



COMPASS BOARD OF DIRECTORS' MEETING
FEBRUARY 24, 2020 – 1:30 PM
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO

**** AGENDA ****

I. CALL TO ORDER (1:30)

II. PLEDGE OF ALLEGIANCE

III. OPEN DISCUSSION/ANNOUNCEMENTS

IV. CONSENT AGENDA

- Page 3 *A. Approve December 16, 2019, COMPASS Board Meeting Minutes
- Page 7 *B. Receive Approved January 14, 2020, Executive Committee Meeting Minutes
- Page 10 *C. Confirm COMPASS Finance Committee Membership
- Page 11 *D. Ratify Adoption of Resolution 05-2020 Amending the FY2020-2026 Regional Transportation Improvement Program (TIP)

V. SPECIAL ITEMS

1:35 *A. Delegation – Foundation of Ada/Canyon Trails, Inc. (“FACTS”)
Page 33

1:45 **B. Status Report – State and Federal Legislative Issues** **Ken Burgess**
Ken Burgess will provide a status report on state and federal legislative issues.

VI. ACTION ITEMS

2:00 **A. Consider Establishing 2020 State Legislative Position** **Ken Burgess**
Statement Regarding Property Taxes and Local Roadway Improvements
The Executive Committee recommended the COMPASS Board of Directors establish a position statement regarding the impact of potential property tax reduction legislation upon local units of governments’ ability to provide required match for local roadway improvements funded with impact fees.

2:10 *B. **Approve Extension of Delivery Deadlines on Local Federal-Aid** **Toni Tisdale**
Page 34 **Projects**
Toni Tisdale will seek COMPASS Board of Directors’ approval to extend deadlines on four local federal-aid projects.

VII. INFORMATION/DISCUSSION ITEMS

2:20 *A. **Status Report – Updated Information in *Communities in*** Liisa Itkonen
Page 38 ***Motion 2040 2.0 (CIM 2040 2.0)***
Liisa Itkonen will provide the information updates to CIM 2040 2.0 per Board Policy 2019-01.

2:30 *B. **Overview of *Communities in Motion 2050*** Liisa Itkonen
Page 56 *Liisa Itkonen will provide an overview of Communities in Motion 2050.*

2:50 *C. **Review Results of *Communities in Motion 2050 Public*** Carl Miller
Page 58 ***Involvement Survey #1***
Carl Miller will review the results of the first public survey for Communities in Motion 2050.

3:10 *D. **Review Results of *Rails-With-Trails Study*** Rachel Haukkala
Page 78 *Rachel Haukkala will review the results of the Rails-with-Trails study for conceptual design and planning level cost estimates.*

VIII. EXECUTIVE DIRECTOR’S REPORT (INFORMATION ONLY) (3:30)

- Page 79 *A. **Staff Activity Reports**
- Page 89 *B. **Status Report – Current Air Quality Efforts**
- Page 93 *C. **Status Report – Regional Transportation Advisory Committee Attendance**
- Page 95 *D. **Administrative Modifications**
- Page 99 *E. **Milestone Report**

IX. ADJOURNMENT (3:35)

*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 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 475-2229 con 48 horas de anticipación.

T:\FY20\900 Operations\Board\2020 agendaminutes\agenda02242020.docx

COMPASS BOARD AGENDA ITEM IV-A

Date: February 24, 2020

**COMPASS BOARD OF DIRECTORS' MEETING
DECEMBER 16, 2019
NAMPA CIVIC CENTER
311 3RD ST S, NAMPA, IDAHO**

****MINUTES****

ATTENDEES: Rebecca Arnold, Commissioner, Ada County Highway District
Kelli Badesheim, Valley Regional Transit
Nichoel Baird Spencer, City of Eagle
Chad Bell, Mayor, City of Star
Treg Bernt, Councilmember, City of Meridian
Elaine Clegg, Councilmember, City of Boise, **Chair Elect**
Tom Dale, Commissioner, Canyon County, **Chair**
John Evans, Mayor, Garden City
Karen Gallagher for Dave Bieter, City of Boise
Greg Hill, Boise State University
Caleb Hood for Charlie Rountree, City of Meridian
Kendra Kenyon, Commissioner, Ada County
Debbie Kling, Mayor, City of Nampa
Kurt Kopadt, Councilmember, City of Greenleaf
Diana Lachiondo, Commissioner, Ada County
Nathan Leigh, Mayor, City of Parma
David Lincoln, Commissioner, Golden Gate Highway District No. 3
Mary May, Commissioner, Ada County Highway District
Brent Orton, City of Caldwell
Tom Points, City of Nampa
Amy Revis, Idaho Transportation Department – District 3
Stan Ridgeway, Mayor, City of Eagle, **Secretary-Treasurer**
Victor Rodriguez, Councilmember, City of Nampa
Aaron Scheff, Idaho Department of Environmental Quality
Joe Stear, Mayor, City of Kuna
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Darin Taylor, Mayor, City of Middleton
Dave Wallace for Sara Baker, Commissioner, Ada County Highway District,
Immediate Past Chair
Pam White, Commissioner, Canyon County
Holli Woodings, Councilmember, City of Boise
Nikole Zogg, Southwest District Health, Ex officio

MEMBERS

Dave Bieter, Mayor, City of Boise

ABSENT:

John Brunelle, Capital City Development Corporation

Tammy de Weerd, Mayor, City of Meridian

Jay Gibbons, Commissioner, Canyon Highway District No. 4

Chelsie Johnson, City of Wilder

Andrew Mitzel, Governor's Office, Ex officio

Garret Nancolas, Mayor, City of Caldwell, **Vice Chair**

David Porterfield, Mayor, City of Notus

Pat Rice, Greater Boise Auditorium District, Ex officio

Parkie Stapleton, Councilmember, City of Melba

Leslie Van Beek, Commissioner, Canyon County

Rick Visser, Commissioner, Ada County

OTHERS:

