18,007	-		18,007	245,317
842001 Congestion Management Process	75	69,941	-	69,941			47,957	16,850									64,807	5,134	-		5,134	69,941
860001 Geographic Information System Maintenance	337	264,489	202,160	466,649			83,737	29,420									113,157	9,396	170,462	173,634	353,492	466,649
TOTAL SYSTEM MAINTENANCE	967	800,198	321,360	1,121,558	83,215	29,237	448,211	157,479	-	-	-	-	-	-	-	-	718,142	57,320	172,462	173,634	403,416	1,121,558
990001 Direct Operations / Maintenance	-	-	647,425	647,425									327,089				327,089	25,910	219,126	75,300	320,336	647,425
991001 Support Services Labor	1,012	-	-	-													-				-	-
999001 Indirect Operations/Maintenance	-	-	-	-													-				-	-
TOTAL INDIRECT/OVERHEAD	1,012	-	647,425	647,425	-	-	-	-	-	-	-	-	327,089	-	-	-	327,089	25,910	219,126	75,300	320,336	647,425
GRAND TOTAL	4,784	2,978,998	3,585,816	6,564,814	293,204	103,017	1,315,790	462,304	306,705	6,350	55,596	18,532	502,437	1,019,260	166,788	392,000	4,641,983	455,094	1,218,803	248,934	1,922,831	6,564,814

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
REVISION 2 - FY2024 UNIFIED PLANNING WORK PROGRAM AND BUDGET
DIRECT EXPENSE SUMMARY**

DESCRIPTION		TOTAL DIRECT	PROFESSIONAL SERVICES (830)	EQUIPMENT / SOFTWARE (834)	TRAVEL / EVENTS / EDUCATION (840)	PRINTING (860)	OTHER (863)	PUBLIC INVOLVEMENT (864)	MEETING SUPPORT (865)	LEGAL / LOBBYING (872)	CARRY-FORWARD
620001	Demographics and Growth Monitoring	2,500					2,500				
653001	Communication and Education	52,350	24,000			3,200		24,350	800		
661001	Long Range Planning: CIM 2055	189,238	189,238								
661001	LRP: Fiscal Impact Tool Update	80,000	80,000								
661001	LRP: Funding Study	275,000	275,000								
661001	LRP: Carbon Reduction Strategy	180,000	180,000								
661005	LRP: Regional Safety Action Plan	490,000	490,000								
661006	LRP: PEL High Capacity Transit	1,100,000	1,100,000								
661008	Bike Counter Management	26,693	6,853	19,840							
685001	Transportation Improvement Program	6,500						6,500			
685002	Project Development Program	100,000	100,000								
685003	Grant Research and Development	20,000	20,000								
685004	CIM Implementation Grants	75,000	75,000								
760001	Government Affairs	19,750			18,000	500				1,250	
801001	Staff Development	50,000			50,000						
820001	Committee Support	2,000							2,000		
836001	Regional Travel Demand Model	67,200	67,200								
860001	Geographic Information System Maintenance	202,160	125,000	77,160							
990001	Direct Operations / Maintenance										
	Carryover of CIM 2055 expenses	353,000									353,000
	Costs for buildout of remaining workspaces	20,000		20,000							
	Air Quality Board FY2023 audit fees	5,500	5,500								
	Annual salary survey update	-	-								
	New/replacement hardware	10,000		10,000							
	Replacement of servers/op system at end of life	40,000		40,000							
	Transit network planning software	19,250		19,250							
	TIP Software	58,000		58,000							
	TREDIS Renewal	99,950		99,950							
	Cube renewal; Cube Land	16,125		16,125							
	AICP and APBP Webinar series	1,600			1,600						
	Membership dues for COMPASS	17,000								17,000	
	Other: board lunch, staff gifts, meeting refreshments, misc.	7,000							7,000		
GRAND TOTAL		3,585,816	2,737,791	360,325	69,600	3,700	2,500	30,850	9,800	18,250	353,000

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
 REVISION 2 - FY2024 UNIFIED PLANNING WORK PROGRAM AND BUDGET
 INDIRECT OPERATIONS AND MAINTENANCE EXPENSE SUMMARY**

CATEGORY	ACCOUNT CODE	FY2024 Rev 1	FY2024 Rev 2
Professional Services	930	30,000	63,000
Equipment Repair / Maintenance	936	500	500
Publications	943	2,500	2,500
Employee Professional Membership	945	3,500	3,500
Postage	950	900	900
Telephone	951	19,800	19,800
Building Maintenance and Reserve for Major Repairs	955	65,565	65,565
Printing	960	1,500	1,500
Advertising	962	3,000	3,000
Audit	970	20,000	20,000
Insurance	971	25,825	25,825
Legal Services	972	5,000	5,000
General Supplies	980	7,500	7,500
Computer Supplies	982	14,000	14,000
Computer Software / Maintenance	983	35,000	35,000
Vehicle Maintenance	991	8,500	8,500
Utilities	992	13,500	13,500
Local Travel	993	1,000	1,000
Other / Miscellaneous	995	5,000	5,000
TOTAL		262,590	295,590

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
REVISION 2 - FY2024 UNIFIED PLANNING WORK PROGRAM AND BUDGET
WORKDAY ALLOCATION SUMMARY**

WORK PROGRAM DESCRIPTION		LEAD STAFF	DIRECTORS	PLANNING	COMMUNICATIONS	OPERATIONS	TOTAL
601001	UPWP/Budget Development and Federal Assurances	ML	37	20	2	49	108
620001	Demographics and Growth Monitoring	AM	-	135	8	-	143
620005	Safe and Accessible Transportation (development reviews)	AM	-	32	-	-	32
653001	Communication and Education	AL	8	22	206	-	236
	Long-Range Planning						
661001	General Project Management	AM	14	608	18	-	640
661005	Safe and Accessible Transportation (SS4A Action Plan)	HM	-	132	6	-	138
661006	High-Capacity Transit PEL	LK	8	150	30	-	188
661008	Bike Counter Management	AM	-	212	-	-	212
	Resource Development/Funding						
685001	Transportation Improvement Program	TT	11	343	40	-	394
685002	Project Development Program	MC	-	29	-	-	29
685003	Grant Research and Development	MC	8	175	21	-	204
685004	CIM Implementation Grants	MC	-	16	-	-	16
685005	Safe and Accessible Transportation (CMF)	TT	-	7	-	-	7
TOTAL PROJECTS			86	1,881	331	49	2,347
701001	Membership Services	MW	6	81	28	-	115
703001	Public Services	MW	-	20	5	-	25
705001	Transportation Liaison Services	MS	10	26	12	-	48
760001	Government Affairs	MS	50	-	220	-	270
TOTAL SERVICES			66	127	265	-	458
801001	Staff Development	ML	10	111	22	10	153
820001	Committee Support	AL	12	67	132	-	211
836001	Regional Travel Demand Model	MW	-	191	-	-	191
842001	Congestion Management Process	MW	-	75	-	-	75
860001	Geographic Information System Maintenance	EA	-	337	-	-	337
TOTAL SYSTEM MAINTENANCE			22	781	154	10	967
TOTAL DIRECT			174	2,789	750	59	3,772
991001	Support Services Labor	ML	286	155	170	401	1,012
TOTAL INDIRECT/OVERHEAD			286	155	170	401	1,012
TOTAL LABOR			460	2,944	920	460	4,784

PROGRAM NO.	601				CLASSIFICATION:	Project
TITLE:	UPWP Budget Development and Monitoring					
TASK / PROJECT DESCRIPTION:	Monitor and amend, as necessary, the FY2024 Unified Planning Work Program and Budget (UPWP) and related transportation grants for the metropolitan planning organization (MPO). Develop and obtain COMPASS Board approval for the FY2025 UPWP. Attain compliance on all federal requirements of transportation planning implemented under applicable federal transportation bills.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The UPWP is a comprehensive work plan that coordinates federally funded transportation planning and transportation related planning activities in the region and identifies the related planning budget.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW	Federal Code 23 CFR § 450.308 (b) An MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.					
FY2024 BENCHMARKS						
MILESTONES / PRODUCTS						
FY2024 UPWP Process and track revenues and expenditures for the FY2024 UPWP and related transportation grants Process required state and local agreements and other required paperwork for transportation grants						Ongoing As Needed
Process and obtain Board approval of FY2024 UPWP revisions Distribute revisions of the FY2024 UPWP to the Idaho Transportation Department for tracking purposes Distribute revisions of the FY2024 UPWP to the Federal Highway Administration and the Federal Transit Administration for approval						As Needed
FY2025 UPWP Development Develop process and schedule for the FY2025 UPWP Solicit membership input on possible transportation planning projects and associated needs for FY2025 Submit initial revenue assessment for FY2025 to the Finance Committee for input Obtain Board approval on FY2025 General and Special membership dues						Nov Jan-Feb Mar Apr
Present FY2025 UPWP Present draft FY2025 UPWP to Finance Committee for input and feedback Present draft FY2025 UPWP to Finance Committee for recommendation Submit FY2025 UPWP to Board for adoption Submit and obtain approval from Federal Highway Administration of FY2025 UPWP Distribute FY2025 UPWP to the Idaho Transportation Department and Federal Transit Administration						Jun Jul Aug Aug Aug
Track Federal requirements as related to Self-Certification Compliance with federal requirements						Ongoing
Track federal requirements as related to Regional Transportation Improvement Program and the Long-Range Transportation Plan Monitor federal changes through the Federal Register						Ongoing
LEAD STAFF: Meg Larsen						Expense Summary
END PRODUCTS: FY2024 UPWP revisions; FY2025 UPWP; and maximize funding opportunities.						
						Total Workdays: 108
						Salary \$ 66,943
						Fringe 30,340
						Overhead 10,689
						Total Labor Cost: 107,972
ESTIMATED DATE OF COMPLETION: September-2024						DIRECT EXPENDITURES:
Funding Sources				Participating Agencies		Professional Services \$ -
	Ada	Canyon	Special	Total	Member Agencies	Legal / Lobbying
CPG, K22108				\$ -	Federal Highway Administration	Equipment Purchases
CPG, K22494	55,731	19,581		75,312	Federal Transit Administration	Travel / Education
STP-TMA, 20560			24,735	24,735		Printing
						Public Involvement
Local / Fund Bal	4,415	1,551	1,959	7,925		Meeting Support
						Other
Total:	\$ 60,146	\$ 21,132	\$ 26,694	107,972		Total Direct Cost: \$ -
					601	Total Cost: \$ 107,972

PROGRAM NO.	620				CLASSIFICATION:	Project	
TITLE:	Demographics and Growth Monitoring						
TASK / PROJECT DESCRIPTION:	To collect, analyze, and report on growth and transportation patterns related to goals in the regional long-range transportation plan. This includes providing demographic data, such as population and employment estimates, providing relevant information for local decision-making, and updating demographic forecasts based on new entitlements and policies.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Tracking and monitoring growth and system demands are critical to several planning efforts: 1) <i>Communities in Motion</i> as well as other corridor, subarea, and alternative analyses depend on accurate data and assumptions about current and future transportation, housing, and infrastructure demands; 2) The travel demand model also requires current and accurate housing and employment data; 3) Accessing, mapping, and disseminating census data and training enables member agencies to have data for studies, grants, land use allocation demonstration modeling, and other analyses, and is an often requested member service, and 4) Development review, including the fiscal impact analysis, enables local decision-makers to bridge regional and local planning efforts to provide growth supportive of <i>Communities in Motion</i> .						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 (b) -- Long-range plans require valid forecasts of future demand for transportation services that are based on existing conditions that can be included in the travel demand model. In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."						
FY2024 BENCHMARKS							
MILESTONES / PRODUCTS							
Population and Employment Estimates							
Data collection and geocoding of building permits Complete 2023 employment data Complete 2023 Development Monitoring Report Complete 2024 population estimates and receive Board acceptance							Ongoing Mar Mar Apr
Development Forecasting, Tracking, and Reconciliation							
Update preliminary plat files and other entitled development Board approval of 2055 Growth Allocation Develop population, housing, and employment forecasts for long-range transportation plan Board approval of 2055 Control Forecast Conduct build-out analysis Board approval of buildout forecast							Ongoing Aug Jan-Aug Dec Jan-Aug Aug
Demographics Support							
Respond to member requests for census data Provide development and policy reviews and checklists Include fiscal impact analysis with development checklist per policy Development checklist report							Ongoing Ongoing Ongoing Mar
LEAD STAFF:	Austin Miller				Expense Summary		
END PRODUCT:	Demographic products: 1) 2024 population estimates; 2) 2023 employment estimates; 3) 2023 Development Monitoring Report updated; 4) annual demographic reconciliation; 5) population, housing, and employment forecast; and 6) development checklist report						
ESTIMATED DATE OF COMPLETION:					September-2024		
Funding Sources					Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies Housing authorities and other housing stakeholders		
CPG, K22108	\$ 2,656	\$ 933		\$ 3,589			
CPG, K22494	70,768	24,864		95,632			
STP-TMA, 20560			27,059	27,059			
Local / Fund Bal	8,056	2,283	2,143	12,482			
Total:	\$ 81,480	\$ 28,080	\$ 29,202	\$ 138,762	DIRECT EXPENDITURES: Professional Services Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other 2,500 Total Direct Cost: \$ 2,500		
	620	Total Cost: \$ 138,762					

PROGRAM NO.	653				CLASSIFICATION:	Project	
TITLE:	Communication and Education						
TASK / PROJECT DESCRIPTION:	The Communication and Education task broadly includes external communications, public relations, public involvement, public education, and ongoing COMPASS Board education. Specific elements of the task include, but are not limited to, managing the ongoing COMPASS education series, the annual COMPASS 101 workshop, periodic Board workshops, and the Leadership in Motion awards program; writing the annual report, <i>Keeping Up With COMPASS</i> newsletter, brochures, web content, news releases, and other documents; managing COMPASS' social media channels; supporting the Public Participation Workgroup; and representing COMPASS at open houses and other events.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The Communication and Education program helps COMPASS facilitate public involvement in, and understanding of, transportation and related planning efforts by planning and implementing an integrated communications/education and public participation strategy.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.316 requires public input and involvement in metropolitan planning organization planning activities. Public involvement for specific programs (e.g., regional transportation improvement program, regional long-range transportation plan [<i>Communities in Motion</i>]) is planned and budgeted under those programs. The Communication and Education task supports that outreach and involvement through developing and updating the COMPASS participation plan, coordinating outreach efforts, and providing more general (non-program specific) opportunities for the public to learn about transportation, planning, financial, and related issues to support federally required public involvement efforts.						
FY2024 BENCHMARKS							
MILESTONES / PRODUCTS							
General							
Continue work with media -- set up interviews, develop story ideas, respond to inquiries, write/distribute news releases							Ongoing
Support work of Public Participation Workgroup							Ongoing
Implement the COMPASS participation plan; work toward goals established in the plan							
Provide outreach/public speaking support and training to staff							Ongoing
Develop tools, such as electronic and print materials, designed for most effective means of communication							
Maintain and enhance COMPASS social media channels							Ongoing
Continually update the COMPASS website to improve usability and keep content up to date							Ongoing
Develop the FY2024 annual report, annual budget summary, and annual communication summary							Oct - Dec
Write and distribute the monthly Keeping Up With COMPASS newsletter							Ongoing
Develop a public-focused summary brochure describing how to become involved with COMPASS							
Update/develop other print materials as appropriate							Ongoing
Education and community outreach							
Develop and implement the FY2024 public education series							Jan - Sep
Support and collaborate with other agencies' outreach and education efforts and programs							Ongoing
Participate in community events to share planning-related information							Ongoing
Attend/support member agencies at public meetings							Ongoing
Manage/support the Leadership in Motion awards program							Aug - Dec
Plan and host the annual "COMPASS 101" workshop							Jan - Feb
Sponsor the "Look! Save a Life" bicycle/pedestrian safety campaign (coordinated through the City of Boise Police Department)							Mar - Jun
Present information about COMPASS and our programs to stakeholders and community groups as requested							Ongoing
Develop a new COMPASS display for use at community meetings							Oct - Dec
Purchase new COMPASS swag to distribute at public events							Oct - Dec
LEAD STAFF: Amy Luft					Expense Summary		
END PRODUCT: Public involvement in, and understanding of, transportation planning and related issues.							
					Total Workdays: 236		
					Salary \$ 100,264		
					Fringe 45,442		
					Overhead 16,010		
					Total Labor Cost: 161,716		
ESTIMATED DATE OF COMPLETION: September-2024					DIRECT EXPENDITURES:		
Funding Sources				Participating Agencies			
				Member Agencies			
CPG, K22108	Ada	Canyon	Special	Total			
CPG, K22494				\$ -			
Local / Fund Bal			214,066	214,066			
				-			
	\$ -	\$ -	\$ 214,066	\$ 214,066			
					Total Direct Cost: \$ 52,350		
					653	Total Cost: 214,066	

PROGRAM NO.	661			CLASSIFICATION:	Project
TITLE:	Long Range Planning				
TASK / PROJECT DESCRIPTION:	This project encompasses the activities to identify regional transportation needs and solutions, and prepare a regional long-range transportation plan, <i>Communities in Motion</i> (CIM), for Ada and Canyon Counties. This task also incorporates implementation support for the adopted long-range transportation plan and ongoing long-range planning activities.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	<i>Communities in Motion</i> (CIM) is developed in cooperation with member agencies, local governments and the Idaho Transportation Department by a continuing, cooperative, and comprehensive planning process. This performance and outcome-based planning will help guide resources to infrastructure and service projects that collectively help achieve the regional (CIM) goals.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450 "Infrastructure Investment and Jobs Act" (IIJA) requires that the regional long-range transportation plan be updated every four years in air quality maintenance areas, otherwise every five years. 23 USC 150-- establishes national goals and a performance program, in consultation with stakeholders, including metropolitan planning organizations. The purpose is to provide a means to the most efficient investment of federal transportation funds.				
FY2024 BENCHMARKS					
MILESTONES / PRODUCTS					
General Project Management Monitor legislative, funding, etc. changes and provide updates Update financial analysis Transportation funding study					Ongoing Oct-Mar May-June
Land Use Complete Regional Housing Plan and present to COMPASS Board Review comprehensive plans					Oct Ongoing
Active Transportation (bicycle and pedestrian) Review micromobility Update regional pathway network Develop coordinated regional waterway-pathway plan Intergrate bicycle pedestrian count program into planning process					FY24-FY25
Freight Update freight study Develop freight rail analysis					FY24-FY25
Public Transportation Coordinate high capacity transit planning and environmental linkages (PEL) study Update regional public transportation network Update coordinated plan Conduct first and last mile needs analysis Develop park and ride coordination plan					FY24-FY25
Roadways Update congestion management process, strategies and implementation Update regional transportation demand management policy/strategy Analyze smart cities/intelligent transportation systems corridor intergration opportunities Develop carbon reduction strategy					FY24-FY25
Safety Develop regional safety action plan					FY24-FY25
Equity Analysis of transportation underfunding Update disadvantaged groups needs analysis					FY24-FY25
Environment, Natural Resources, and Resiliency Update environmental mitigation strategies Develop resiliency improvement plan					FY24-FY25
Economic Activity Update travel and tourism					FY24-FY25
Emerging technology and security Develop regional transportation security education and support Develop electric vehicles alternative fuels infrastructure deployment study Develop autonomous vehicles preparedness study					FY24-FY25
Performance Management Update asset management information as needed Update federally required performance targets as needed					Mar Ongoing
Public Involvement Conduct public involvement according to the work plan					Ongoing
Bike Counter Management Manage portable counter requests Manage permanent counter program and COMPASS Data Bike Manage and report data					Ongoing Ongoing Ongoing
LEAD STAFF: Austin Miller					Expense Summary
END PRODUCT: Begin development of <i>Communities in Motion 2055</i> ; projects to address new planning emphasis areas and prepare for federal grant opportunities; collect bicycle and pedestrian data.					
ESTIMATED DATE OF COMPLETION: September-2024					Total Workdays: 1,178
					Salary \$ 501,607
					Fringe 227,341
					Overhead 80,095
					Total Labor Cost: 809,044
ESTIMATED DATE OF COMPLETION: September-2024					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services \$ 2,321,091
CPG, K22108	206,817	72,666		279,483	Legal / Lobbying
CPG, K22494	408,802	143,634		552,436	Equipment Purchases 19,840
STP-TMA, K21889			156,767	156,767	Travel / Education
STBG-U, K23026			6,350	6,350	Printing
STBG-TMA, K22395			55,596	55,596	Public Involvement
STBG-TMA, K19571			18,532	18,532	Carry-Forward
STBG-TMA, K20271			175,348	175,348	
STBG-TMA, K13046			1,019,260	1,019,260	
CRP-TMA, K24233			166,788	166,788	
FWHA SS4A			392,000	392,000	
Local / Fund Bal	65,483	19,645	242,287	327,415	
Total:	681,102	235,945	2,232,928	3,149,975	
					Total Direct Cost: \$ 2,340,931
					661 Total Cost: 3,149,975

PROGRAM NO.	685			CLASSIFICATION:	Project
TITLE:	Resource Development/Funding				
TASK / PROJECT DESCRIPTION:	Develop a FY2025-2031 Regional Transportation Improvement Program (TIP) for Ada and Canyon Counties that complies with all federal, state, and local regulations and policies for the purpose of funding transportation projects. Process amendments and provide project tracking and monitoring for the FY2024-2030 TIP. With consultant assistance, COMPASS staff will assist member agencies in taking project ideas and transforming them into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public information plans. Grant research, development, and grant administration are expected to secure additional funding into the region. COMPASS will award <i>Communities in Motion</i> (CIM) Implementation Grants to member agencies after appropriate outreach, prioritization, and contract due diligence.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Implement requested projects by member agencies, and leverage local dollars. Well defined and scoped projects with accurate project costs and schedules allow strong grant applications, linked closely with CIM 2050 goals and performance measures, increase the delivery of funded projects on time and on budget. These efforts provide the necessary federal documentation for member agencies to obtain federal funding for transportation projects. Staff provides assistance to member agencies to ensure projects meet deadlines and do not lose federal funding through project monitoring and committee participation.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	The task is designed to help identify additional revenue sources for member agencies to assist in funding improvements and ongoing maintenance of the transportation system; also assists member agencies in implementing the regional long-range transportation plan and the annual TIP. Under 23 CFR § 450, COMPASS is required to develop a TIP in cooperation with ITD and public transportation operators. Certain additional requirements are required in the Boise Urbanized Area because it is considered a Transportation Management Area (TMA). The TIP is required to be updated every four years; however, COMPASS follows the update cycle of ITD's Statewide Transportation Improvement Program (STIP), which is updated annually. All projects receiving federal funding or considered regionally significant must be consistent with the regional long-range transportation plan. The TIP is tied to the Air Quality Conformity Demonstration to ensure funded projects do not violate budgets set in the State Implementation Plan (SIP) (air quality budgets for the State of Idaho). The TIP is also scrutinized in the federal Certification Review.				
FY2024 BENCHMARKS					
MILESTONES / PRODUCTS					
685001 Transportation Improvement Program Update funding application process Conduct member outreach Solicit project applications Assist members with developing complete applications Facilitate ranking of project applications Assign projects to funding programs through prioritization process Develop the final FY2025-2031 Regional Transportation Improvement Program Incorporate reporting methods for federal performance targets, prior to deadlines Monitor and track FY2024-2030 Regional Transportation Improvement Program Balance federal-aid programs managed by COMPASS, as changes occur Provide assistance to member agencies with federal-aid funding concerns Provide funding and programming assistance to Valley Regional Transit (VRT) Update the Resource Development Plan					Oct-Sept
685002 Project Development Program Select, contract with, and manage consultants Manage project development teams Review/revise, approve, and disseminate reports					Oct-Sept
685003 Grant Research and Development Seek funding for project needs listed in the Resource Development Plan Monitor grant sources; share grant information Match grant sources with unfunded members needs Write/assist member agencies with grant applications - INFRA, RAISE, CDBG, etc.					Oct-Sept
685004 CIM Implementation Grants Administer contracting/reporting/billing processes Manage projects to ensure completion on time and on budget					Oct-Sept
LEAD STAFF: Toni Tisdale				Expense Summary	
END PRODUCTS: Current-year TIP amendments and TIP update. Annual Resource Development Plan. Project Development Program pre-concept reports. Application assistance. CIM Implementation Grants.				Total Workdays: 650	
				Salary \$ 318,006	
				Fringe 144,129	
				Overhead 50,778	
				Total Labor Cost: 512,913	
ESTIMATED DATE OF COMPLETION: September-2024				DIRECT EXPENDITURES:	
Funding Sources			Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies
CPG, K22108	\$ 516	181		\$ 697	Professional Services \$ 195,000
CPG, K22494	245,652	86,309		331,961	Legal / Lobbying
STP-TMA, 20560			75,918	75,918	Equipment Purchases
Other				-	Travel / Education
Local / Fund Bal	19,857	6,976	279,004	305,837	Printing
				-	Public Involvement 6,500
				-	Meeting Support
				-	Other
Total:	\$ 266,025	\$ 93,466	\$ 354,922	\$ 714,413	Total Direct Cost: \$ 201,500
					685 Total Cost: \$ 714,413

PROGRAM NO.	701				CLASSIFICATION:	Service
TITLE:	General Membership Services					
TASK / PROJECT DESCRIPTION:	Provides assistance to COMPASS members, including demographic data, mapping, geographic information system assistance/education, travel demand modeling, and other project support.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	This service promotes implementation of the regional long-range transportation plan. COMPASS staff are engaged in the members' studies and can become more familiar with their assumptions and recommendations. Use of consistent data and methodologies in the various studies and plans conducted by member agencies is beneficial to the region as well.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of services to member agencies. There are no certification review comments, corrective actions or recommendations related to this program. Member support provides assistance to agencies fulfilling activities related to <i>Communities in Motion</i> , air quality evaluations, and more detailed transportation planning activities such as corridor studies.					
FY2024 BENCHMARKS						
MILESTONES / PRODUCTS						
Provide general assistance to member agencies as requested in the areas of: Specific assistance determined per member agency requests, may include: Geographic Information Systems (GIS) (maps, data, and analyses) Data and travel demand modeling Demographic, development, and related information Traffic counts and related information Travel time data and analysis Other requests as budget allows Specifically requested assistance: <i>FY2024 Member Requests; as ranked by RTAC</i> <i>Boise Estimating Population Density to Support Regional Transit Goals (6 days)</i> <i>Meridian Corridor Preservation Analysis (10 days)</i> <i>Notus Collector Street Rebuilds (10 days)</i> <i>Additional Member Requests</i> <i>Facilitate discussions among Canyon County roadway jurisdictions to determine support for a placing a county-wide local option registration fee on the ballot.</i>						Ongoing
						As Needed
LEAD STAFF: Mary Ann Waldinger					Expense Summary	
END PRODUCT: Data, mapping, and modeling assistance to COMPASS members. Support for member agency studies and planning activities.					Total Workdays: 115	
					Salary \$ 65,883	
					Fringe 29,860	
					Overhead 10,520	
					Total Labor Cost: 106,263	
ESTIMATED DATE OF COMPLETION: September-2024					DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		Professional Services
	Ada	Canyon	Special	Total	Member Agencies	Legal / Lobbying
CPG, K22108						Equipment Purchases
CPG, K22494	56,415	19,822	22,226	76,237		Travel / Education
STP-TMA, 20560				22,226		Printing
Local / Fund Bal	4,469	1,570	1,761	7,800		Public Involvement
				-		Meeting Support
				-		Other
						Total Direct Cost: \$ -
Total:	\$ 60,884	\$ 21,392	\$ 23,987	\$ 106,263	701	Total Cost: \$ 106,263

PROGRAM NO.	703			CLASSIFICATION:	Service
TITLE:	Public Services				
TASK / PROJECT DESCRIPTION:	To provide data, mapping, demographic, and other assistance to the public and non-member entities, as appropriate. For some products, such as maps, there is a charge for the product. When data or other information are not "off-the-shelf" and staff time is needed for research, a labor charge may be applied consistent with COMPASS policy.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	COMPASS responds to questions from the public and provides a number of products to the public and other entities: demographic data, development information, traffic counts and projections, maps, and geographic information system analyses.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of services to the public. However, these services support COMPASS' vision, mission, roles, and values, including: "...serve as a source of information and expertise..." (COMPASS Mission), "serve as the regional technical resource..." (Role #3 Expert), and "perform and share quality analyses" (Role #3 Expert).				
FY2024 BENCHMARKS					
MILESTONES / PRODUCTS					
Provide assistance to public and non-member entities, as requested, in the areas of: Geographic Information Systems (GIS) (maps, data, and analyses) Data and travel demand modeling for proposed developments Demographic, development, and related information Traffic counts and related information Travel time data and analysis Other general requests for information					Ongoing
LEAD STAFF: Mary Ann Waldinger END PRODUCT: Information assistance to the general public.					Expense Summary
					Total Workdays: 25
					Salary \$ 13,922
					Fringe 6,310
					Overhead 2,223
					Total Labor Cost: 22,455
ESTIMATED DATE OF COMPLETION: September-2024					DIRECT EXPENDITURES: \$ -
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Member Agencies
				\$ -	
Local / Fund Bal			22,455	\$ 22,455	
Total:	\$ -	\$ -	\$ 22,455	\$ 22,455	
					Total Direct Cost: \$ -
					703 Total Cost: \$ 22,455

PROGRAM NO.	705			CLASSIFICATION:	Service
TITLE:	Transportation Liaison Services				
TASK / PROJECT DESCRIPTION:	To provide adequate staff liaison time at member agency meetings and coordinate transportation-related planning activities with member agencies.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Transportation liaison services ensure staff representation and coordination with membership on transportation-related planning. Requests that exceed four days may require COMPASS Board approval of a new work program.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Achieve better inter-jurisdictional coordination of transportation and land use planning. Documentation of other significant transportation planning projects occurring within the Treasure Valley through the Unified Planning Work Program and Budget.				
FY2024 BENCHMARKS					
MILESTONES / PRODUCTS					
Attend member agency meetings and coordinate transportation-related planning activities with member agencies					Ongoing
LEAD STAFF: Matt Stoll				Expense Summary	
END PRODUCT: Ongoing staff liaison role to member agencies.				Total Workdays: 48	
				Salary \$ 27,318	
				Fringe 12,381	
				Overhead 4,362	
				Total Labor Cost: 44,061	
ESTIMATED DATE OF COMPLETION: September-2024				DIRECT EXPENDITURES:	
Funding Sources			Participating Agencies		Professional Services \$ -
	Ada	Canyon	Special	Total	Legal / Lobbying
CPG, K22108				\$ -	Equipment Purchases
CPG, K22494	30,211	10,615		40,826	Travel / Education
Local / Fund Bal	2,393	841	-	3,235	Printing
				-	Public Involvement
				-	Meeting Support
				-	Other
Total:	\$ 32,604	\$ 11,456		\$ 44,061	Total Direct Cost: \$ -
					705 Total Cost: \$ 44,061

PROGRAM NO.	760			CLASSIFICATION:	Service	
TITLE:	Government Affairs					
TASK / PROJECT DESCRIPTION:	Identify, review, monitor, advocate and report to the COMPASS Board on pending state and federal legislation that directly or indirectly relates to COMPASS priorities and activities.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	To secure funding and influence policies on relevant transportation-related legislation at the federal and state levels.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There is no federal requirement for this process. The Board works together to identify and prioritize needs and projects.					
FY2024 BENCHMARKS						
MILESTONES / PRODUCTS						
Federal Legislative Priorities Work with COMPASS Executive Committee to identify priorities and position statements for federal legislation Obtain COMPASS Board approval of federal legislative priorities Educate and advocate on federal legislative priorities Evaluate possible legislative priorities for next federal legislative session					Oct-Nov Nov-Dec Dec-Sep May-Sep	
State Legislative Priorities Work with Executive Committee to identify possible priorities and position statements for FY2024 legislative session Obtain Board endorsement of FY2024 legislative priorities Educate and advocate on FY2024 legislative priorities Evaluate possible legislative priorities for FY2025 legislative session Develop a booklet highlighting COMPASS' 2024 state legislative priorities for distribution to Idaho legislators					Oct-Nov Nov-Dec Dec-Apr May-Sep Oct-Dec	
LEAD STAFF:	Matt Stoll				Expense Summary	
END PRODUCT:	An effective advocacy program for legislative issues and positions that have been approved by the Board.				Total Workdays: 270 Salary \$ 172,431 Fringe 78,150 Overhead 27,533 Total Labor Cost: 278,114	
ESTIMATED DATE OF COMPLETION:	September-2024				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies Professional Services Legal / Lobbying \$ 1,250 Equipment Purchases Travel / Education 18,000 Printing 500 Public Involvement Meeting Support Other	
			297,864	\$ 297,864		
Local / Fund Bal				-		
Total:	\$ -	\$ -	\$ 297,864	\$ 297,864		
					Total Direct Cost: \$ 19,750 760 Total Cost: 297,864	