Morgan Andrus, Community Planning Association

Ken Burgess, Veritas Advisors

Julie DeLorenzo, IT Board Member

Tevrin Fuller, Community Planning Association

Liisa Itkonen, Community Planning Association

Meg Larsen, Community Planning Association

Angie Lee, City of Parma

Amy Luft, Community Planning Association

Carl Miller, Community Planning Association

Toni Tisdale, Community Planning Association

Hailey Townsend, Community Planning Association

MaryAnn Waldinger, Community Planning Association

CALL TO ORDER

Chair Tom Dale called the meeting to order at 1:43 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

- A. Approve October 21, 2019, COMPASS Board Meeting Minutes**
- B. Receive Approved October 8, 2019, Executive Committee Meeting Minutes**
- C. Confirm Regional Transportation Advisory Committee Membership**
- D. Accept Annual Statewide Safety Targets**
- E. Approve List of Records to be Destroyed**

Darin Taylor moved and Joe Stear seconded approval of the Consent Agenda as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Status Report - Finance Committee

Finance Committee Chair Stan Ridgeway provided a status report on action taken at the November 21 and December 12, 2019, COMPASS Finance Committee meetings.

B. Review Regional Outreach Efforts for the 2020 Census

Hailey Townsend presented COMPASS' planned regional outreach efforts and work in support of local outreach for the upcoming Census.

ACTION ITEMS

A. Adopt Resolution Approving Revision 1 of the FY2020 Unified Planning Work Program and Budget (UPWP)

Meg Larsen presented Resolution 03-2020 approving Revision 1 of the FY2020 UPWP as recommended by the Finance Committee for COMPASS Board approval.

After discussion, **Elaine Clegg moved and Debbie Kling seconded adoption of Resolution 03-2020 approving Revision 1 of the FY2020 Unified Planning Work Program and Budget as presented. Motion passed unanimously.**

B. Approve 2020 Idaho Legislative Session Position Statements

Ken Burgess presented 2020 Idaho legislative session position statements recommended by the Executive Committee for COMPASS Board approval. Positions address transportation revenue, local option sales tax authority, funding for public transportation, high occupancy vehicle lanes, non-motorized transportation, the use of hands-free electronic devices while driving, and a weight/distance fee for heavy vehicles.

After discussion, **Debbie Kling moved and Holli Woodings seconded approval of the 2020 Idaho legislative session position statements as presented. Motion passed with two abstentions.**

C. Approve 2020 Federal Transportation Position Statements

Ken Burgess presented 2020 federal transportation position statements recommended by the Executive Committee for COMPASS Board approval. Positions address reauthorization of the FAST (Fixing America's Surface Transportation) Act, long-term solvency of the Highway Trust Fund, and rail corridor use.

After discussion, **Darin Taylor moved and Elaine Clegg seconded approval of the 2020 federal transportation position statements as presented. Motion passed with 1 abstention.**

D. Approve *Communities in Motion 2050* Demographic Forecast

Carl Miller presented the *Communities in Motion 2050* population forecast of 1,075,000 individuals for the year 2050 as recommended by the Demographic Advisory Workgroup.

E. Accept Proposed Changes to the National Highway System

MaryAnn Waldinger presented the proposed changes to the National Highway System as recommended by the Regional Transportation Advisory Committee for COMPASS Board approval.

F. Adopt Resolution 04-2020 Amending the FY2019-2023 and FY2020-2026 Transportation Improvement Programs (TIPs)

Toni Tisdale presented Resolution 04-2020 amending the FY2019-2023 and FY2020-2026 TIPs to fund cost increases for four projects.

After discussion, **Debbie Kling moved and Joe Stear seconded adoption of Resolution 04-2020 amending the FY2019-2023 and FY2020-2026 Regional Transportation Improvement Programs as presented. Motion passed unanimously.**

G. Confirm 2020 Board Officers Slate

The COMPASS Executive Committee recommended COMPASS Board approval of the 2020 Board officers: Elaine Clegg, Chair; Garret Nancolas, Chair Elect; Joe Stear, Vice Chair; Debbie Kling, Secretary-Treasurer; and Tom Dale, Immediate Past Chair.

After discussion, **Holli Woodings moved and Mary May seconded to approve the 2020 COMPASS Board Officer Slate as recommended by the Executive Committee. Motion passed unanimously.**

OTHER

Matt Stoll presented Commissioner Tom Dale with a plaque in appreciation of his service as the 2019 COMPASS Board Chair.

ADJOURNMENT

The meeting was adjourned at 3:10 p.m.

Approved this 24th day of February 2020.

By: _____
**Elaine Clegg, Chair
Community Planning Association of
Southwest Idaho**

Attest:

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

COMPASS BOARD AGENDA ITEM IV-B

Date: February 24, 2020

**EXECUTIVE COMMITTEE MEETING
JANUARY 14, 2020
COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES: Sara Baker, Commissioner, Ada County Highway District
Elaine Clegg, Councilmember, City of Boise, **Chair**
Debbie Kling, Mayor, City of Nampa, **Secretary-Treasurer**, via telephone
Kendra Kenyon, Commissioner, Ada County
Garret Nancolas, Mayor, City of Caldwell
Steve Rule, Mayor, City of Middleton
Robert Simison, Mayor, City of Meridian
Joe Stear, Mayor, City of Kuna, **Vice Chair**

MEMBERS ABSENT: Tom Dale, Commissioner, Canyon County
Jay Gibbons, Commissioner, Canyon Highway District #4
Jason Pierce, Mayor, City of Eagle

OTHERS PRESENT: Morgan Andrus, Community Planning Association
Ken Burgess, Veritas Advisors
Trevor Chadwick, Mayor, City of Star
Liisa Itkonen, Community Planning Association
Meg Larsen, Community Planning Association
Amy Luft, Community Planning Association
Mary May, Commissioner, Ada County Highway District
Matt Stoll, Executive Director, Community Planning Association
Toni Tisdale, Community Planning Association
Dave Wallace, Ada County Highway District

CALL TO ORDER:

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

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

A. Approve November 12, 2019, Executive Committee Meeting Minutes

Sara Baker moved and Joe Stear seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Establish February 24, 2020, COMPASS Board Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-14 for the February 24, 2020, COMPASS Board of Directors' meeting. Matt requested the latitude to amend the agenda as necessary.