PROGRAM NO.	801			CLASSIFICATION:	System Maintenance
TITLE:	Staff Development				
TASK / PROJECT DESCRIPTION:	To provide staff with resources necessary to keep them informed of federal and state regulations, current transportation planning technologies, and best practices and activities nationally.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The activities of this task are part of the overall continuous process to enhance technical and professional capacity. It is important that staff be informed and educated on new regulations and practices to develop and maintain a responsive transportation program.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of staff training; however, COMPASS provides staff with opportunities for training and education. Training examples include attending workshops and conferences sponsored by Federal Highway Administration, National Association of Regional Councils, American Planning Association, Western Planner, Association of Metropolitan Planning Organizations, the Transportation Research Board, etc., to keep staff well informed.				
FY2024 BENCHMARKS					
				MILESTONES / PRODUCTS	
Staff training and development				Ongoing	
LEAD STAFF: Meg Larsen				Expense Summary	
END PRODUCT: Maintain staff knowledge of federal grant requirement needs and changes and build a strong team through national and local seminars, workshops, conferences, and educational classes.				Total Workdays: 153	
				Salary \$ 72,129	
				Fringe 32,691	
				Overhead 11,517	
				Total Labor Cost: 116,337	
ESTIMATED DATE OF COMPLETION: September-2024				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services \$ -
CPG, K22108	\$ 31,123	\$ 10,934		\$ 42,057	Legal / Lobbying
CPG, K22494	82,933	29,138		112,071	Equipment Purchases
					Travel / Education 50,000
Local / Fund Bal	9,035	3,174		12,209	Printing
				-	Public Involvement
				-	Meeting Support
				-	Other
Total:	\$ 123,091	\$ 43,246	\$ -	\$ 166,337	Total Direct Cost: \$ 50,000
					801 Total Cost: \$ 166,337

PROGRAM NO.	820			CLASSIFICATION:	System Maintenance																			
TITLE:	Committee Support																							
TASK / PROJECT DESCRIPTION:	To provide support to the COMPASS Board and standing committees as defined by the COMPASS Bylaws and Joint Powers Agreement.																							
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Provide coordination and communication among member agencies' staff and elected officials in transportation and land use planning, through meeting materials, agendas, and minutes, which are a historical record of events leading to the decision-making processes.																							
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	The COMPASS Joint Powers Agreement, Section 4.1.6(K), states, "Open Meeting Law: All meetings of the Board shall be governed under the provisions of the Open Meeting Law, Chapter 2, Title 74, Idaho Code, and any amendments and/or recodification thereof."																							
FY2024 BENCHMARKS																								
MILESTONES / PRODUCTS																								
Provide meeting coordination, materials, and follow-up to the Board, standing committees, and workgroups.					Ongoing																			
LEAD STAFF:	Amy Luft				Expense Summary																			
END PRODUCT: Ongoing support of committees to promote involvement and communication.					<table border="1"> <tr> <td>Total Workdays:</td> <td>211</td> </tr> <tr> <td>Salary</td> <td>\$ 106,215</td> </tr> <tr> <td>Fringe</td> <td>48,139</td> </tr> <tr> <td>Overhead</td> <td>16,960</td> </tr> <tr> <td>Total Labor Cost:</td> <td>171,314</td> </tr> </table>		Total Workdays:	211	Salary	\$ 106,215	Fringe	48,139	Overhead	16,960	Total Labor Cost:	171,314								
Total Workdays:	211																							
Salary	\$ 106,215																							
Fringe	48,139																							
Overhead	16,960																							
Total Labor Cost:	171,314																							
ESTIMATED DATE OF COMPLETION: September-2024					DIRECT EXPENDITURES:																			
Funding Sources				Participating Agencies																				
	Ada	Canyon	Special	Total	<table border="1"> <tr> <td>Professional Services</td> <td>\$ -</td> </tr> <tr> <td>Legal / Lobbying</td> <td></td> </tr> <tr> <td>Equipment Purchases</td> <td></td> </tr> <tr> <td>Travel / Education</td> <td></td> </tr> <tr> <td>Printing</td> <td></td> </tr> <tr> <td>Public Involvement</td> <td></td> </tr> <tr> <td>Meeting Support</td> <td>2,000</td> </tr> <tr> <td>Other</td> <td></td> </tr> <tr> <td>Total Direct Cost:</td> <td>\$ 2,000</td> </tr> </table>		Professional Services	\$ -	Legal / Lobbying		Equipment Purchases		Travel / Education		Printing		Public Involvement		Meeting Support	2,000	Other		Total Direct Cost:	\$ 2,000
Professional Services	\$ -																							
Legal / Lobbying																								
Equipment Purchases																								
Travel / Education																								
Printing																								
Public Involvement																								
Meeting Support	2,000																							
Other																								
Total Direct Cost:	\$ 2,000																							
CPG, K22108	\$ 52,091	\$ 18,303		\$ 70,394																				
CPG, K22494	65,375	22,970		88,345																				
Local / Fund Bal	9,305	3,269	2,000	14,574																				
Total:	\$ 126,771	\$ 44,542		\$ 173,314																				
					820	Total Cost: 173,314																		

PROGRAM NO.	836			CLASSIFICATION:	System Maintenance	
TITLE:	Technical Support: Regional Travel Demand Model					
TASK / PROJECT DESCRIPTION:	Upkeep of the regional travel demand model is an ongoing task needed to maintain the model as a useful tool in planning activities. It also provides vital information for the required process of air quality conformity demonstration and all benefit-cost evaluations.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The model outputs are used to test and plan transportation projects, support capital improvement plans and impact fee and/or proportionate share programs for member agencies, conduct air quality conformity of the Regional Transportation Improvement Program (TIP) and regional long-range transportation plan, provide area of influence model runs to inform the traffic impact study process, and respond to various special member requests.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.324 -- Long-range transportation plans require valid forecasts of future demand for transportation services which are provided by a travel demand model. Outputs from the model are also necessary for transportation conformity determinations of the TIP and long-range plan and evaluating the impacts of alternative transportation investments. In updating the transportation plan, (e) "the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity" (f) "The metropolitan transportation plan shall, at a minimum, include (1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;..."					
FY2024 BENCHMARKS						
MILESTONES / PRODUCTS						
Key Elements						
Maintain and update traffic count database					Ongoing	
Maintain the structure and integrity of the regional travel demand model for air quality conformity and use in the Transportation Economic Development Impact System (TREDIS)					Ongoing	
Provide travel demand modeling assistance to support member agency needs and special projects					Ongoing	
Provide project and program evaluations using TREDIS for grant applications and ITD's Safety and Capacity Program					Oct - Aug	
Reconcile demographic data and integrate in the current and forecast years of the regional model					Oct - Dec	
Develop and update parameters for calibration of the regional model using data from the 2021 Household Travel Survey					Oct - Sept	
Support ACHD's Capital Improvement Plan update					Jan - Apr	
Provide technical and modeling support as needed for regional long range transportation plan					Ongoing	
Work with and use ITD's required protocols to update of the Federal Aid and possibly the Planning Functional Classification Systems after urbanized boundaries are released					Oct-Aug	
Special Tasks and Model Improvements						
Provide technical analysis on member agency requests vetted through RTAC					Ongoing	
Provide modeling and technical assistance to ITD's corridor and environmental studies					Ongoing	
Provide technical analysis on unanticipated member agency requests					Ongoing	
Maintain the data foundation system and continue to incorporate into other data sources					Ongoing	
LEAD STAFF: Mary Ann Waldinger						
END PRODUCT: Reasonable and reliable regional travel demand model using the latest available information and forecasts for various types of projects, studies, and analyses.					Expense Summary	
					Total Workdays:	191
					Salary	\$ 110,433
					Fringe	50,051
Overhead	17,634					
Total Labor Cost:	178,117					
ESTIMATED DATE OF COMPLETION: September-2024						
Funding Sources					Participating Agencies	
	Ada	Canyon	Special	Total	Highway Districts	
CPG, K22108				\$ -	Member Agencies	
CPG, K22494	168,209	59,101		227,310	Federal Highways Administration	
				-	Idaho Transportation Department	
				-	Valley Regional Transit	
Local / Fund Bal	13,325	4,683		18,007	Department of Environmental Quality	
Total:	\$ 181,534	\$ 63,784	\$ -	\$ 245,317		
					DIRECT EXPENDITURES:	
					Professional Services	\$ 67,200
					Legal / Lobbying	
					Equipment Purchases	
					Travel / Education	
					Printing	
					Public Involvement	
					Meeting Support	
					Other	
					Total Direct Cost:	\$ 67,200
					Total Cost:	\$ 245,317
					836	

PROGRAM NO.	842			CLASSIFICATION:	System Maintenance	
TITLE:	Congestion Management Process					
TASK / PROJECT DESCRIPTION:	Maintain a functional congestion management process (CMP) for the Treasure Valley. Conduct data collection, update the congestion management process as needed, produce the Annual Congestion Management Report, maintain regional intelligent transportation system (ITS) architecture and inventory. Research, provide, and monitor transportation demand management (TDM) strategies. Work with member agencies to identify regional congestion issues, identify congestion management needs, and recommend congestion management strategies.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The Congestion Management Process (CMP) is a systematic, cyclical, and regionally accepted approach for managing congestion that generates current information regarding regional congestion, outlines methods for identifying congestion management needs, identifies strategies to mitigate congestion, defines performance measures and targets related to congestion, and defines the path for implementing strategies through COMPASS' transportation improvement program (TIP) and regional long-range transportation plan.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 -- A congestion management process is federally required for areas with populations exceeding 200,000, known as Transportation Management Areas. While only a portion of COMPASS' planning area is subject to this requirement (the Boise Urbanized Area), COMPASS' CMP covers its entire planning area. (a) "The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), job access projects, and operational management strategies..."					
FY2024 BENCHMARKS						
MILESTONES / PRODUCTS						
Congestion Management and Travel Time Data Complete the Congestion Management Annual Report using the National Performance Measure Research Data Set (NPMRDS) for 2023 Maintain the Congestion Management Process Technical Document Publish congestion management annual report to digital format (web map/story map) Work with Regional Operations Workgroup and other COMPASS workgroups to identify congestion issues, congestion management needs, and congestion management strategies NPMRDS Travel Time Data and Process Develop process for evaluating effectiveness of congestion mitigation projects using the NPMRDS and INRIX travel time data sets Transportation System Management and Ops (TSMO) and ITS Plan Update Maintain the regional ITS inventory and TSMO/ITS projects list Refine the integration of management and operation strategies and TSMO projects into the long range plan						June-Sept Ongoing June-Sept Ongoing Ongoing Ongoing Ongoing
LEAD STAFF: Mary Ann Waldinger						Expense Summary
END PRODUCT: Maintenance of the congestion management process, congestion management annual report (congestion issues, needs, strategies), 2022 travel time data collection and analysis, Updated TSMO/ITS projects list and inventory, I-84 corridor operations plan including the managed-lane analysis.						Total Workdays: 75 Salary \$ 43,363 Fringe 19,653 Overhead 6,924 Total Labor Cost: 69,941
ESTIMATED DATE OF COMPLETION: September-2024						DIRECT EXPENDITURES:
Funding Sources				Participating Agencies		Professional Services
	Ada	Canyon	Special	Total	Highway Districts	Legal / Lobbying
CPG, K22108				\$ -	Member Agencies	Equipment Purchases
CPG, K22494	47,957	16,850		64,807	Federal Highways Administration	Travel / Education
				-		Printing
				-		Public Involvement
Local / Fund Bal	3,799	1,335		5,134		Meeting Support
				-		Other
Total:	\$ 51,756	\$ 18,185	\$ -	\$ 69,941		Total Direct Cost: \$ -
					842	Total Cost: \$ 69,941

PROGRAM NO.		860		CLASSIFICATION:		System Maintenance	
TITLE:		Geographical Information System Maintenance (GIS)					
TASK / PROJECT DESCRIPTION:		Planning activities depend on current and accurate geographic information. For data to be available in a quality suitable for planning, continual data acquisition is necessary. This involves partnering with other GIS stakeholders, data maintenance, editing, and creating new data from GPS and orthophotography.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		GIS data and technology are used for internal budget support. COMPASS also provides this geographic information to its members and the general public in the form of maps, data, and analysis. COMPASS works in conjunction with its member agencies via the Regional Geographic Advisory Workgroup (RGAWG) to create regional data that can be used for many purposes.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW, REFERENCE TO STRATEGIC PLAN:		Federal Code 23 CFR § 450.324 (f)-- In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."					
FY2024 BENCHMARKS							
MILESTONES / PRODUCTS							
Provide GIS Data Maintenance and Support for COMPASS Projects Data analysis, and maintenance for performance reporting and other planning needs Enterprise database maintenance Data integration GIS Technology Census BAS						Ongoing	
GIS Cooperation Continue participation in the Treasure Valley GIS User Group and Canyon Spatial Data Cooperative (SDC) meetings						Quarterly/as needed	
Regional Geographic Advisory Committee Host the Regional Geographic Advisory Workgroup to enable regional cooperation of GIS data						Quarterly/as needed	
Regional Data Center Expand and maintain authoritative regional GIS data Conduct data accuracy checks and metadata on regional data sets						Ongoing	
Transportation Improvement Program Provide ongoing support						Ongoing	
2023 Orthophotography Project Finalize 2023 orthophotography acquisition Distribute final data products to participants						December	
2024 Orthophotography Project Conduct 2024 orthophotography flight Conduct QC on preliminary data Continue to plan for future orthophotography acquisition and funding						March - October	
LEAD STAFF: Eric Adolfson						Expense Summary	
END PRODUCT: 1) An expanded use of GIS technology and data for regional planning; and 2) Continued GIS coordination and development of the most accurate and up-to-date information possible.						Total Workdays: 337	
						Salary \$ 163,983	
						Fringe 74,321	
						Overhead 26,184	
						Total Labor Cost: 264,489	
ESTIMATED DATE OF COMPLETION: September-2024						DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies			
	Ada	Canyon	Special	Total	All Member Agencies		
CPG, K22108				\$ -			
CPG, K22494	83,737	29,420		113,157			
				-			
Local / Fund Bal	6,953	2,443	344,096	353,492			
Total:	\$ 90,690	\$ 31,863	\$ 344,096	\$ 466,649			
						Professional Services \$ 125,000	
						Legal / Lobbying	
						Equipment Purchases 77,160	
						Travel / Education	
						Printing	
						Public Involvement	
						Meeting Support	
						Other	
						Carry-Forward	
						Total Direct Cost: \$ 202,160	
						860 Total Cost: 466,649	

PROGRAM NO.	990			CLASSIFICATION:	Indirect / Overhead	
TITLE:	Direct Operations & Maintenance					
TASK / PROJECT DESCRIPTION:	To provide local dollars for expenditures that do not qualify for reimbursement under the federal guidelines. Program dollars for professional services for COMPASS Board related events, meeting expenses, and equipment/software needs.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Adequately cover expenses needed to support the Board, Executive Director, and agency outside of federally funded projects.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning these provisions; however, the Finance Committee oversees and approves these accounts and expenditures.					
FY2024 BENCHMARKS						
			MILESTONES / PRODUCTS			
Provide local dollars for expenditures not federally funded. Planned FY2024 equipment and software expenditures Network server replacement Staff hardware replacement Transit network planning software Transportation improvement program management software Benefit-cost analysis software Transportation modeling software Planned FY2024 buildout of remaining work spaces			Ongoing			
LEAD STAFF:	Meg Larsen				Expense Summary	
END PRODUCT:	Adequately cover the direct expenses needed to support the Board, Executive Director, equipment needs, and COMPASS operations.				Total Workdays: 0	
					Salary \$ -	
					Fringe -	
					Overhead -	
					Total Labor Cost: \$ -	
ESTIMATED DATE OF COMPLETION:	September-2024				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies	
STBG-TMA, K20271			327,089	\$ 327,089		
Other Local / Fund Bal			320,336	320,336		
			-	-		
Total:	\$ -	\$ -	\$ 647,425	\$ 647,425		
					Total Direct Cost: \$ 647,425	
					990 Total Cost: \$ 647,425	