After discussion, **Garret Nancolas moved and Kendra Kenyon seconded approval of Agenda Items 1-14 for the February 24, 2020, COMPASS Board of Directors' meeting as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

B. Adopt Resolution 05-2020 Amending the Transportation Improvement Program (TIP)

Toni Tisdale presented Resolution 05-2020 amending the FY2020-2026 TIP to add two bridge projects, two federal lands access projects, and six locally funded regionally significant projects; as well as to advance five projects, delay one project and increase funding for two projects.

After discussion, **Garret Nancolas moved and Joe Stear seconded adoption of Resolution 05-2020 amending the FY2020-2026 Transportation Improvement Program as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Status Report - 2020 Idaho Legislative Session

Ken Burgess provided a status report on the 2020 Idaho legislative session.

B. Status Report - Federal Grant Applications

Matt Stoll provided a status report on federal grant applications, noting that the "Notice of Funding Opportunity" for the 2020 federal INFRA (Infrastructure for Rebuilding America) grant was released on January 13, 2020.

C. Status Report - Regional Transportation Advisory Committee – Memo Only

ADJOURNMENT

Chair Elaine Clegg adjourned the meeting at 2:41 p.m.

Approved this 4th day of February 2020.

By: _____
Elaine Clegg, Chair
Community Planning Association of
Southwest Idaho

Attest:

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



COMPASS BOARD AGENDA ITEM IV-C

Date: February 24, 2020

Finance Committee

The purpose of the Finance Committee is to provide guidance to management and to establish reasonable, but not absolute, assurance regarding internal policies, procedures and controls for the sound operation of COMPASS.

The committee is composed of seven COMPASS Board members: the COMPASS Board Secretary-Treasurer, three members from Ada County and three members from Canyon County. The term of office for committee members are two-year staggered terms, except for the Secretary-Treasurer whose term is one year. There is no limit to the number of terms a member may serve. Terms are numbered except for the Secretary-Treasurer as odd-year/even-year terms.

Vacancies on the committee are filled by the Board Chair and presented annually to the COMPASS Board for confirmation at the first meeting following the annual meeting of the Board. In the event that a duly appointed committee member is unable to attend a meeting of the committee, that member may arrange for an alternate to participate in committee deliberations on his/her behalf.

Name	Member Agency	Term
Debbie Kling	City of Nampa	One year term ending 1/2021
Ada County		
Mary May	Ada County Highway District	Even (expires 1/2022)
Holli Woodings	City of Boise	Odd (expires 1/2021)
Diana Lachiondo	Ada County	Even (expires 1/2022)
Canyon County		
Pam White	Canyon County	Odd (expires 1/2021)
Jay Gibbons	Canyon Highway District No. 4	Even (expires 1/2022)
Garret Nancolas	City of Caldwell	Odd (expires 1/2021)

T:\FY20\900 Operations\Finance\2020 Finance Committee Members.docx

COMPASS BOARD AGENDA ITEM IV-D

Date: February 24, 2020

Topic: Amendment to the FY2020-2026 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' ratification of Resolution 05-2020 (Attachment 1) amending the FY2020-2026 TIP. The Regional Transportation Advisory Committee (RTAC) recommended approval on December 16, 2019. The Executive Committee approved the resolution on January 14, 2020.

Background/Summary:

COMPASS Policy 2019-02, COMPASS Regional Transportation Improvement Program (TIP) Amendments, requires COMPASS Board of Directors approval under the following situations:

No.	Amendment Criteria	Public Involvement
1	Add new project	X
2	Remove project	X
3	Advance or delay funds across fiscal years outside the first four years of the program	
4	Significant change to project termini or scope	X
5	Change that affects air quality conformity demonstration	X
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
7	Change in project costs, if project total increases by more than 30% or \$2,000,000, whichever is less, with minimum change amount of \$25,000	
8	Conversion of funds from local to federal using limitations in #7	

A summary of the actions in the amendment is provided below, including a reference to the criteria number requiring an amendment from the table above. Financial details are provided in Attachment 1.

- The Idaho Transportation Department (ITD) requests to add the **Interstate 84 Bridge Repair** project (**Key Number 20251**). ITD staff started design on a district-wide project for bridge repair on Interstate 84. Through preliminary design work, the bridge improvement locations were subsequently determined for the project – all in Canyon County. ITD requests this project be added to the COMPASS TIP because the locations of the improvements are now known (Criteria #1)
- The Local Highway Technical Assistance Council (LHTAC) was awarded federal funding through a nationally-competitive process to improve eight bridges in southern Idaho. One of the bridges is the **South 4th Avenue, Indian Creek Bridge in the City of Caldwell**

(**Key Number 22593**). Because of its location, LHTAC has requested that this project be added to the COMPASS TIP (Criteria #1)

- The Ada County Highway District (ACHD) and Canyon Highway District both applied for Federal Lands Access Program (FLAP) funds through the Federal Highway Administration's Western Federal Lands program. Both applications were awarded funds and need to be added to the program. The projects are: **Western Heritage Byway, Swan Falls Road, ACHD (Key Number 22600)** and **Indiana and Orchard Shared Roadway, Canyon County (Key Number 22602)** (Criteria #1)
- During development of the FY2020-2026 TIP, ACHD was in the process of updating its FY2020-2024 Integrated Five Year Work Plan. Six additional projects, funded with local funds, need to be included in the COMPASS TIP, as they are considered "regionally significant" (Criteria #1) In addition, six projects need to be updated to match funding and phasing of ACHD's FY2020-2024 Integrated Five Year Work Plan (Criteria #3 and #7)

A public comment period on these projects was open November 26 through December 10, 2019. Verbatim comments are provided in Attachment 2. Seventeen comments were received; staff does not recommend changes based on public comment received.

Implication (policy and/or financial):

This amendment adds new projects, changes project years, and funds cost increases to allow funds to be ready for immediate obligation.

More Information:

- 1) Attachment 1: Resolution 05-2020
- 2) Attachment 2: Verbatim public comments
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

TT: T:\FY20\600 Projects\685 TIP\FY2026TIP\200224mmoBDTIPamend.docx



RESOLUTION NO. 05-2020

**FOR THE PURPOSE OF AMENDING THE FY2020-2026 REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a Transportation Improvement Program;

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

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

WHEREAS, no additional review for air quality conformity is necessary for this action;

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires Transportation Improvement Programs be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held November 26 through December 10, 2019, for people to review and comment on projects proposed to be added to the program, as required;

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 FY2020-2026 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to the FY2020-2026 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendment to the FY2020-2026 Regional Transportation Improvement Program.

ADOPTED this 14th day of January 2020.

By: 
Elaine Clegg, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

T:\FY20\900 Operations\Board\2020 Resolutions\Resolution 04-2020_2.docx

COMPASS Amendment #2 for the
FY2020-2026 Regional Transportation Improvement Program (TIP)

ITD, October 23, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
20251	I-84 Bridge Repair	2019							0
	Funding Source: STP-State	2020							0
	Provide bridge deck preservation and preventative maintenance to the bridges, approaches, and guardrails on bridges on I-84 in the City of Nampa at the following locations: Franklin Boulevard Interchange, Phyllis Canal, Union Pacific Railroad, and 11 th Avenue. (Federal = \$1,323,000)	2021					0	0	0
		2022					408	1020	1428
		2023							0
		2024							0
		SUM	0	0	0	0	0	408	1020
	Add project.								
Previous obligations = \$115,000									

Local Highway Technical Assistance Council, November 4, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
22593	South 4 th Avenue, Indian Creek Bridge, Caldwell	2019							0
	Funding Source: CHBP	2020	0	0					0
	Improve bridge on South 4 th Avenue over Indian Creek in the City of Caldwell. The bridge is currently reported in poor condition. Funds from the Competitive Highway Bridge Program. (Federal = \$1,236,000)	2021	49	349					398
		2022						0	0
		2023							0
		2024							0
		SUM	0	0	0	0	0	0	0
	Add project.								
Overall total = \$1,586,000									
Previous obligations = \$0									
22593	South 4 th Avenue, Indian Creek Bridge, Caldwell	2019							0
	Funding Source: Bridge	2020							0
	Same as above. (Federal = \$221,000)	2021					0		0
		2022					239		239
		2023							0
		2024							0
		SUM	0	0	0	0	0	0	0
	Add project.								
						239	0	239	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
22593	South 4 th Avenue, Indian Creek Bridge, Caldwell	2019							0
	Funding Source: Local Participating	2020							0
	Same as above. (Federal = \$0) Add project.	2021						0	0
		2022						13	13
		2023							0
		2024							0
		SUM		0	0	0	0	0	0

Western Federal Lands, November 13, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
22600	Western Heritage Byway, Swan Falls Road, ACHD	2019							0
	Funding Source: FLAP	2020							0
	Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands. (Federal = \$5,372,000) Add project. Previous obligations = \$426,000	2021							0
		2022			0				0
		2023			20				20
		2024			150				150
		2025			0			0	0
		2026			213			4045	4258
		SUM		0	0	0	0	539	405
				383			539	4450	5372
22602	Indiana and Orchard Shared Roadway, Canyon County	2019							0
	Funding Source: FLAP	2020							0
	Add four-foot paved shoulders on Indiana Avenue from Roosevelt Avenue to Orchard Avenue and on Orchard Avenue from Indiana Avenue to Riverside Road in Canyon County (approximately 1.5 miles) using Federal Lands Access Program funds. Project managed by Western Federal Lands. (Federal = \$3,453,000) Add project. Previous obligations = \$297,000	2021							0
		2022			0				0
		2023			220				220
		2024			0			0	0
		SUM		0	0	0	0	300	2703
				450			300	2703	3453

COMPASS Staff Review, November 18, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
RC029-9	Ten Mile Road, Victory Road to Overland Road, Meridian	2019							0
	Funding Source: Local (Regionally Significant)	2020		0	0				0
				10	248				258
		2021							0
	Widen Ten Mile Road from Victory Road to Overland Road in the City of Meridian to five lanes with curb, gutter, sidewalk and Level 3 bicycle facility. (Federal = \$0)	2022						0	0
								4058	4058
		2023						0	0
								214	214
		2024							
		2025							
	Add project, included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$5,000	SUM	0	0	0	0		0	0
				10	248			4272	4530
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022							0
	Widen Lake Hazel Road from Maple Grove to Cole Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023							0
		2024		0					0
				332					332
		PD			0			0	0
					60			3665	3725
	Add project, included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$0	SUM	0	0	0	0	0	0	0
				332	60			3665	4057
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022		0	0				0
	Widen Lake Hazel Road from Eagle Road to Cloverdale Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023		740	4				744
		2024			0				0
					201				201
		2024				0	0	0	0
						10	309	7287	7606
	Add project, included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$0	SUM	0	0	0	0	0	0	0
				740	205	10	309	7287	8551
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	2019							0
	Funding Source: Local (Regionally Significant)	2020							0
		2021							0
		2022		0	0				0
	Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0)	2023		896	5				901
		2024			0				0
					438				438
		2024			0				0
					322				322
	Add project, included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$0	PD				0	0	0	0
						194	299	5115	5608
		SUM	0	0	0	0	0	0	0
				896	765	194	299	5115	7269