PROGRAM NO.	991			CLASSIFICATION:	Indirect / Overhead
TITLE:	Support Services Labor				
TASK / PROJECT DESCRIPTION:	To provide labor to support the ongoing administrative functions of COMPASS. Areas include: personnel management, financial management, information technology management, procurement, contracting, and general administration. Work with independent auditor on annual audit.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	To maintain payroll, accounts payable/receivable, benefits, recruitment, building and vehicle maintenance, general ledger bank reconciliation, cash flow, annual audit, and development of the computer system.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	<p>The Office of Management and Budget (OMB) requires that a single audit be performed to ensure federal funds are being expended properly. The most recent OMB regulation issued for this purpose is Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). It includes uniform cost principles and audit requirements for federal awards to nonfederal entities and administrative requirements for all federal grants and cooperative agreements.</p> <p>Memorandum of Understanding 04-01, Operation and Financing of the Metropolitan Planning Organization in the Boise and Nampa Urbanized Areas -- between COMPASS and the Idaho Transportation Department states and agrees to allow indirect costs as outlined in the agreement.</p>				
FY2024 BENCHMARKS					
MILESTONES / PRODUCTS					
<p>General Administration Review standing agreements Conduct appropriate procurement processes and prepare contracts, as needed Update COMPASS operational policies as needed Monitor general workplace and personnel needs Provide administrative assistance for agency needs</p> <p>Personnel Management Prepare and complete recruitment processes Conduct employee annual evaluations Renew insurance policies Pursue FY2024 benefit options</p> <p>Financial Management Close FY2023 financial records and begin FY2024 Provide annual audit support and complete financial reports Complete COMPASS annual Audit Report Prepare and distribute year-end payroll reports Complete budget variance information and report to the Finance Committee quarterly Maintain inventory of furniture, equipment, hardware and software</p> <p>Information Technology Manage Information Technology consultant and coordinate work efforts Prioritize needs, analyze costs, make recommendations and implement system improvements Coordinate with staff to configure equipment and software to meet the needs of each position Maintain security and integrity of IT systems, and perform appropriate back ups Coordinate systems with member agencies</p>					<p>Aug As needed As needed Ongoing Ongoing</p> <p>As needed</p> <p>Oct-Nov Oct-Dec Jan Jan Quarterly Ongoing</p> <p>Ongoing</p> <p>Oct - Dec</p>
LEAD STAFF: Meg Larsen					Expense Summary
END PRODUCT: An agency where administrative support, personnel management, financial management, and general administrative needs are fully met and whose activities are effectively monitored and communicated to the Board.					Total Workdays: 1,012
					Salary \$ -
					Fringe -
					Overhead -
					Total Labor Cost: \$ -
ESTIMATED DATE OF COMPLETION: September-2024					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services \$ -
				\$ -	Legal / Lobbying
				-	Equipment Purchases
				-	Travel / Education
				-	Printing
				-	Public Involvement
				-	Meeting Support
				-	Other
Total:	\$ -	\$ -		\$ -	Total Direct Cost: \$ -
					991 Total Cost: \$ -

COMPASS BOARD AGENDA ITEM V-B

Date: April 15, 2024

Topic: 2024 Population Estimates

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' acceptance of the 2024 population estimates.

Background/Summary:

Local population estimates have a multitude of uses to policy makers, planners, and the public. The estimates are used as indicators of economic conditions and for planning government programs, evaluating land development impacts on the transportation network, and establishing COMPASS member dues.

COMPASS develops population estimates for city and county jurisdictions in Ada and Canyon Counties. Since 1990, COMPASS has used a "Housing Unit Method" estimation model to update population estimates. This method is based on the premise that changes in the number of occupied housing units reflect changes in the population.

The 2024 regional population estimate is 822,890, an increase of 96,818 from the 2020 census count of 726,072. On March 11, 2024, the Demographic Advisory Workgroup reviewed the 2024 population estimates and supported staff's methodology. All individual jurisdictions' population estimates and a comparison of 2024 estimates to past years can be found in Attachments 1 and 2.

Implication (policy and/or financial):

Population estimates are used for local and regional planning and grant writing, and as a factor to help establish COMPASS membership dues.

More Information:

- 1) Attachment 1: 2024 Population Estimates
- 2) Attachment 2: Historic Population Estimates by City Limits
- 3) For additional information contact: Austin Miller, Principal Planner, at 208-475-2239 or amiller@compassidaho.org.

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2024 Population Estimates
City and County Population Estimates for April 1, 2024
Areas Refer to Corporate Limits of Cities as of December 31, 2023

	2024 Population*	2020 Population^	2020-2024 Increase	2024 Percent of County	Percent of Region°		
					2024	2020	2010
Ada							
Boise City	250,060	235,684	14,376	45%	30%	32%	35%
Eagle	36,300	30,346	5,954	7%	4%	4%	3%
Garden City	13,380	12,316	1,064	2%	2%	2%	2%
Kuna	31,490	24,011	7,479	6%	4%	3%	3%
Meridian	142,830	117,635	25,195	26%	17%	16%	13%
Star (Ada County)	19,920	11,107	8,813	4%	2%	2%	<1%
Unincorporated	63,610	63,868	-258	11%	8%	9%	10%
Total County	557,590	494,967	62,623	100%	68%	68%	67%
Canyon							
Caldwell	73,420	59,996	13,424	28%	9%	8%	8%
Greenleaf	820	812	8	<1%	<1%	<1%	<1%
Melba	700	572	128	<1%	<1%	<1%	<1%
Middleton	13,190	9,425	3,765	5%	2%	1%	<1%
Nampa	119,220	100,200	19,020	45%	14%	14%	14%
Notus	630	609	21	<1%	<1%	<1%	<1%
Parma	2,220	2,096	124	<1%	<1%	<1%	<1%
Star (Canyon County)	450	10	440	<1%	<1%	<1%	<1%
Wilder	1,760	1,597	163	<1%	<1%	<1%	<1%
Unincorporated	52,890	55,788	-2,898	20%	6%	8%	9%
Total County	265,300	231,105	34,195	100%	32%	32%	33%
Ada and Canyon Counties	822,890	726,072	96,818				

*COMPASS Population Estimate

^Census Population Count

°Totals may not add to 100% due to rounding.

Historic Population Estimates by City Limits

Year	Ada County							Unincorporated	Total	Regional Total
	Boise	Eagle	Garden City	Kuna	Meridian	Star (Ada)				
2024	250,060	36,300	13,380	31,490	142,830	19,920	63,610	557,590	822,890	
2023	247,040	35,360	12,990	29,880	138,620	17,190	63,510	544,590	801,530	
2022	243,570	33,960	13,040	27,480	133,470	14,950	66,240	532,710	782,430	
2021	241,590	34,470	12,570	27,570	127,890	13,400	60,820	518,310	761,690	
2020 (Census)	235,684	30,346	12,316	24,011	117,635	11,117	63,868	494,977	726,082	
2019	236,310	31,270	12,240	23,140	114,680	10,990	59,040	487,670	712,210	
2018	232,300	29,910	11,880	20,740	106,410	10,310	59,390	470,940	688,120	
2017	228,930	26,930	11,500	19,700	98,300	9,290	59,760	454,410	669,840	
2016	226,900	25,510	11,420	18,430	91,420	8,150	61,020	442,850	651,030	
2015	223,670	24,600	12,060	17,320	91,310	7,930	61,780	438,670	646,460	
2010 (Census)	205,671	19,908	10,972	15,210	75,092	5,793	59,739	392,385	581,298	
2000 (Census)	185,787	11,085	10,624	5,382	34,919	1,795	51,312	300,904	432,345	
1990 (Census)	125,738	3,327	6,369	1,955	9,596	648	58,142	205,775	295,851	

Year	Canyon County								Star (Canyon)	Wilder	Unincorporated	Total
	Caldwell	Greenleaf	Melba	Middleton	Nampa	Notus	Parma					
2024	73,420	820	700	13,190	119,220	630	2,220	450	1,760	52,890	265,300	
2023	69,910	840	670	11,980	114,960	630	2,140	500	1,680	53,630	256,940	
2022	66,450	840	580	10,720	109,120	620	2,120	280	1,620	57,370	249,720	
2021	63,760	900	590	10,420	110,980	570	2,210	10	1,830	52,110	243,380	
2020 (Census)	59,996	812	572	9,425	100,200	609	2,096	10	1,597	55,788	231,105	
2019	58,830	870	590	9,710	102,030	570	2,150	10	1,760	48,020	224,540	
2018	56,860	860	570	9,190	98,370	570	2,140	10	1,710	46,900	217,180	
2017	54,120	860	570	8,110	96,820	570	2,120	10	1,690	50,560	215,430	
2016	52,620	860	570	7,580	90,860	570	2,110	10	1,640	51,360	208,180	
2015	51,880	860	570	7,110	89,210	570	2,140	10	1,640	53,800	207,790	
2010 (Census)	46,237	846	513	5,524	81,557	531	1,983	10	1,533	50,179	188,913	
2000 (Census)	25,967	862	439	2,978	51,867	458	1,771	0	1,462	45,637	131,441	
1990 (Census)	18,586	648	252	1,851	28,365	380	1,597	0	1,232	37,165	90,076	

Note: Decreases in population are caused by changes in persons per household and vacancy rates over time.

FINANCE COMMITTEE AGENDA ITEM V-C

DATE: April 15, 2024

Topic: FY2025 General and Special Membership Dues

Request/Recommendation:

COMPASS staff seeks COMPASS Board approval of the proposed FY2025 membership dues.

Background/Summary:

The COMPASS Board approved the attached Member Dues Calculation Policy at its January 26, 2015, meeting. The policy specifies the formula that shall be used to calculate the annual membership dues. The approved formula was incorporated into the Joint Powers Agreement adopted by the Board at its September 21, 2015, meeting.

COMPASS staff used the FY2024 population estimates reviewed by the Demographic Advisory Workgroup at its March 11, 2024, meeting to calculate the proposed FY2025 membership dues. The per capita rate used in the calculation is identical to the rate approved by the COMPASS Board for FY2015 through FY2024 dues. The change in dues for each entity in Ada and Canyon Counties reflects the change in estimated population from FY2023.

Implication (policy and/or financial):

The proposed dues will be used in the development of the draft FY2025 Unified Planning Work Program and Budget to be presented to the Finance Committee in its June 13, 2024, meeting.

More Information:

- 1) Attachments: Member Dues Calculation Policy
Proposed FY2025 Membership Dues
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or mlarsen@compassidaho.org.

MEMBER DUES CALCULATION POLICY

Each member agency's proportionate share of general membership dues is calculated using a formula based on the population within the member agency's jurisdiction, as described below.

- a. County dues = $(1/2 \text{ of the unincorporated county population} + 1/3 \text{ of the population from incorporated portions of the county}) \times \text{the dues per person rate.}$
- b. Highway district dues = $(1/2 \text{ of the unincorporated county population within the highway district boundary} + 1/3 \text{ of the population from incorporated portions of the county within the highway district boundary}) \times \text{the dues per person rate.}$
- c. City dues = $(1/3 \text{ of each city's population within incorporated boundaries}) \times \text{the dues per person rate.}$

The population data used in the calculation are the population estimates for each jurisdiction developed by COMPASS staff and accepted by the Board annually.

The dues per person rate is the per capita rate approved by the Board.

Special member dues for each special member are equal to 1% of the total general member dues, rounded to the nearest hundred.

**COMPASS
PROPOSED FY2025 MEMBERSHIP DUES**

	Actual FY 2024 Membership Dues		Proposed FY2025 Membership Dues		Change
	FY2023 Estimated Population	Dues amount per person in jurisdiction \$ 1.322725	FY2024 Estimated Population	Dues amount per person in jurisdiction \$ 1.322725	\$ -
GENERAL MEMBERS					
ADA COUNTY					
Ada County	544,590	\$ 254,115	557,590	259,869	\$ 5,754
Ada County Highway District	544,590	254,115	557,590	259,869	5,754
City of Boise	247,040	108,922	250,060	110,254	1,332
City of Eagle	35,360	15,591	36,300	16,005	414
City of Garden City	12,990	5,727	13,380	5,899	172
City of Kuna	29,880	13,174	31,490	13,884	710
City of Meridian	138,620	61,119	142,830	62,975	1,856
City of Star (Ada County)	17,190	7,579	19,920	8,783	1,204
TOTAL ADA COUNTY	544,590	\$ 720,342	557,590	\$ 737,538	\$ 17,196
CANYON COUNTY					
Canyon County	256,940	125,110	265,300	128,633	\$ 3,523
Highway District No. 4	100,040	48,483	104,280	50,240	1,757
Nampa Highway District No. 1	138,790		142,620		-
Golden Gate Hwy District No. 3	9,380		9,540		-
Notus Parma Highway District	8,730		8,840		-
City of Caldwell	69,910	30,824	73,420	32,371	1,547
City of Greenleaf	840	370	820	362	(8)
City of Melba	670	295	700	309	14
City of Middleton	11,980	5,282	13,190	5,816	534
City of Nampa	114,960	50,687	119,220	52,565	1,878
City of Notus	630	278	630	278	-
City of Parma	2,140	944	2,220	979	35
City of Star (Canyon County)	500	220	450	198	(22)
City of Wilder	1,680	741	1,760	776	35
TOTAL CANYON COUNTY	256,940	\$ 263,234	265,300	\$ 272,527	\$ 9,293
SPECIAL MEMBERS					
Boise State University		9,800		10,100	\$ 300
Capital City Development Corporation		9,800		10,100	300
Department of Environmental Quality		9,800		10,100	300
Idaho Transportation Department		9,800		10,100	300
Valley Regional Transit		9,800		10,100	300
TOTAL SPECIAL MEMBERS		\$ 49,000		\$ 50,500	\$ 1,500
TOTAL MEMBER DUES		\$ 1,032,576		\$ 1,060,565	\$ 27,989

450 Canyon County residents in Star are excluded from the calculation of Ada County and ACHD dues. These residents are allocated to the City of Star, Canyon County and Canyon Highway District.

COMPASS BOARD AGENDA ITEM V-D

April 15, 2024

Topic: **FY2024-2030 Regional Transportation Improvement Program (TIP) Amendment**

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 10-2024 (attached) modifying the FY2024-2030 TIP at the request of the Idaho Transportation Department (ITD), the Ada County Highway District (ACHD), and Valley Regional Transit (VRT). The Regional Transportation Advisory Committee recommended approval on March 27, 2024.

Background/Summary

Action is needed from the COMPASS Board of Directors to amend the TIP when a project scope is significantly changed, when the total cost is increased by \$5 million or the percentage change is at least 30% and at least \$1 million, or when a project is added. The requested amendment would affect seven projects. The following changes are proposed:

1. ITD proposes to increase the cost of its **State Highway 16, Interstate 84 to US 20/26 and State Highway 44** project in Ada and Canyon Counties to cover right-of-way costs. Total increase: \$6,271,559, or 4.59%.
2. ITD proposes to increase and change the project scope of its **Interstate 84 and State Highway 44 interchange replacement** project to cover the full cost of design, right-of-way, and construction. The scope will change to include a fifth lane on the bridge and significant improvements to the ramps, retaining walls, and drainage system. Total increase: \$83,750,000, or 243.14%
3. ITD proposes to increase costs and adjust the scope of the **State Highway 16, Ustick Road to US 20/26** project to cover the costs of construction and construction oversight to meet current cost estimates and add the **US 20/26 Interchange** to the project from another project. Total increase \$24,240,017, or 27.53%.
4. ITD proposes to decrease construction costs and adjust the scope of the **State Highway 16, Ustick Road Interchange and US 20/26 Interchange** project by moving the **US 20/26 Interchange** to another project. Construction is proposed to delay from FY2024 to FY2025. Total decrease \$40,800,000, or -53.83%.
5. ACHD proposes to change the scope of its **Pedestrian Crossing Safety Access** project by including two, rather than three, pedestrian hybrid beacons, and moving the location of the improvement from Hill Road and Parkinson Road to Hill Road and Edgewood Lane. No change to funding is proposed.
6. ITD proposes to add an **Interstate 84 Mobility Improvement Study** to determine if additional auxiliary lanes and other operational improvements are needed to smooth merge hesitations and achieve better traffic distribution and land balance between Garrity Interchange in the City of Nampa and the Interstate 84/Interstate 184 Wye Interchange in the City of Boise. The cost is \$2,250,000.

7. VRT proposes to increase the cost of its **Rolling Stock, Infrastructure, and Technology** project for transit capital projects using available and unprogrammed funding. Total increase \$1,105,000, or 82.46%.

A public comment period on changes to the first six projects was held from March 1 through March 17, 2024, and COMPASS received 11 comments. Verbatim public comments are included in Attachment 2. Staff corrected the street name based on one comment; however, no other changes are recommended based on public comments received.

A public comment period on the seventh (VRT) project was held from March 15 through March 25, 2024, and COMPASS received three comments. Verbatim public comments are included in Attachment 3. No changes are recommended based on public comments received.

Implication (policy and/or financial):

The amendment to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables work to begin as soon as possible on these projects.

More Information:

- 1) Attachment 1: Resolution 10-2024
- 2) Attachment 2: Verbatim Public Comments (first comment period)
- 3) Attachment 3: Verbatim Public Comments (second comment period)
- 4) For detailed information contact: Toni Tisdale, Resource Development Team Lead, at 208/475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 10-2024

**FOR THE PURPOSE OF AMENDING THE FY2024-2030
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Community Planning Association of Southwest Idaho (COMPASS) has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve transportation improvement programs;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the transportation improvement programs to be financially constrained;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require transportation improvement programs be developed in consultation with all interested parties;

WHEREAS, public comment periods were held March 1 through March 17 and March 15 through March 25, 2024, and comments were shared with the COMPASS Board of Directors for consideration;

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

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment to the FY2024-2030 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to the FY2024-2030 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves this amendment to the FY2024-2030 Regional Transportation Improvement Program.

ADOPTED this 15th day of April 2024.

By: _____
Trevor Chadwick, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

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Community Planning Association (COMPASS)

Amendment 2 for FY2024-2030 Transportation Improvement Program (TIP)

	Project	Sponsor	Scheduled Funding for Project Lifetime		Total Change	**Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation
			*Current Total	**Revised Total								
18788	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	VRT	\$ 1,340,000	\$ 2,445,000	\$ 1,105,000	82.46%	FTA 5307 LU	2024	Construction (purchase)	\$268,000	\$1,375,000	Increase construction using available funding from previous years to cover additional costs to maintain current capital.
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	ITD	\$ 136,654,000	\$ 142,925,320	\$ 6,271,320	4.59%	GARVEE	2024	Design	-\$2,133,000	-\$6,633,173	Increase and adjust funding to cover actual right-of-way costs.
							GARVEE	2024	Right-of-Way	-\$863,000	\$10,001,467	
							GARVEE	2024	Construction	\$0	-\$92,735	
							TECM	2024	Design	\$0	\$4,500,000	
							TECM	2024	Right-of-Way	\$0	-\$4,500,000	
23188	I-84 and SH-44 Interchange Replacement, Canyon County	ITD	\$ 34,445,000	\$ 86,195,000	\$ 51,750,000	150.24%	TECM	2024	Design	\$0	\$6,225,000	Increase to cover the full cost of design, right-of-way, and construction. Change the description to show the bridge will include a fifth lane. Work also includes significant improvements to the ramps, retaining walls, and drainage system.
							Leading Idaho	2025	Right-of-Way	\$0	\$1,025,000	
							Early Development	2029	Construction	\$0	\$23,250,000	
							Early Development	2030	Construction	\$0	\$21,250,000	
23408	SH-16, Ustick Road to US 20/26 and US 20/26 Interchange, Ada County	ITD	\$ 88,071,000	\$ 112,321,017	\$ 24,250,017	27.53%	TECM	2024	Construction	\$0	\$13,950,000	Increase to cover construction and construction oversight costs to meet current cost estimates and correct previous obligations (an increase of \$300,017) for an accurate total. Change title and description to add the US 20/26 interchange from KN 23957.
							Leading Idaho	2026	Construction	\$0	\$10,000,000	
							Previous Obligations	N/A	N/A	\$75,617,000	\$75,917,017	
23957	SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian	ITD	\$ 75,800,000	\$ 35,000,000	\$ (40,800,000)	-53.83%	Early Development	2024	Construction	\$75,750,000	\$0	Delay construction from FY2024 to 2025. Change the title and description to remove the US 20/26 Interchange, which was moved to KN 23408. Decrease cost for reduced scope.
							Early Development	2025	Construction	\$50,000	\$35,000,000	
24228	Pedestrian Crossing Safety Access, ACHD	ACHD	\$ 2,357,000	\$ 2,357,000	\$ -	0.00%	N/A	N/A	N/A	N/A	N/A	To prepare for a proposal to advance design funds to FY2024, corrections are needed for the scope of the project as follows: Build two Pedestrian Hybrid Beacons (PHB) and three two Rectangular Rapid Flashing Beacons (RRFB) in Ada County at Beacon Road-Street and Grant Avenue, Hill Road and Parkinson Road Edgewood Lane , Linder Road and Ardell Road, and Alworth Street and 50th Street.
NEW	Study, I-84 Mobility Improvements, Ada and Canyon Counties	ITD	\$ -	\$ 2,250,000	\$ 2,250,000	100.00%	State	2024	Design	\$0	\$2,250,000	Add new project. The study will determine if additional auxiliary lanes and other operational improvements are needed to smooth merge hesitations and achieve better traffic distribution and lane balance for the 11-mile section of Interstate 84 between the Garrity Interchange in the City of Nampa and the Interstate 84/Interstate 184 Wye Interchange in the City of Boise.

* Current Total - Previous TIP total.

** Revised Total - The SUM of the Current Total including the proposed revisions.

COMPASS TIP Amendment Policy: https://compassidaho.org/wp-content/uploads/2024-01_TIPAmendPolicy.pdf

Only information proposed to change is included in this action.

		Scheduled Funding for Project Lifetime										
	Project	Sponsor	*Current Total	**Revised Total	Total Change	**Percent Change	Program/ Funding Source	Federal Funding Year	Funding Phase	Current Total	Total After Revision	Brief Explanation

Acronyms:

5307 = transit formula funding
 ACHD = Ada County Highway District
 FTA = Federal Transit Administration
 FY = Fiscal Year
 GARVEE = Grant Anticipation Revenue Vehicle
 I = Interstate

ITD = Idaho Transportation Department
 KN = Key Number
 LU = Large Urban (Nampa Urban Area)
 PHB = Pedestrian Hybrid Beacons
 RRFB = Rectangular Rapid Flashing E
 SH = State Highway

TECM = Transportation Expansion and Congestion Mitigation
 TMA = Transportation Management Area
 US = United States (highway)
 VRT = Valley Regional Transit

Public Comments Received (Verbatim)

Amendment #2 to the FY2024-2030 Regional Transportation Improvement Program (TIP)

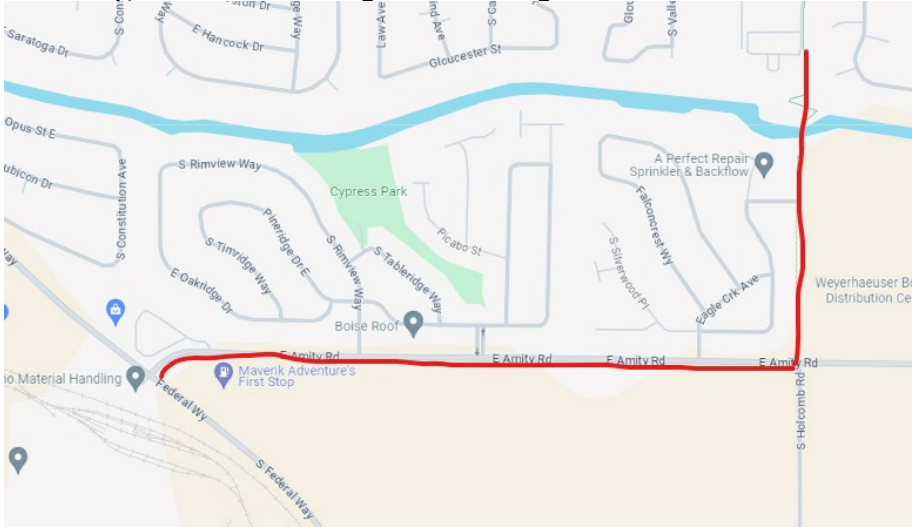
Public Comment Period: March 1 – March 17, 2024
 Total number of comments received by COMPASS: 11

Topics:

The proposed amendment would address significant changes to the following projects:

- State Highway 16, Interstate 84 to US 20/26 and State Highway 44, Ada and Canyon Counties (increase costs)
- Interstate 84 and State Highway 44 Interchange Replacement, Canyon County (increase costs and adjust scope)
- State Highway 16, Ustick Road to US 20/26 and US 20/26 Interchange, Ada County (increase costs and adjust scope)
- State Highway 16, Ustick Road Interchange, Ada County (decrease costs and adjust scope)
- Pedestrian Crossing Safety Access, Ada County Highway District (adjust scope)
- Study, Interstate 84 Mobility Improvements, Ada and Canyon Counties (add new project)

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
In my opinion we are wasting money redoing the freeway all year every year. We need more options for transportation around the valley. Our area is growing so much and our roads are overloaded because there aren't any other options. We need a tram or train system to get between our cities and better busing systems.	Thank you for your comments; they will be shared the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.	NA
I am in favor of the Amendments. Good job of identifying these much needed changes	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.	Mac McOmber

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>Hi There, I would like to see the following improvements:</p> <p>1.) Improve E Amity road, pedestrian pathways, and bike lane from the intersection of Holcomb & Amity to Amity and Federal Way.</p> <p>2.) Extent Holcomb Road, pedestrian pathways, and bike lane crossing over the NY Canal to connect from the corner of Amity/Holcomb through to E. Bergeson St.</p>  <p>The map displays a section of E Amity Rd and Holcomb Rd. A red line highlights the proposed improvement area along E Amity Rd from its intersection with Holcomb Rd to Federal Way. Another red line highlights the proposed improvement area along Holcomb Rd, extending from its intersection with E Amity Rd northward across the NY Canal to E Bergeson St. The map also shows various other streets, parks, and businesses in the area.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise, and the COMPASS Board of Directors.</p>	<p align="center">Richard Zuercher</p>
<p>All of the projects included in the FY 2024-2030 Regional Transportation Improvement Program (TIP) are essential to the growth and safety of transportation infrastructure in southwestern Idaho, especially those programs that improve access to SH-16, I-84, US 20/26 and SH-44. These projects should be approved and scheduled for construction as soon as possible. Idaho cannot grow and prosper with out appropriate transportation improvements. Additionally, Pedestrian Crossing Safety Access projects that help protect pedestrians are important additions to the wellbeing and safety of the walking public. These projects should also be approved and scheduled for construction.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise, the City of Eagle, the City of Garden City, the City of Kuna, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p align="center">Pike Teinert</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>Hello, I am a resident of Meridian and because my daughter attended why he high school, I have seen the growth that is happening in that direction and will continue to happen. I also live near Eagle Road and I'm very concerned about the increase of traffic more and more people move to the area. I foresee a very dangerous road with how crowded it will be in 5 to 10 years. I think the highway 16 interchanges are crucial to the safety and growth of our area. I was very disappointed to see the state Highway 16 and Highway 2026 interchange being removed. I strongly believe that Highway 2026 needs to be widened at that interchange so that it will be able to handle the flow that will be there at that time. The demand for our schools increases annually. The demand for our Road does as well. I understand the importance of all of the other projects and I agree with The. However, I don't think it's wise to remove this project. I'm not the one who has to handle the budget. I understand that. But I think removing that will be a mistake. I believe that by 2029, the quantity of traffic at that interchange will increase accidents And reduce the load that would be taken from Eagle Road. Please consider that as you make this decision. I strongly believe that any alternatives to Eagle Road are high priority and that improving highway 16 all the way to the Closest interstate Access is crucial for the growth in West Eagle, star, and that is continuing to grow west of black cat Road because of the new high school. Thank you so much for all that you do! Again, I'm not saying any of the other projects are worthless. I just want to make sure that that becomes a higher priority. Good luck, and thank you for all you do! Can this next comment please be forwarded to the correct party? We Desperately need a light on Locust Grove Road to allow traffic from Star Road or from Discovery elementary and the two high schools on Leigh Field Drive to safely enter or cross Locust Grove. Additionally, it's essential to improve the backups that occur on Locust Grove when someone wants to</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.</p> <p>Clarification from COMPASS: The State Highway 20/26 and State Highway 16 interchange will still be built; it is just being assigned a different project number.</p>	<p>Marit Walker</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>turn onto star Road or Leigh Field Drive for safe crossing, and specifically reduce the danger to Students who are crossing the street., when the school buses are trying to pull out, it can be dangerous as well. Finding a break in the heavy traffic is difficult, and the parents exiting there struggle to turn left Or go straight. I don't know of accidents there, but I have seen close calls many times. Too many times. Cars are trying to cut through quickly To turn off Locust Grove onto star Road and Leigh Field Drive because there are often 8-12 cars backed up behind them and many more coming toward them. There is just too much traffic as Locust Grove Road Has become an alternative to Eagle Road and with the explosive growth we've experienced as north Meridian has almost entirely filled up. I really believe this will be essential in the years to come to prevent not only car accidents, not only convenience, but loss of life. Thank you so much!</p>		
<p>Charge out-of-staters moving to the area a premium to move here. They're the ones causing the financial issues, let them pick up the tab. Those of us that have lived here since the 1970s-80s and have had to watch the quality of life rapidly deteriorate as developers rake in profits are sick and tired of the situation. WE'RE FULL!!!!!!!!!! Stop enabling people... make it more difficult on them.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Patrick Fuchs</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>Hello Sir's and Madam's, I looked on the website for information on the new proposals. It seems like a bunch of wonderful buzzwords and desired plans that anyone would have regardless of whether they supported this or not. Everyone wants safety, convenience and quality of life, if an organization was working against this, it would be concerning. But there seemed to be no real plans on how you were going to do this other than to write grants. Unless I am missing a tab on the website, and I searched quite a bit. I was interested in the plans for my area and really couldn't find anything. So, my public request for comment advice is to please put what you plan to write grants for, what is actually on the docket to do and the order to do it in so people can vote on what is actually safe, convenient and will give them quality of life. If I have missed a tab containing this information, please let me know so I can give you a more detailed response to your requests. Thank you for your efforts!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>In regards to your concern about obtaining more information on the proposed TIP amendment, you can find the details regarding our comment periods on our "Comments and Questions" webpage. Here is the specific document with the details for the proposed amendment: https://compassidaho.org/wp-content/uploads/TIPAmendment_PublicCommentDetails.pdf.</p> <p>If you are interested in looking at specific projects planned for your area, please refer to the Regional Transportation Improvement Program (TIP) webpage. For a more detailed list of projects, please refer to the TIP Detailed Report, here: https://compassidaho.org/wp-content/uploads/FY24-30DetailRpt.pdf.</p>	<p style="text-align: center;">Kimberley Smith</p>
<p>Dear committee, due to the increase in our population, we are in dire need of efficient and convenient public transportation. Over 20 years ago, there was a pilot that utilized a rail Transit between nampa and boise mall. I hope that this is being reconsidered as an necessito ease traffic issues. Public Transportation needs to be Convenient to the patrons to be used. Taking an hour and a 1/2 to 2 hours to go from Nampa to downtown Boise is not convenient nor efficient. Studies should include Convenient locations for hubs and park and rides. .Please contact me if you have any questions or clarification needs.</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.</p>	<p style="text-align: center;">Mary Ann Vande Brake</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>I just happened on your web page and thought I could give my opinion on a few roadway signage problems I've run across while driving in the Treasure Valley area. I've seen several instances where 2 lanes merge into 1 lane without warnings causing near misses. I've also noticed around road construction sights, there are temporary road signs (erected by construction crews), that have either blown over or are placed down temporarily. But it is up to the drivers to figure that out. If the sign has blown over, it is hiding important information for the oncoming traffic and could cause a dangerous situation. I've probably sent this to wrong entity and if so, could you please forward thus to the right people or let me know who I can send this to?</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the City of Nampa, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p align="center">Vernon Steinkamp</p>
<p>Hello my name is Shane, I am wondering when lane filtering will be implemented here. I have many friends that all feel the same way and it is very dangerous sitting in traffic out in the valley any more. I am just curious thank you and have a blessed day.</p>	<p>Thank you for your comments; they will be shared the COMPASS Board of Directors.</p>	<p align="center">Shane Spalding</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>Dear COMPASS staff, I am emailing in regard to the proposed changes to the FY 2024-2030 Regional Transportation Improvement Program. Key Number 24228 lists "Beacon Road and Grant Avenue" as an area to be scoped for an enhanced crossing. In attempting to identify the area, I found that it is not "Beacon Road and Grant Avenue", but "Beacon Street and Grant Avenue". I had first thought that there was a mistake in listing the project and that it was possibly on Beacon Light Road, but after not finding a Beacon Light Road/Grant Avenue, I realized that it was Beacon Street and Grant Avenue. Beacon Street and Grant Avenue is a very worthy project for an enhanced crossing considering the proximity of the university and the connection that Grant Avenue provides to services and student living. I was very disappointed to see that Parkinson and Hill were removed from the list of projects to be scoped and that Edgewood and Hill was instead listed. South Parkinson Way currently has a painted crosswalk crossing Hill Road and it leads directly to Stephen C. Guerber Park, a popular park in the City of Eagle. I am aware of the importance of the pedestrian connection that Edgewood provides across Hill Road and the value in providing an enhanced crossing at that location. I believe that an enhanced crossing at both Edgewood and South Parkinson Way across Hill Road would provide a valuable safe crossing for pedestrians. I would like to encourage staff and the board to NOT remove Parkinson as a project to be scoped in the 2024-2030 Regional Transportation Improvement Program. Thank you for your consideration.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise, the City of Garden City, the City of Eagle, the City of Kuna, and the COMPASS Board of Directors.</p> <p>COMPASS staff corrected the street name to Beacon Street.</p>	<p>Mary Beth Nutting</p>

Public Comments Received (Verbatim)

Amendment #2 to the FY2024-2030 Regional Transportation Improvement Program (TIP)

Public Comment Period: March 15 – March 25, 2024

Total number of comments received by COMPASS: 3

Topic:

The proposed change would increase FY2024 funds for transit capital projects using available/unprogrammed funding.