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
RD207-30	Lake Hazel, Five Mile Road to Maple Grove Road, Ada County	2019							0	
	Funding Source: Local (Regionally Significant) Widen Lake Hazel Road from Five Mile Road to Maple Grove Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility. (Federal = \$0) Add project, included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$0	2020							0	
		2021							0	
		2022							0	
		2023			0				0	
		2024			618					618
		PD				246				246
		SUM	0		0	0	60	62	3663	3785
			0	618	246	60	62	3663	4649	
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	2019							0	
	Funding Source: Local (Regionally Significant) Widen Linder Road from US 20/26 (Chinden Boulevard) to SH-44 (State Street) in Ada County to five lanes with detached multi-use pathways on Linder Road from Chinden Boulevard to 1,000 feet north of Artesian Road. Right-of-way will be acquired for an ultimate seven-lane buildout. (Federal = \$0) Add project, included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$349,000	2020							0	
		2021							0	
		2022							0	
		2023							0	
		2024			0	0	0			0
		PD			1530	5	5			1540
		SUM	0		0	0	0	0	15300	16900
			0	1530	1605	5	0	15300	18440	
RD202-31	Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian	2019			0				0	
	Funding Source: Local (Regionally Significant) STAR Widen Ten Mile Road from McMillan Road to US 20/26 (Chinden) in the City of Meridian to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes an enhanced pedestrian crossing at Malta Drive. Project is funded by a private developer using State Tax Anticipated Revenue (STAR) funds. (Federal = \$0) Change funding source to STAR. Remove \$260,000 from FY2021 in design. Advance RW from PD to FY2019 and decrease by \$352,000 and advance construction from PD to FY2020 and decrease by \$547,000. Changes included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$0 Overall decrease = 33.8%	2020						0	0	
		2021			260					260
		2022			0					0
		2023								0
		2024								0
		PD				550			2617	3167
		SUM	0		260	550	0	0	2617	3427
			0	198	0	0	2070	2268		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	2019		465	5				470
	Funding Source: Local (Regionally Significant)	2020		0	0	900	5		905
	Widen Linder Road from SH-44 (State Street) to Floating Feather Road in the City of Eagle to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road (IN 207-03), two bridges, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguario Drive. (Federal = \$0)	2021		0	0	0	0	4725	4725
		2022		465	6			0	471
		2023		0	0				0
		2024		10	939				949
		PD						0	0
		SUM	0	465	905	5	0	4725	6100
				475	945	0		5924	7344
	Delay design from FY2019 to FY2021/2022 and increase by \$10,000, RW from FY2020 to FY2021/2022 and increase by \$40,000, and construction from FY2021 to FY2024 and increase by \$1,199,000. Remove UT funds. Changes included in ACHD's FY2020-2024 IFYWP.								
	Previous obligations = \$0 Overall increase = 20.4%								
RD202-32	Ten Mile Road, Ustick Road to McMillan Road, Meridian	2019		0	0				0
	Funding Source: Local (Regionally Significant)	2020		512	36				548
	Widen Ten Mile Road from Ustick Road to McMillan Road in the City of Meridian to five lanes including curb, gutter, sidewalk, bike lanes, two bridge structures, and enhanced crossings at <u>Tesino Drive and the pedestrian pathway south of Vicenza Way</u> . (Federal = \$0)	2021		300	0	0	0	0	300
		2022		0	630	0	5	667	672
		2023							0
		2024							0
		PD						3056	3056
		SUM	0	300	630	0	0	3056	3986
				512	36	56	50	7319	7973
	Advance design from FY2020 to FY2019 and increase by \$212,000, RW from FY2021 to FY2019 and decrease by \$594,000, and construction from PD to FY2020/2021 and increase by \$4,263,000. Increase UT by \$56,000 and CE by \$50,000. Changes included in ACHD's FY2020-2024 IFYWP.								
	Previous obligations = \$0 Overall increase = 100.0%								
RD207-01	Orchard Street, Gowen Road to I-84 On-Ramp, Boise	2019		390					390
	Funding Source: Local (Regionally Significant)	2020		30	840	0			840
	Realign and widen Orchard Street from Gowen Road to I-84 in the City of Boise to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road	2021		455	5	5			465
		2022			0				0
		2023			420				420
		2024			0			0	0
		PD			420			4319	4319
	SUM							0	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
	intersection as a multi-lane roundabout. (Federal = \$0)	PD						3998	3998
							0	0	
	Decrease FY2019 PEC by \$360,000. Increase FY2020 PEC by \$455,000, RW by \$5,000 and UT by \$5,000 and decrease RW by \$835,000. Increase FY2020 RW by \$420,000. Increase FY2021 RW by \$420,000. Advance CN from PD to FY2023 and increase by \$321,000. Changes included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$0 Overall increase = 8.15%	SUM	0	399 485	840 845	0 5	0	3998 4319	5228 5654
IN205-97	Cole Road, McGlochlin Street to Victory Road, Boise	2019			1365 1127				1365 1127
	Funding Source: Local (Regionally Significant)	2020		0 1		112 88	63 34	5060 7951	5235 8074
	Widen Cole Road from McGlochlin Street to Victory Road in the City of Boise to five lanes with median U-turns. Project also includes intersection improvements at Cole Road and Victory Road to seven lanes in each direction. Project includes widening of a bridge and an enhanced pedestrian crossing at Cole Road and Diamond Street. (Federal = \$0) Decrease FY2019 RW by \$238,000. Increase FY2020 PEC by \$1,000 and CN by \$2,891,000 and decrease UT by \$24,000 and CE by \$29,000. Increase FY2021 CE by \$29,000 and CN by \$842,000. Decrease previous expenditures by \$68,000 to match actual. Changes included in ACHD's FY2020-2024 IFYWP. Previous obligations = \$682,000 Overall increase = 45.9%	2021					0 29	0 842	0 871
		2022							0
		2023							0
		2024							0
		PD							0
	SUM	0	0 1	1365 1127	112 88	63	5060 8793	6600 10072	
	RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	2019						
	Funding Source: Local (Regionally Significant)	2020			0 525				0 525
	Widen Eagle Road from Lake Hazel Road to Amity Road in the City of Meridian to five lanes with curb, gutter, sidewalk and Level 3 bike facility. (Federal = \$0) Add project to FY2019 - 2023 TIP; advance construction in FY2020 - 2026 TIP (originally added to FY2020-2026 TIP with CN in PD). Previous obligations = \$16,000	2021				0 4		0 5010	0 5014
		2022							0
		2023							0
		2024							0
		PD							0
	SUM	0	0	0 525	0 4	0	0 5010	0 5539	

Key Number = public comment required

ACHD = Ada County Highway District
CE = Construction Engineering
CHBP = Competitive Highway Bridge Program
CN = Construction
FLAP = Federal Lands Access Program
FY = Fiscal Year

IFYWP = Integrated Five Year Work Program
PE = Preliminary Engineering
PEC = Preliminary Engineering Consultant
PD = Preliminary Development
RW = Right-of-Way
SH = State Highway

STP = Surface Transportation Program
US = United State (highway)
UT = Utilities

T:\FY20\600 Projects\685 TIP\FY2026TIP\Amend\Amend2.docx

Public Comments Received (Verbatim)

FY2020-2026 Regional Transportation Improvement Program Amendment

Public Comment Period: November 26 through December 10, 2019

Total number of comments received by COMPASS: 17

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Having lived in Houston and Seattle, I know how important it is to have a Transit system. You need to build bus Park & Ride lots along I-84...perhaps in Nampa and Meridian to start. Those transit centers will have their own access to I-84 for easy on and off. At some point, you will need to add a lane that is HOV designated during rush hours.</p> <p>At later dates, expand to say Caldwell.</p> <p>I may be mistaken, but I heard/read that there is some backwards law that determines when park and rides can be built. It seemed that if the population was high, then the P&R's could not be built. If true, that needs to change.</p> <p>All of this needs to be done now! Construction will add to traffic woes, but if you wait, the traffic is only going to get worse on it's own.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>83706 Mark Spinks</p>	<p>Email</p>
<p>I hardly ever see the large city buses filled! I would recommend adding x100 new 12 person VANS and providing smaller bus stops threw out Boise and to the other cities, so drivers could get around them easier.</p> <p>I would also recommend that underground pneumatic tube transport be started under all major streets throughout Boise and to other cities in the valley. The tunnels would be built over 10 years as each road is dug up for new swearer and street tar replacement. Then all the tubes would be connected and new transport tubes installed. Each transport tube would run to each depart and loading dock every 15 minutes threw out the city and entire valley. The 2 programs would eliminate about 50% of the private wheeled transport. Large cargo trucks could unload outside of Boise and a tube, with merchandise, could be sent to businesses and warehouses threw out BOISE.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Lester A. Meade Retired Shop Teacher Retired Navy Vet</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>Amity road need to be rebuilt to 3 lane with wide shoulders - and connected to COLE. Victory Street need to be widened to 4 lanes + center turn lane.</p> <p>Lake Hazel needs to be rebuild to 5 lanes from freeway to Meridian - like yesterday!</p> <p>I predict a population increase of 30 to 40 % in the next 10 years all south of Vivtory Street! I also see Kuna tripaling in population in the next 10 years because of the high price of land and housing in Boise. Most of these parents will be working in Boise. The amount of cars on the streets will double because each household will also have 2 to 4 teenage drivers. 🙄🙄🙄🙄</p>			
<p>I would like to submit my comments for the proposed amendment to the FY19-23 Regional TIP. I support the addition of the following projects into the TIP:</p> <ul style="list-style-type: none"> • RC0299: Ten Mile Rd, Victory Rd to Overland Rd • RD2017-19: Linder Road, US 20/26 (Chinden) to SH44 (State) <p>I support the addition of the following projects into the TIP if the multi-use paths are expanded from 10ft to 12ft:</p> <ul style="list-style-type: none"> • RD216-05: Lake Hazel Rd, Maple Grove Rd to Cole Road • RD209-18: Lake Hazel Road, Eagle Road to Cloverdale Road • RD207-30: Lake Hazel Road, Cloverdale Road to Five Mile Road <p>I urge COMPASS to support walking and bicycling as viable modes of transportation throughout the treasure valley by creating inviting places to walk, bike, scoot, and roll along these high speed, high volume corridors.</p> <p>Thank you for soliciting comments and incorporating public input into the decision-making process.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Rachel Grosso</p>	<p>Email</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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>Most of the projects listed are road widening projects. These projects are mere bandaids as the population continues to boom. A public transit system needs to be implemented before it's too late.</p> <p>As housing in Boise becomes less affordable, people have to move further out of the city and commute for work. This would be a more economic option if it didn't take as much time or money to do so.</p> <p>Fuel costs alone are already taking up sizable amounts of middle class budgets, especially when more than one household member commutes. It becomes a tragedy when a car falls under disrepair due to the stress of a 60 mile commute and lack of time to do routine maintenance.</p> <p>Wages are not rising fast enough to support people actually living in Boise as their rent continues to go up. Without a public transportation option people of the middle class will be spending hours every day commuting, leaving less time for important life activities, such as exercising or cooking healthy meals. Those with children also incur increased childcare costs, as their children don't go to daycare from 8-5, but more often from 7-6, or even longer.</p> <p>Although the stresses are not solely due to transportation, lives could be improved significantly if mass transit were implemented. People could go from sitting for an extra one to two hours per day to a mere, reliable, 30 minutes a day, regardless of weather, regardless of traffic. Continuing to spend money on the bandaids of road expansion after road expansion is not a long term solution. Our roads will soon turn into the crowded, overpacked super freeways of California if something isn't done now.</p> <p>I genuinely appreciate your consideration of these comments.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Haley Tyron</p>	<p>Email</p>
<p>Last week an 8 car accident on I84 near Maple Grove with at least one other simultaneous accident near 13th St. on the Connector proved we are approaching gridlock. I took lots of pictures. Every east/west and north/south road was in gridlock.</p> <p>Daily, I see cars on Overland heading west after work and the solid line of cars goes from about Curtis Road to Meridian Road. An example of a north south route I see daily is a solid line of commuters from State Street, across Veterans Parkway, up Curtis, an ungodly long single lane of cars waiting for egress into I184 to head west to I84. The rest of</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>The Downtown Boise Multi-Modal Center (underground terminal at the Grove) cost about \$11 million, mostly using funds obtained through a nationally-competitive grant in fiscal year 2006. In fiscal year 2018, Valley Regional Transit reported over 1.1 million rides on the Ada County fixed route public transportation system alone. All public transportation services throughout Ada and Canyon</p>	<p>Jan Strough</p>	<p>Email</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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>the solid line of poor commuters are waiting on Curtis to cross Fairview, to go over the over pass, to cross Emerald, to get to Overland to head west and wait in the line on Overland to at least Eagle Road or Meridian Road.</p> <p>When I was with ITD, I attended meetings to put a bridge where The gravel pit is in Eagle to connect SH55 with I think Five Mile. Last time I drove by the the SH44/SH55 intersection, just to the west of the gravel pit I saw the area is filling up with apartments. I know stock answers. There needs to be more river crossings.</p> <p>Maple Grove Road south of Overland is so rough you need spurs.</p> <p>Everyone is talking about the nuisance and inefficiencies and wasted monies on Boise buses. Myself and others note we never see anyone or maybe one or two people on a bus. I recommend getting a daily count of passengers, getting paperwork on maintenance costs, getting readings from the DEQ, and eliminate these white elephants. What was the cost of our taxpayer money to put an underground terminal in under the Grove? It had to be tens if not hundreds of millions of dollars. I think before that much money is ever wasted again because a politician wants it, should go through Compass or a group of intelligent people and a group of common sense people.</p> <p>I looked at the results of your former transportation queries and i gleaned from it that people are never going to give up their individual cars and trucks. So, our quickest resolution to, what I think is an emergency transportation issue, is for you to work with employers and staggering work hours, work from home or other alternative.</p> <p>One idea I had a long time ago was to create "flush hours routes." Example: From 4PM to 6PM turn State Street into a Flush-hour One Way Grid outbound, keeping all the signals green (for our air quality too). Do the same thing with Chinden Blvd, same time frame. That might alleviate some I84 and Overland congestion. At the same time, make Fairview a one way grid Eastbound if you have to. You could create the same flush hour routes in the AM commuting time also only reverse. I know this idea seems far fetched but I heard it is being used in other cities.</p> <p>In the meantime I wish I could eliminate the little projects, say under 10 million, until all the poor working people have a better commute.</p> <p>Ps. Roundabouts. The three of them on or off of Cassia to Franklin Road, Boise, are insane, inefficient, uncalled for even if the did have other plans. One works, the one closed to Franklin for the Bishop Kelly kids who have a half mile long</p>	<p>County reported a total of almost 1.9 million rides during the same time frame.</p>		