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Name, Zip Code, Affiliation
Dear Reader, The change to the costs is quite major. However, I am ALL FOR finding public transportation solutions that can bring down the number of vehicles on our roadways! As a long time resident of Meridian, I have watched our city, as well as the entire Treasure Valley, grow to unbelievable proportions! The roadways have been behind in keeping up with growth and public transportation has also not kept up with this growth. I would like to use public transportation but until it has a wider range of stops I and many others will not be able to take advantage of what we currently have. As it stands now, there are two bus lines that run near my home – a bus to the Village and I see a bus that runs on Cherry Lane. I have heard that it runs to CWI. These two lines are a simple beginning, but they do not go to the places that I need to go for my work. Also, the stops are few and I have not been able to determine the times that the bus runs. Expansion is needed as well as clarification on times and routes. I have lived in cities where I have utilized bus and trains as modes of public transportation. I knew that if I took the train, it would drop me near my destination or near a bus route that I could use. Here, that isn't obvious or available. Several years ago I tried to use the bus system, but had to have transportation to get to the bus stop, which made the use of the bus difficult. That	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Karla Morton

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
bus had a straight route and not many destinations where you could catch another bus to get elsewhere. This has been my biggest complaint with the public transportation system in the Treasure Valley. I hope that with this increase in costs there will be better options for commuters and that we can have fewer vehicles on the roadways!		
To whom it may concern Given the reported unreliability of electric buses i would ask that electric vehicles of any type not be considered Thank You	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Hubert Osborne
I am NOT in favor of the amendment for transit capital projects	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Mac McOmber

COMPASS BOARD AGENDA ITEM V-E

Date: April 15, 2024

Topic: Amendment to *Communities in Motion 2055* Goals and Objectives

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of two amendments to the approved *Communities in Motion 2055* (CIM 2055) goals and objectives.

Summary:

The CIM 2055 goals and objectives were developed with the Regional Transportation Advisory Committee (RTAC) during the fall of 2023. In the February 2024 COMPASS Board of Directors meeting, the Board approved the CIM 2055 goals and objectives as presented but directed staff to come back with additional language regarding multi-modal access to jobs and housing under the Economic Vitality goal and reducing the impact of transportation on the environment under the Quality of Life goal at a future date. The RTAC recommended the draft amendments to the CIM 2055 goals and objectives in its March 27, 2024, meeting.

During this meeting, COMPASS staff will review the draft amendments to the CIM 2055 goals and objectives (attached) for Board action.

Implication (policy and/or financial):

The amended CIM 2055 goals and objectives will guide the development of CIM 2055.

More Information:

- 1) Attachment: *Communities in Motion 2055* goals and objectives with proposed amendments
- 2) For detailed information contact: Austin Miller, Principal Planner, at amiller@compassidaho.org.

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Communities in Motion 2055 (CIM 2055) Goals and Objectives

(Proposed amendments are underlined in red)

Goal	Objectives	Description
Economic Vitality	Economic Vitality ¹	Develop a transportation system that promotes economic vitality by <u>providing local residents multi-modal access to jobs and housing</u> , serving local businesses, promoting travel and tourism , and the movement of freight.
	Preservation ¹ and Reliability ^{1 2}	Provide a reliable transportation system for all users by preserving and maintaining the existing transportation infrastructure .
	Growth Management ³	Develop and implement a regional vision that guides growth where it can be cost-effectively served by infrastructure, services, and amenities, to protect and preserve farmland and the agrarian economy of the valley.
Safety	Safety ^{1 2} Security ¹ and Resiliency ¹	Provide a safe, secure, and resilient transportation system that minimizes risk and supports transportation options for all users.
Convenience	Organized Transportation	Develop a regional transportation system that provides access and mobility for all users through a highly connected network that encourages travel choices and preserves future transportation options.
	Organized Development	Promote development patterns that minimize travel, improve efficiency , and reduce congestion on the transportation system.
Quality of Life	Environment ^{1 2} and Open Space ³	Develop and implement a regional vision that protects, preserves, and connects residents to the natural environment and open space while <u>reducing the impact of the transportation system on the environment and</u> promoting public health .
	Housing Affordability ³ and Equity ³	Promote development patterns for affordable housing and equitable access to the transportation system for all users.

¹—Federal requirements

²—National goals

³—CIM 2050 goal areas (not noted unless not covered in 1 or 2)

BOARD AGENDA ITEM VI-A

Date: April 15, 2024

Topic: 2024 Legislative Session

Request/Recommendation:

This item is for information only.

Background/Summary:

This memo describes the most significant transportation funding, safety, and planning legislation enacted by the Idaho Legislature during the 2024 legislative session, which, as of April 2nd, 2024, is still yet to adjourn sine die.

Transportation Funding Legislation:

Idaho Transportation Department (ITD) Additional Appropriations:

The Idaho Transportation Department's original appropriations bill, [House Bill 723](#), failed to pass the Senate. Subsequently, the Joint Finance-Appropriations Committee (JFAC) reconsidered the legislation and ultimately voted for a nearly identical appropriation, differing only by a mere \$100. As of April 2nd, 2024, the new budget has yet to be printed; a final update regarding the status of this legislation will be provided during the April Board Meeting. The critical line items approved by JFAC include:

- \$206 million for road and bridge maintenance
- ITD: \$123,600,000/local: \$82,400,000
- \$96.8 million for Safety and Capacity
- ITD: \$58,080,000/local: \$38,720,000
- \$200 million for local bridge maintenance
- Up to \$10 million in American Rescue Plan Act funds for the [Children Pedestrian Safety Program](#)
- \$32.5 million for the rehabilitation of 3311 W. State Street

Strategic Initiatives Grant Program Administration (House Bill 638):

House Bill 638 amends Idaho Code § 40-719, Idaho Code, to transfer the administration of the Strategic Initiatives Grant Program and fund for local units of government from ITD to the Local Highway Technical Assistance Council (LHTAC). House Bill 638 further clarifies the purpose of the Strategic Initiatives Grant Program, which is for "assisting local units of government to mitigate the impact of new alignments on the state highway system on local roads, state highway projects, or for economically significant local transportation projects that require the funding or technical assistance of LHTAC to facilitate." Additionally, this legislation imposes a new 20% local match requirement upon grant recipients from large urban areas with a population greater than 50,000. Previously unsuccessful applicants must re-apply for consideration for future awards.

Legislative Policy on Highway-related Expenditures (House Bill 729):

House Bill 729 amends Idaho Code §40-708 to clarify that highway user revenues shall be spent supporting the operations, administration, maintenance, construction, and development of bridges and highways that primarily benefit motor vehicles in the local highway jurisdictions.

Additionally, this legislation imposes an additional reporting requirement certifying that these revenues have been expended for their intended purposes.

Traffic Safety Legislation:

[Overtaking a School Bus \(House Bill 610\):](#)

House Bill 610 aims to reduce unsafe driving behavior in Idaho by increasing fines for drivers who illegally pass school buses during student boarding and disembarking. The Department of Education will administer the School Bus Camera Fund to raise awareness and assist law enforcement in obtaining convictions for bus stop violations. The funds will be used to acquire cameras, software, equipment, and training.

[Aggravated Driving while Reckless \(Senate Bill 1326\):](#)

Senate Bill 1326 amends §18-80 Idaho Code adding a new felony crime of “aggravated driving while reckless.”

Local Land Use and Planning Legislation:

[Areas of Impact and Comprehensive Plans \(Senate Bill 1403\):](#)

Senate Bill 1403 provides criteria for impact area boundary decisions, establishes a two-mile distance standard, and provides a five-year planning time frame for impact areas. This legislation clarifies that the county has the authority to decide impact area boundaries. It also provides a timely process for courts to review decisions when a county and city disagree.

[City Annexation \(Senate Bill 1293aa, aaH\):](#)

Senate Bill 1293aa, aaH repeals and replaces §50-222, Idaho Code, to establish and clarify city annexation requirements and procedures. The legislation requires cities to publish notice of intent to annex, hold public hearings, and adopt a written annexation plan. The plan must include details on providing tax-supported and fee-supported municipal services, changes in taxation and costs, potential effects on other units of local government, and the proposed future land use plan and zoning designations.

[Agricultural Protection Areas \(House Bill 608aaS\):](#)

House Bill 608 amends the Idaho Land Use Planning Act to establish a new land use designation in an Agricultural Protection Area (APA). This legislation prohibits local units of government from enacting any “local law, ordinance, or regulation” that would restrict any farming structure or practice, such as a nuisance ordinance, within an APA. House Bill 608aaS further prohibits the use of eminent domain for any purpose “except for the expansion or maintenance of an existing highway right-of-way or as granted in section 14, article I and section 8, article XI of the constitution of the state of Idaho.”

More Information:

1) For detailed information or copies of any of the legislation discussed above, contact Jacob Miller, Government Affairs Coordinator, at 208/475-2233 or jmiller@compassidaho.org.

COMPASS Staff Activity Report: February 2024

Staff Updates:

- ✓ Teri Gregory was named COMPASS February Employee of the Month.
-

Planning Team

Team Lead: Austin Miller

Team Members: Tori Cale, Lila Klopfenstein, Alexa Roitman, Olivia Vielstich McKinnon

- ✓ Hosted Active Transportation Workgroup and Park and Ride Coordinating Team meetings.
 - ✓ Completed five development review checklists.
 - ✓ Presented 2023 Data Bike Report and Alternative Fuels/Electric Vehicles Infrastructure Study to RTAC.
 - ✓ Presented *Communities in Motion 2055* goals and objectives to COMPASS Board
 - ✓ Installed one permanent counter.
-

Resource Development Team

Team Lead: Toni Tisdale

Team Members: Matt Carlson, Sherone Sader

- ✓ Scored and ranked 19 Phase II applications from six different agencies.
 - ✓ Submitted a grant application on behalf of the City of Notus for the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.
 - ✓ Prepared for public comment proposing to amend or modify six projects in the regional transportation improvement program.
 - ✓ Processed one administrative modification to adjust the cost, timing, or funding sources of nine projects.
 - ✓ Developed an RTAC subcommittee to assist in updating the COMPASS application guide for the FY2025-2031 Regional Transportation Improvement Program and FY2025 local programs.
 - ✓ Wrote a letter of support for a competitive grant application for the City of Notus.
-

Technical Team

Team Lead: Mary Ann Waldinger

Team Members: Eric Adolfson, Brian Crowley, Hunter Mulhall, Mitch Skiles

- ✓ Two special model runs for proposed developments this month, the total for FY2024 to 7.
 - ✓ Submitted the Boundary and Annexation Survey to the U.S. Census Bureau on behalf of all the cities in the two-county area.
 - ✓ Completed the building permit review and coding process for the Development Monitoring Report and 2024 Population Estimates.
 - ✓ Received and reviewed three draft reports for the Regional Safety Action Plan.
 - ✓ Held second meeting of the Safety Working Group.
 - ✓ Developed calculations, summaries, revenue estimates, and technical documentation for the Canyon County registration fee meeting
-

Communication Team

Team Lead: Amy Luft

Team Members: Josie Gallup, Teri Gregory, Jacob Miller

- ✓ Continued to work with the Idaho Transportation Department to update a memorandum of understanding.
 - ✓ Engaged with members of the legislature to advance COMPASS' 2024 state legislative positions.
 - ✓ Met with the offices of Idaho's Congressional delegation to advocate on behalf of COMPASS' federal transportation positions.
 - ✓ Secured Congressional letters of support from Congressman Fulcher, Senator Risch, and Senator Crapo for the City of Notus' RAISE Grant application.
 - ✓ Hosted a public meeting on behalf of the City of Notus to receive input into a potential street rebuild project.
 - ✓ Hosted the second of two "COMPASS 101" presentations on February 6, 2024.
 - ✓ Hosted education series events on housing market fundamentals on February 21 and 22, 2024.
 - ✓ Continued to work with a consultant on COMPASS' funding study.
 - ✓ Finalized an amendment to COMPASS' Participation Plan.
-

Operations Team

Director of Operations: Meg Larsen

Team Members: Ashley Cannon, Janet Russell

- ✓ Completed the FY2023 indirect cost audit with Idaho Transportation Department; no exceptions or issues were identified.
 - ✓ Opened the Request for Proposal process for the Carbon Reduction Strategy.
-

COMPASS Staff Activity Report: March 2024

Staff Updates:

- ✓ Lila Klopfenstein was named COMPASS February Employee of the Month.
-

Planning Team

Team Lead: Austin Miller

Team Members: Tori Cale, Lila Klopfenstein, Alexa Roitman, Olivia Vielstich McKinnon

- ✓ Hosted Demographic Advisory Workgroup, Affordable Housing Workgroup and Freight Advisory Workgroup meetings.
 - ✓ Completed two development review checklists.
 - ✓ Presented an amendment to *Communities in Motion 2055* goals and objectives to RTAC.
 - ✓ Hosted a visioning workshop for the High-Capacity Transit Planning and Environmental Linkages Study.
 - ✓ Presented a summary of the Regional Housing Coordination Plan to the Idaho Chapter of the National Association of Housing & Redevelopment Organizations (NAHRO).
-

Resource Development Team

Team Lead: Toni Tisdale

Team Members: Matt Carlson, Sherone Sader

- ✓ Processed one administrative modification to adjust the cost, timing, or funding sources of 12 projects.
 - ✓ Processed an amendment for RTAC recommendation proposing to amend or modify six projects in the regional transportation improvement program. The amendment will be presented to the COMPASS Board of Directors for adoption in April.
 - ✓ Developed a funding plan for the local federal aid programs using the top-ranked projects recommended by RTAC, which was recommended by RTAC.
 - ✓ Began developing the Draft FY2025-2031 Regional Transportation Improvement Program project list.
-

Technical Team

Team Lead: Mary Ann Waldinger

Team Members: Eric Adolfson, Brian Crowley, Hunter Mulhall, Mitch Skiles

- ✓ Completed one special model run for proposed developments this month, bringing the total for FY2024 to 8.
 - ✓ Reviewed and refined the "high injury network" provided by the consultant and launched a public survey for the Regional Safety Action Plan.
 - ✓ Held a Regional Operations Working Group meeting.
 - ✓ Selected a consultant team to work on the Carbon Reduction Strategy.
 - ✓ Began updating to the regional land use layer.
 - ✓ Provided various data sets to the consultant working on the High-Capacity Transit Planning and Environmental Linkages study.
 - ✓ Developed additional calculations, summaries, revenue estimates, and technical documentation for the Canyon County registration fee meeting.
-

Communication Team

Team Lead: Amy Luft

Team Members: Josie Gallup, Teri Gregory, Jacob Miller

- ✓ Facilitated a meeting among Canyon County elected officials to discuss a potential county-wide local option registration fee.
 - ✓ Continued to work with the Idaho Transportation Department to update a memorandum of understanding.
 - ✓ Engaged with members of the legislature to advance COMPASS' 2024 state legislative positions.
 - ✓ Continued to work with a consultant on COMPASS' funding study.
-

Operations Team

Director of Operations: Meg Larsen

Team Members: Ashley Cannon, Janet Russell

- ✓ Completed an amendment to orthophotography contract to expand coverage area.
 - ✓ Completed a contract for the Fiscal Impact Tool data update.
 - ✓ Entered a contract with a new IT provider following a successful RFP process and began planning the network infrastructure replacement project.
 - ✓ Updated the 5 Year Revenue and Expense Projections and presented them to the Finance Committee.
 - ✓ Calculated proposed general and special member dues and presented them to the Finance Committee for recommendation.
-

COMPASS BOARD AGENDA ITEM VII-B

Date: April 15, 2024

Topic: Status Report – February Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for February 2024 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults 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 likely to experience serious health effects.