<p align="center">Comment</p> <p>(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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>wait to get out of school. But the other two to the south just make a lot of work and slow down emergency services. Further, why are we going to added expenses to add fancy grasses or flower bushes in roundabouts which means expensive water lines and maintenance costs. The driver has to see through the roundabout for merging purposes. Adding anything other than concrete with a lamp post in the middle is nuts. Please delegate common sense.</p> <p>While I am at it, speed bumps hurt when you are old and have arthritis. I have been to many cities over my lifetime and never, ever, have I had to deal with speed bumps. They should be removed. Example: you are pulling into the parking lot near Red Robin off of Milwaukee, immediately, we have to stop practically to go over an obnoxious speed bump right at the entrance. If we don't stop before going over, we will be back at the Spine Institute.</p> <p>Last but not least, the only somewhat halfway designed right parking lot in this valley is Costco off Cole. Who ever is designing all the these crazy fancy curbs and adding trees is nuts. Lay out the asphalt, that's all.</p> <p>Keep our costs to a minimum. Example: you are northbound Curtis or Orchard: you are going to get on the connector, there is fancy grass and underground water lines to keep the grass pretty, even under the overpass where old Main Street meets Chinden. Tons of fancy grass and water there. Please take it out and add lovely white rock and no water no mtce. Save the water for important things like your grandchildren, not making pretty grassy areas.</p> <p>The Village in Meridian should remove all the trees because you can't even see what stores are included in there. Look up parking lot lights in Google and you will be amazed at the ideas so much better than trees and more water lines and we could see where we want to shop.</p> <p>I said it all. I have been through this before in civil engineering and building and transportation issues.</p>			
<p>I support adding the 10 new projects</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Mac McOmber</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>I could not access the website from your Nov 26th e mail.</p> <p>What is the actual website? ***</p> <p>The website for Community comments of Regional transportation or some such. It is referenced in the Nov 26th e mail</p> <p>Here is comment I have had for a long time:</p> <p>My understanding is that there will not be large parking lots near the bus/ train along State Street. I firmly believe that people will not walk more than a few blocks to take the transportation. There needs to be adequate parking or people will just drive. I have experience with BART in the SF Bay area. They have provision for people to park at most stations. And have you seen the cars parked in a long line far from the stations for the Sacramento transportation? It can be seen as you pass on I 80.... What a nightmare for those people ***</p> <p>Thank you. I read it and it all looks good. I am glad you are looking ahead and acquiring land for the ultimate build-out of the PD207-19 project</p>	<p>Hi Claudia:</p> <p>What are you trying to locate? ***</p> <p>Here is the website for open comment on the Transportation Improvement Program: https://www.compassidaho.org/comm/comments.htm. There is an additional link within this website for the details regarding the projects currently proposed.</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors. If you have additional comments, please let me know and I will add them. ***</p> <p>Thank you! Your additional comments are added.</p>	<p>Claudia Fernsworth</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>I have mentioned several times and seems to fall on deaf ears. in stead of building highways to connect with I-84 why isn't a bypass freeway being considered? A freeway south of Kuna, Meridian, that would start somewhere between Nampa and Caldwell or close to eastern Nampa that would take the East West freeway traffic around Boise connecting somewhere in the Blacks Creek area with I-84. A lot of the freeway traffic are trucks, R.V.'s, vacationers, that are not stopping in Boise but are made to go thru the edge of Boise in traveling East or West to there destination. Thank you</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors. *** Regarding your question about a bypass:</p> <p>In developing the regional long-range transportation plan, Communities in Motion, COMPASS evaluates future transportation needs based on forecasted growth. A southern bypass for additional east-west connectivity was first considered in the 2006 plan. A Kuna-Mora Road to Bowmont Road connection is the #16 unfunded need on the local system in the current long-range transportation plan, Communities in Motion 2040 2.0. The proposed corridor would include rebuilding the existing road and constructing a seven-mile extension, curb, gutter, sidewalks, and bike lanes. The corridor also includes two canal bridges and a railroad overpass. The planning-level cost estimate is over \$52 million to complete the proposed corridor.</p> <p>A four-phase study was started on the Kuna-Mora Road portion of the corridor in Ada County in 2007 by the Ada County Highway District (ACHD).</p> <ul style="list-style-type: none"> • Kuna-Mora Road Corridor Study, Phase 1 was adopted by the ACHD Commission on November 8, 2008. • Kuna-Mora Road Corridor Study, Phase II was postponed indefinitely on April 15, 2009, by the ACHD Commission, due to budget constraints. <p>Recent freight studies show the vast majority of trucks using I-84 have a destination in the valley, rather than driving through.</p>	<p>Bruce Mark</p>	<p>Email</p>
<p>An I84 freeway exchange at Ustick Road would reduce congestion at Karcher. With all of the new home construction in Caldwell, it makes sense to add another exchange.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>Please find federal, state and local funding to create a light rail system anywhere between Caldwell and Boise that would be so popular that it would generate so much ridership and publicity that the general public would want more such transportation. We need to start somewhere according to your master plan now. I grew up in Boston in the 50's and over the years, they have done wonders with commuting lines from way out in communities never thought possible. They have horrid traffic today, but just think if they had not been working on it over the years. Hats off to your organisation and for driving things forward in hopes of cleaner air and reducing our carbon footprint in our area.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Ed Shaul</p>	<p>Email</p>