February 2024 Air Quality Data:

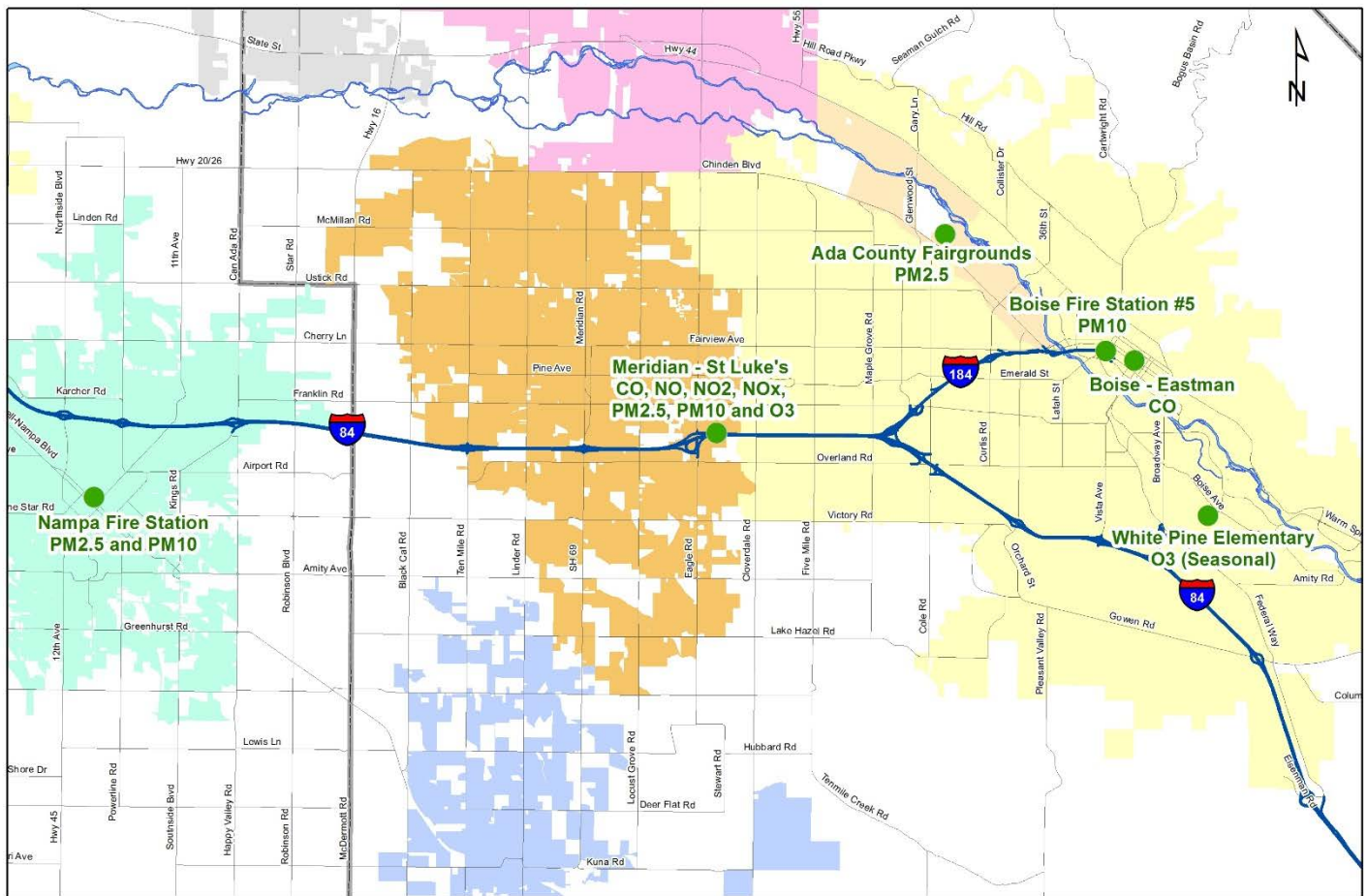
In February 2024, the Idaho Department of Environmental Quality reported all days in the “healthy” category.

Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since February 2014.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	208	147	10	365
2023	271	91	3	365
2024	50	6	4	60

Note: 2016 and 2020 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

- 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.
- Oxides of nitrogen (NO_x)** NO_x is a generic term for mono-nitrogen oxides NO and NO₂ (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. They are precursors (building blocks) of ozone.
- Ozone (O₃)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NO_x 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.
- PM_{2.5}** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM₁₀** Coarse particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

More Information:

- 1) For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org
- 2) For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or Michael.Toole@deq.idaho.gov

COMPASS BOARD AGENDA ITEM VII-B

Date: April 15, 2024

Topic: Status Report – March Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for March 2024 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults 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 likely to experience serious health effects.

March 2024 Air Quality Data:

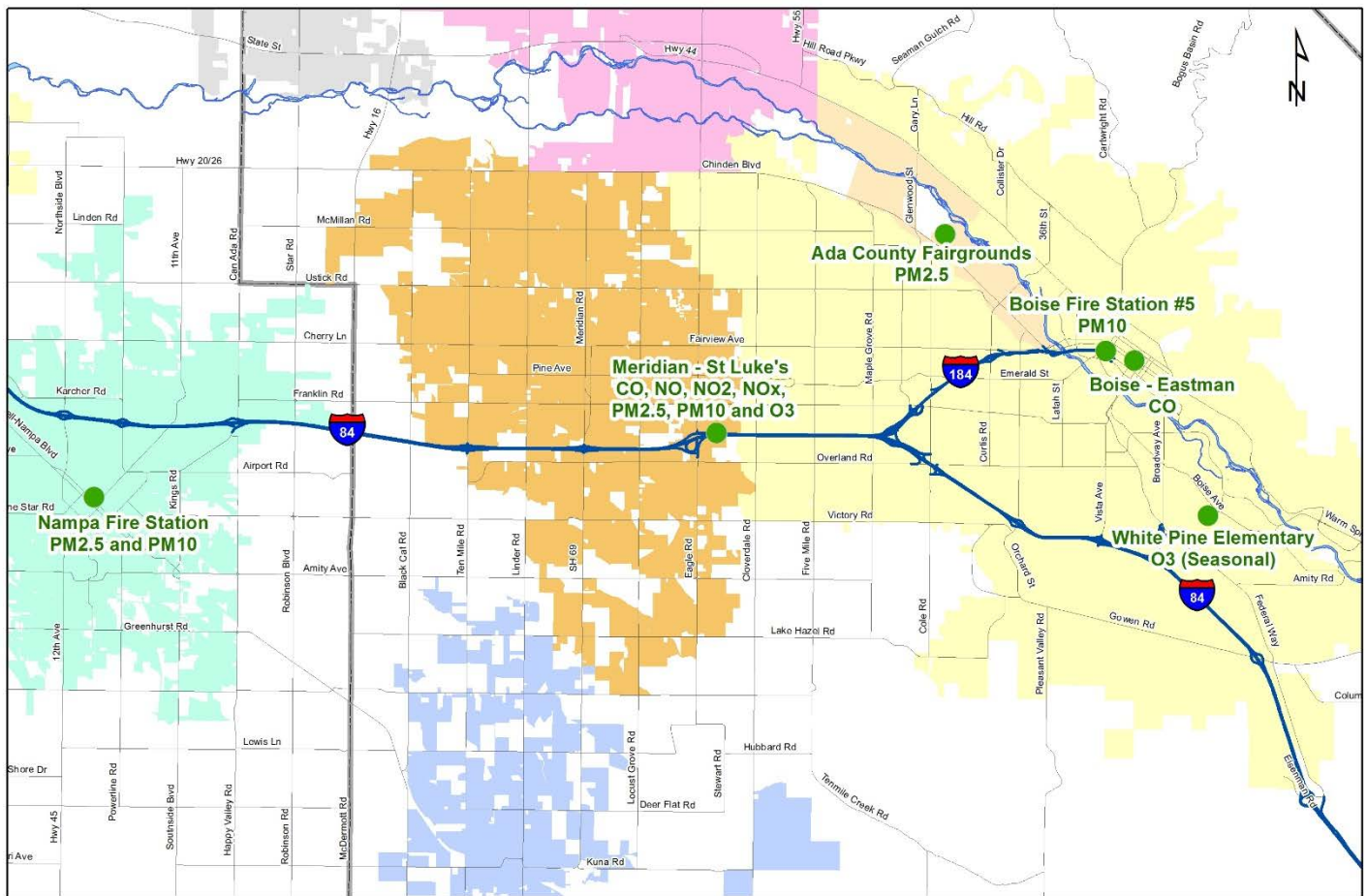
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2021	234	114	17	365
2022	208	147	10	365
2023	271	91	3	365
2024	81	6	4	91

Note: 2016 and 2020 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

- 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.
- Oxides of nitrogen (NO_x)** NO_x is a generic term for mono-nitrogen oxides NO and NO₂ (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. They are precursors (building blocks) of ozone.
- Ozone (O₃)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NO_x 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.
- PM_{2.5}** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM₁₀** Coarse particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

More Information:

- 1) For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org
- 2) For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or Michael.Toole@deq.idaho.gov

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

VII-C

Attendance List

Member Agency/Name	Jan '24	Feb '24	Mar '24	Apr '24	May '24	June '24	July '24	Aug '24	Sept '24	Oct '24	Nov '24	Dec '24	TOTAL
Ada County/ L. Letson/B. Moore/S.Yarrington	3	1	2										6
ACHD/ T. Ferch/T. Laws/D. Rader	3	3	3										9
Boise State/ G. Finkelstein	1	1	1										3
Canyon County/ M. Barron/D. Lister/D. Root	3	1	0										4
Capital City Development Corporation/ Z. Piepmeyer	0	0	0										0
City of Boise/ B. Brush/D. Dupuy/T. Greegor	2	2	3										7
City of Caldwell/ W. Herbel/Vacant	1	2	1										4
City of Eagle/ H. Durham/N. Baird Spencer	1	2	1										4
City of Garden City/ H.Veal	1	1	1										3
City of Greenleaf/ L. Belt	1	0	1										2
City of Kuna/ T. Behunin/D. Hanson	2	2	1										5
City of Melba/ D. Romine	1	1	1										3
City of Meridian/ C. Hood/B. McClure/H. Hill (Feb)	2	3	0										5
City of Middleton/ J. VanGilder	1	1	1										3
City of Nampa/ R. Ashby/C. Craig/M. Steuer	2	3	3										8
City of Notus/ R. Hartsock	1	1	1										3
City of Parma/ B. Laird	0	0	0										0
City of Star/ S. Nickel	1	0	1										2
City of Wilder/ C. Johnson	1	1	0										2
Highway District #4/ L. Riccio	1	1	1										3
IDEQ/ M. Toole	1	1	1										3
ITD/ V. Trimboli	1	1	1										3
Public Participation Committee/ J. Wilde (Feb)	0	1	1										2
Valley Regional Transit/ S. Hunt	1	1	1										3
Central District Health/ D. Adams	1	1	1										3
Governor's Office/ L. Wolff	0	0	0										0
Greater Boise Auditorium District/ C. Lund	1	1	0										2

Staff Administrative Modification # for FY2024-2030 Transportation Improvement Program (TIP)												
No.	Project	City	Scheduled Funding for Project Lifetime			%	Source	Year	Type	Before	After	Explanation
			*Current	**Revised	Total Change							
13918	Pathway, Rail with Trail, Meridian	City of Meridian	\$735,000	\$735,000	\$0	0.00%	STBG-TMA	2024	Design	\$0	\$120,000	Convert Advanced Construction (Local) for design work obligated in FY2022 to federal aid per TMA balancing.
							Advanced Construction (Local)	2024	Design	\$0	-\$120,000	
19137	Transit - Preventive Maintenance and Paratransit, Boise Area, VRT	VRT	\$10,145,000	\$10,616,000	\$471,000	4.64%	FTA 5307 LU	2024	Construction	\$2,029,000	\$2,500,000	Increase construction using available funding from previous years to cover additional maintenance costs.
20542	Pathway, SH-55 (Eagle Road), Franklin Road to Pine Avenue, Meridian	City of Meridian	\$627,000	\$627,000	\$0	0.00%	TAP-TMA	2024	Design	\$92,000	\$0	Delay design to FY2026 at the request of the sponsor.
							TAP-TMA	2026	Design	\$0	\$92,000	
20574	SH-44 (State Street), Star Road to SH-16, Ada County	ITD	\$25,910,000	\$26,229,500	\$319,500	1.23%	NHPP	2024	Design	\$0	\$320,000	Increase design costs to cover expenditures. Funds from Statewide Balancing.
20674	Roadway and ADA Improvements, Boise Area - FY2024	ACHD	\$7,829,000	\$7,579,000	-\$250,000	-3.19%	STBG-TMA	2024	Right-of-Way	\$400,000	\$0	Delay a portion of the right-of-way funds from FY2024 to FY2025 per ACHD request. Decrease funding to match current estimates. Per TMA Balancing at RTAC on February 28, 2024.
							STBG-TMA	2025	Right-of-Way	\$0	\$150,000	
20789	Transit - Nampa Transit Oriented Development, Planning, TVT	TVT	\$313,000	\$313,000	\$0	0.00%	FTA 5307 SU	2024	Design	\$0	\$313,000	Delay project from FY2023 to FY2024 at the request of Valley Regional Transit. Funds were not obligated in FY2023.
							Previous	N/A	N/A	\$313,000	\$0	
23025	Pathway, Grimes City Pathway Extension, Nampa	City of Nampa	\$761,000	\$1,187,000	\$426,000	55.98%	CRP-LU	2024	Design	\$0	\$15,000	Increase design and construction costs to match final engineer's estimate. Per Balancing at RTAC on February 28, 2024.
							CRP-LU	2024	Construction	\$650,000	\$1,061,000	
23095	Five Mile Road Overpass and Widening, Boise	ACHD and ITD	\$32,207,000	\$32,011,000	-\$196,000	-0.61%	STBG-TMA	2024	Right-of-Way	\$533,000	\$0	Delay right-of-way funds at the request of the Ada County Highway District. Remove Local Participating fundw, which were double-counted in the TIP. Per TMA Balancing at RTAC on February 28, 2024.
							STBG-TMA	2025	Right-of-Way	\$0	\$73,000	
							STBG-TMA	2026	Right-of-Way	\$0	\$595,000	
							TAP-TMA	2024	Right-of-Way	\$165,000	\$0	
							TAP-TMA	2025	Right-of-Way	\$0	\$27,000	
							TAP-TMA	2026	Right-of-Way	\$0	\$27,000	
							TAP-TMA	2027	Right-of-Way	\$0	\$162,000	
							CRP-TMA	2024	Right-of-Way	\$1,320,000	\$0	
							CRP-TMA	2026	Right-of-Way	\$0	\$1,330,000	
							Advanced Construction (Local)	2025	Right-of-Way	\$196,000	\$0	
							Advanced Construction (Local)	2026	Right-of-Way	\$0	\$162,000	
							Advanced Construction (Local)	2027	Right-of-Way	\$0	-\$162,000	
Local Participating	2025	Right-of-Way	\$196,000	\$0								
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	VRT	\$11,027,000	\$11,481,000	\$454,000	4.12%	STBG-TMA	2024	Construction	\$456,000	\$910,000	Increase construction to cover the estimated shortfall. Per TMA Balancing at RTAC on February 28, 2024.

			Scheduled Funding for Project Lifetime									
Nu	Project	Agency	* Current Total		Change	** Revised Total	Source	Year	Activity	Current	After	Brief Explanation
			Total	Change								
24221	Transit - Orchard Transit Facility Improvements, VRT, Boise	VRT	\$2,700,000	\$2,700,000	\$0	0.00%	CRP-TMA	2024	Constructoin	\$659,000	\$1,979,000	Advance funds from FY2025 to FY2024 due to delay of KN 23095. Per TMA Balancing at RTAC on February 28, 2024.
							CRP-TMA	2025	Construction	\$1,133,000	\$0	
							STBG-TMA	2024	Construction	\$0	\$221,000	
							STBG-TMA	2025	Construction	\$408,000	\$0	
24228	Pedestrian Crossing Safety Access, ACHD	ACHD	\$2,357,000	\$2,357,000	\$0	0.00%	STBG-TMA	2024	Design	\$0	\$138,000	Advance design funds from FY2027 to FY2024 to start the project early due to delay of KN 23095. Per TMA Balancing at RTAC on February 28, 2024.
							TAP-TMA	2024	Design	\$0	\$257,000	
							CRP-TMA	2027	Design	\$294,000	\$0	
							TAP-TMA	2027	Design	\$101,000	\$0	
24237	Study, Interchange Modification Report, I-84 and SH-16, Nampa	City of Nampa	\$1,450,000	\$1,450,000	\$0	0.00%	Local Participating	2024	Design	\$550,000	\$900,000	Delay all funds by one year, as funds were not obligated in FY2023.
							Local Participating	2025	Design	\$0	\$550,000	
							Previous	N/A	N/A	\$900,000	\$0	

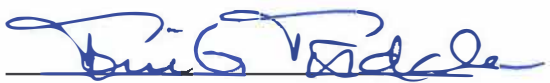
* Current Total - Previous TIP total.
 ** Revised Total - The SUM of the Current Total including the proposed revisions.
 COMPASS TIP Amendment Policy: <https://www.compassidaho.org/documents/people/policies/TIPAmendPolicy081522.pdf>
 Only information proposed to change is included in this action.

- ACHD = Ada County Highway District
- CRP = Carbon Reduction Program
- FY = Fiscal Year
- HSIP = Highway Safety Improvement Program
- I = Interstate
- ITD = Idaho Transportation Department
- ITD = Idaho Transportation Department
- KN = Key Number
- LHTAC = Local Highway Technical Assistance Council
- LU = Large Urban
- NHPP = National Highway Performance Program
- PC = Preliminary Construction
- PE = Preliminary Engineering
- RTAC = Regional Transportation Advisory Committee
- SH = State Highway
- STBG = Surface Transportation Block Grant
- SU - Small Urban
- TAP = Transportation Alternatives Program
- TMA = Transportation Management Area
- TVT = Treasure Valley Transit
- VRT = Valley Regional Transit

Staff Recommendation:

Approval:

Date:



Toni Tisdale, Principal Planner, Transportation
 COMPASS



Matthew J. Stoll, Executive Director
 COMPASS

3/8/2024

March 12, 2024

Mr. Peter Hartman
Division Administrator
Federal Highway Administration, Idaho Division
3050 Lakeharbor Lane, Suite 126
Boise, ID 83703

Dear Mr. Hartman:

I am writing to update you on progress the Community Planning Association of Southwest Idaho (COMPASS) has made on corrective actions and recommendations from COMPASS' spring 2022 federal certification review. We have completed or made significant progress toward all items noted in the review. The status of each, as of February 29, 2024, is noted below.

Topic	Type of Finding	Recommendation/ Corrective Action	Deadline	Action taken
MPO Agreements and Coordination	Corrective Action	By September 2023, update the MPO Agreement(s) to correct outdated information and clearly outline roles and responsibilities to carry out the metropolitan transportation planning process including the procedures for selecting projects for inclusion in the MTP and TIP (CFR 23.450.314) (CRF 450.332(b)).	August 31, 2023	In process. Anticipated completion: summer 2024
Metropolitan Transportation Plan	Corrective Action	Include a description of the CMP and how it is implemented in the development of the MTP in <i>Communities in Motion 2050</i> (CIM 2050).	December 2022 (Adoption of CIM 2050)	Complete. This is discussed on the CIM 2050 Congestion Management ⁱ webpage, was used in the CIM 2050 project prioritization process ⁱⁱ , and is being implemented through COMPASS' Complete Network Policy ⁱⁱⁱ and CIM 2050 implementation strategies . ^{iv}
Metropolitan Transportation Plan	Corrective Action	Include an analysis of the consequences of significant unfunded long-term needs including assessing the impacts on a variety of travel modes (e.g., bike, pedestrian, transit) and potential impacts on employers, low-income, people with disabilities, and other vulnerable populations.	December 2022 (Adoption of CIM 2050)	Complete. This is discussed in the CIM 2050 Public Transportation ^v technical document on pages 12-13 and in the CIM 2050 Resilience ^{vi} technical document on pages 5-6.

Topic	Type of Finding	Recommendation/ Corrective Action	Deadline	Action taken
Metropolitan Transportation Plan	Recommendation	COMPASS should continue to expand planning and policy support for multimodal transportation options to better provide equity in access to the transportation network and infrastructure and to meet the needs of transportation disadvantaged populations. Increased emphasis should be placed on implementing identified public transportation needs and maintaining focus of long-term land use changes that will support a full range of alternative travel modes.	December 2022 (Adoption of CIM 2050)	<p>Complete and ongoing.</p> <p>COMPASS continues to increase its focus on multimodal transportation options. This can be seen through several items in CIM 2050 and other ongoing planning efforts, including:</p> <ul style="list-style-type: none"> • The funding policy for CIM 2050^{vii} includes public transportation capital for the first time. • Public and active transportation are addressed equally with roadways in COMPASS' Complete Network Policy.^{viii} • High-capacity transit was the focus of significant public involvement^{ix} in the development of CIM 2050; results were reflected in the CIM 2050 Vision^x and Public Transportation^{xi} section of the plan. • COMPASS has begun work on a high-capacity transit planning and environmental linkages study, with anticipated completion by December 2025.
Metropolitan Transportation Plan	Recommendation	The <i>Communities in Motion 2050</i> should more fully address the impacts of failure to implement unfunded transportation needs on employees and employers, low-income and minority populations, people with disabilities, and other vulnerable populations. CIM 2050 must clearly identify how these populations are considered in the project prioritization process and other decision-making processes and include an evaluation of long-term impacts on these populations if unfunded long-term transportation needs are not implemented	December 2022 (Adoption of CIM 2050)	<p>Complete.</p> <p>This is discussed in the CIM 2050 Public Transportation^{xii} technical document on pages 12-13 and serving underserved populations was included as a criterion in the CIM 2050 project prioritization process.^{xiii}</p>
Metropolitan Transportation Plan	Recommendation	COMPASS should place significant emphasis on identified 'equity' objectives in their new regional transportation plan – <i>Communities in Motion 2050</i> . In addition, the entire transportation planning process, including public engagement and civil rights considerations, should incorporate equity objectives as part of the agency's overall decision-making processes.	December 2022 (Adoption of CIM 2050)	<p>Complete and ongoing.</p> <p>Equity and COMPASS' regional equity index were used to inform CIM 2050.</p> <ul style="list-style-type: none"> • The equity index is discussed in the Environment^{xiv} technical document on pages 8-9 and is a layer in the CIM 2050 master map.^{xv} • Equity was a criteria used in evaluating project priorities^{xvi} for CIM 2050. • "Equitable access" is one objective of the stated goal of COMPASS' participation plan^{xvii} and COMPASS uses multiple means to help ensure equitable access to public participation in all of its planning processes.

Topic	Type of Finding	Recommendation/ Corrective Action	Deadline	Action taken
TIP	Recommendation	COMPASS should include both performance-based planning and congestion management strategies/ measures as part of project evaluation criteria for all projects included in the TIP, not just the STBG and TA funded projects.	Before the next certification review	<p>In process.</p> <p>COMPASS introduced a new scoring method incorporating performance-based planning and programming and congestion management strategies for STBG/TAP/CRP programs for the FY2024-2030 TIP.</p> <p>COMPASS is working on a more robust process for other funding programs. A more active role for COMPASS in project selection for other programs will be included in the updated COMPASS/ITD MOU (above).</p>
TIP	Recommendation	COMPASS should clearly demonstrate how the equity considerations for underserved and underrepresented populations are incorporated into COMPASS' Transportation Improvement Program (TIP) project prioritization scoring process.	Before the next certification review	<p>In process.</p> <p>Equity considerations have been incorporated into COMPASS' project scoring methodology.</p> <p>An interactive map^{xviii} on the COMPASS website shows TIP projects overlaid on the Environmental Justice Consideration Areas. COMPASS is working to develop a different way to illustrate how equity considerations feed into the TIP.</p>
Public Participation and Civil Rights	Recommendation	COMPASS should provide a shortened, summary English and Spanish language version (and translation for any additional limited English proficiency (LEP) safe harbor threshold populations) of their public participation plan for readability and accessibility, emphasizing public comment periods, and how to get involved in COMPASS' planning activities.	NA	<p>Complete.</p> <p>English^{xx} and Spanish^{xx} versions of the summary brochure are available on the COMPASS website and as hard copies.</p>
Public Participation and Civil Rights	Recommendation	COMPASS should work with the Idaho Transportation Department (ITD) to develop a regular and recurring schedule to update their Title VI plan, more frequently than every 8 years, to adequately address changes to topics such as transit service routes' frequency and reliability; roadway infrastructure; demographics; complaint procedures, and other requirements set by existing and newly enacted laws, regulations, and executive orders.	NA	<p>Complete and in process.</p> <p>COMPASS updated its Title VI plan^{xxi} in April 2023.</p> <p>An agreed-upon schedule for future updates will be included in the updated COMPASS/ITD MOU (above).</p>

Topic	Type of Finding	Recommendation/ Corrective Action	Deadline	Action taken
Public Participation and Civil Rights	Recommendation	COMPASS should update their current "Title VI Discrimination Complaint Form," by renaming the form as a general "Discrimination Complaint Form," (or a similar name) with references to all the applicable laws the complaint form addresses, including the Americans with Disabilities Act of 1990. The revised complaint form should be in a conspicuous place on COMPASS' website, ideally on the home page of the website. (Maintaining a single complaint form to address several statutorily required purposes can have the effect of reducing barriers for members of the public to submit a formal discrimination complaint to your organization.)	August 2023	Complete. The forms were updated in April 2023 and can be found in English ^{xxii} and Spanish ^{xxiii} on the COMPASS website.
Congestion Management	Recommendation	COMPASS should consider how to use CMP to investigate alternatives to traditional highway expansion projects.	Next CMP update	Complete and ongoing. COMPASS 2022 Congestion Management Process ^{xxiv} includes a toolkit of strategies (pages 38 – 43), most of which are alternatives to roadway expansion. The annual congestion management report ^{xxv} highlights potential implementation strategies and showcases what strategies are funded or planned on specific corridors. The congestion management webmap provides similar information. The annual TIP ^{xxvi} document includes highlights from the Congestion Management Process, ties TIP projects to the strategies and shows number of projects and funding amounts programmed for each strategy. In addition, COMPASS' I-84 Corridor Operations Plan ^{xxvii} explores operational improvements to Interstate 84.

If you have any questions on our progress on any of these items, don't hesitate to reach out to me (208/475-2266; mstoll@compassidaho.org) or Amy Luft of my staff (208/475-2229 or aluft@compassidaho.org) and we will be glad to assist you.

Sincerely,



Matthew J. Stoll
Executive Director

c: Ned Conroy, Federal Transit Administration
Maureen Gresham, Federal Highway Administration
Dan McElhinney, Idaho Transportation Department
Amy Schroeder, Idaho Transportation Department
Jason Brinkman, Idaho Transportation Department

AL:tg T:\FY24\600 Projects\601 Certification Review\CertReviewUpdateLetterMarch2024.docx

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- ⁱ <https://cim2050.compassidaho.org/projects-and-priorities/congestion-management/>
- ⁱⁱ https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050_PrioritizationProcess.pdf
- ⁱⁱⁱ https://compassidaho.org/wp-content/uploads/completenetworkpolicy_final_dec2021_2022.pdf
- ^{iv} <https://cim2050.compassidaho.org/projects-and-priorities/implementation-strategies-policies/>
- ^v <https://cim2050.compassidaho.org/wp-content/uploads/PublicTransportation.pdf>
- ^{vi} <https://cim2050.compassidaho.org/wp-content/uploads/Resilience.pdf>
- ^{vii} <https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf>
- ^{viii} https://compassidaho.org/wp-content/uploads/completenetworkpolicy_final_dec2021_2022.pdf
- ^{ix} <https://cim2050.compassidaho.org/about/public-participation/>
- ^x <https://cim2050.compassidaho.org/regional-vision/cim-2050-vision/>
- ^{xi} <https://cim2050.compassidaho.org/wp-content/uploads/PublicTransportation.pdf>
- ^{xii} <https://cim2050.compassidaho.org/wp-content/uploads/PublicTransportation.pdf>
- ^{xiii} https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050_PrioritizationProcess.pdf
- ^{xiv} <https://cim2050.compassidaho.org/wp-content/uploads/Environment.pdf>
- ^{xv} <https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac>
- ^{xvi} https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050_PrioritizationProcess.pdf
- ^{xvii} <https://compassidaho.org/public-involvement-plans/#PPP>
- ^{xviii} <https://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa9b8b479347cc0463>
- ^{xix} https://compassidaho.org/wp-content/uploads/COMPASS_ConnectwithCOMPASSBrochure.pdf
- ^{xx} https://compassidaho.org/wp-content/uploads/COMPASS_ConnectwithCOMPASSBrochure_Spanish.pdf
- ^{xxi} <https://compassidaho.org/public-involvement-plans/#TVI>
- ^{xxii} <https://compassidaho.org/wp-content/uploads/DiscriminationComplaint4-17-2023.pdf>
- ^{xxiii} https://compassidaho.org/wp-content/uploads/DiscriminationComplaintSp_4-17-2023.pdf
- ^{xxiv} <https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf>
- ^{xxv} <https://compassidaho.org/congestion-management/>
- ^{xxvi} <https://compassidaho.org/transportation-improvement-program/>
- ^{xxvii} https://compassidaho.org/wp-content/uploads/COMPASS_I-84_CorridorOperationsPlan_2-28-23.pdf



U.S. Department
of Transportation
**Federal Highway
Administration**

Idaho Division

March 6, 2024

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Boise, Idaho 83703
208.334.9180 - P
208.334.1691 - F
Idaho.FHWA@dot.gov

In Reply Refer To:
HPR-ID

Mr. Scott Stokes, Director
Idaho Transportation Department
P. O. Box 7129
Boise, ID 83707

Attn: Dan McElhinney, Chief Operations Officer

RE: 2023/2024 Federal Finding Corrective Action MPO Agreements Deadline
Extension Request

Dear Mr. Stokes:

FHWA appreciates the progress the ITD and the Idaho MPOs have made in addressing the 2023/2024 Corrective Action requiring updates to the MPO Agreements that, while not expired, do not meet federal regulations. In order to continue this progress, FHWA approves an extension to the March 1, 2024 deadline.

However, as ITD has requested multiple extensions, FHWA is concerned about continued progress. State DOT/MPO agreements are critical documents necessary to support a continuing, cooperative and comprehensive (3-C) planning process as they outline roles and responsibilities per 23 CFR 450.314 and 450.332(b). Therefore, we are approving an extension request with the following deliverable due dates.

1. June 30, 2024 – ITD and COMPASS will provide FHWA the final COMPASS approved MPO Agreement,
2. July 30, 2024 – ITD, BMPO, and KMPO will provide FHWA final BMPO and KMPO approved copies of their respective MPO agreements,
3. August 30, 2024 – ITD and BTPO, LCVMPPO will provide FHWA final approved copies of their respective MPO agreements, and
4. September 30, 2024 – ITD will provide FHWA final ITD approved copies of all MPO agreements.

It is important to note that the FHWA will not consider any additional deadline extension requests. Further, FHWA issues a federal finding every time the STIP is updated or amended (23 CFR 450.220(b)). If ITD and the Idaho MPOs fail to make any of the due dates above, FHWA will not be able to approve updates or amendments until the ITD and the Idaho MPOs are back on schedule.

Sincerely,

Peter J. Hartman
Division Administrator

cc: FHWA: Maureen Gresham
FTA: Ned Conroy
MPOs: Darrel West, BMPO
Mori Byington, BTPO
Matt Stoll, COMPASS
Glenn Miles, KMPO
Shannon Lewis, LCVMPPO



U.S. Department
of Transportation
**Federal Highway
Administration**

Idaho Division

March 21, 2024

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In Reply Refer To:
HPR-ID

Matt Stoll
Community Planning Association of Southwestern Idaho
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RE: COMPASS Corrective Action/Recommendation Progress

Dear Mr. Stoll:

Thank you for your letter highlighting progress on corrective actions. We recognize the MPO for its diligent work with ITD and look forward to receiving a completed MPO agreement by June 30, 2024.

If you have any questions, you may contact Gus Loeffelholz via email (gus.loeffelholz@dot.gov) or at 208.617.2139.

Sincerely,

Peter J. Hartman
Division Administrator

cc: FHWA: Maureen Gresham, Gus Loeffelholz
FTA: Ned Conroy
ITD: Dan McElhinney, Amy Schroeder, Jason Brinkman