<p>As a resident of Boise living in the Vista Neighborhood I am qualified and motivate to comment in support of the following projects. Unlike some of my neighbors, I applaud the planning and efficiency of ITD. Specifically, the projects to replace the Broadway bridge and improve Columbus Street were well managed and completed within the projected time frames. I use the new sidewalks on Columbus and Overland. I would support all ITD projects to improve the sidewalks on streets that intersect Vista Ave and provide improved access to the VRT route #3 (Mani St to Airport along V ista Ave).</p> <p>I support theses projects: #19783: Bogus Basin Road Safety, Maintenance and Trailhead #19847: Capital Maintenance, Local, Boise, FY2020 #18854: Capital Maintenance, VRT, Boise, FY2019 (I ride the bus Route #3 to get to work) #18854: Planning and Mobility Management, VRT, Boise #13903: Capital Maintenance, Phase 1, Boise, FY2019 #20003: Capital Maintenance, Phase 2, Boise, FY2019 #20091: Capital Maintenance, Phase 3, Boise, FY2019 #20536: Microseals, Ada and Canyon Counties (the reseal in my neighborhood was a great improvement)</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Gene McGill</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>Thanks for including multi-use pathways, sidewalks, Level 3 bicycle facility in a number of the projects where it is actually useful.</p> <p>Here's a picture of an area where I ride in November [from staff: referenced in link below, location is Las Cruces, NM]</p>  <p>Protected path along a major highway.</p> <p>I hope that Compass can get behind the idea of all streets should be complete streets and can encourage the development of off street pedestrian and bike paths along canals.</p> <p>https://www.facebook.com/groups/626400844096182/permalink/2506796272723287/</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Davis Straub</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>With regard to these projects, I have one concern. Why is the improvement to Indiana and Orchard in Nampa requested? I am aware that property in that area was recently subdivided, but it is on the edge of and will impact Deer Flat National Wildlife Refuge.</p> <p>One other project request, not included that I'm aware of, is to widen Ustick Rd (Boise) from Mtn View to Cole Rd. This pattern of ACHD to funnel traffic from 5-lanes to 2 is ridiculous and a very ineffective method of moving traffic. ***</p> <p>I have one more comment that concerns a much needed roadway improvement...completing the widening of Fairview, between Locust Grove & Eagle Rds, to five lanes to facilitate better traffic flow.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>The improvements to Indiana Avenue and Orchard Avenue would add four-foot paved shoulders to allow safer access to Deer Flat National Wildlife Refuge by pedestrians and bicyclists. This project is funded through the Federal Lands Access Program, which is specifically for projects that provide better access to federal lands. ***</p> <p>Thank you for your additional comment.</p>	<p>Tricia Matthews</p>	<p>Email</p>
<p>First, thanks to the inclusion of some facilities for bike lanes - like the level 3 bike facility (Ten Mile) and I'm assuming that the multi-use pathways listed are for bikes. Though I am not sure what a level 3 bike facility is and could not easily find the definition on your website (nor the multi-use pathways).</p> <p>I am wondering how bike friendly are the shoulder widening projects (like Swan Falls) and the shared road widening (Indianan & Orchard) are for bicycles. I do know that it would be nice to have safe areas on these roads for biking.</p> <p>Also I would like to urge you to make the bike lanes safe and to consider future off-road pathways in their bridge replacement and repair plans. ***</p> <p>Thank you Toni for the information. I found the definitions for the different facilities. Though how does the shoulder widening projects (like Swan Falls) differ from the shared road widening (Indianan & Orchard)?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Please see ACHD's Roadway to Bikeways Plan for definitions of bicycle facilities. Yes, multi-use pathways are for both pedestrian and bicycle use (we will add a definition of multi-use pathways on the COMPASS glossary webpage). See the Indiana Avenue and Orchard Avenue Shared Roadway project development plan for additional information about a shared roadway. ***</p> <p>The projects on Swan Falls and Indiana and Orchard are very similar. The improvements on Swan Falls Road would add five foot paved shoulders to allow better access to the Birds of Prey National Conservation Area by pedestrians and bicyclists. The improvements to Indiana Avenue and Orchard Avenue would add four-foot paved shoulders to allow safer access to Deer Flat National Wildlife Refuge by pedestrians and bicyclists. These projects are funded through the Federal Lands Access Program, which is specifically for projects that provide better access to federal lands.</p> <p>Thank you for your interest</p>	<p>Annette Hanson 83712</p>	<p>Email</p>
<p>I disagree with the addition of these ten projects. The most urgent need in our valley is the extension of Hwy. 16. By adding these projects we are diapering funds across the valley that could be used for the completion of the Hwy 16 project.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Fred Hoadley</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I support the projects listed in COMPASS Amendment #10 for the FY2019-2023 Regional Transportation Improvement Program (TIP) and Amendment #2 for the FY2020-2026 TIP. I am especially supportive of Key No. RD20719, Linder Road, US 20/26 (Chinden) to SH44 (State), Ada County. This project is critically needed to address the traffic demands on Linder Road between US 20/26 and SH44. The need for this project will become even more significant with the increased traffic resulting from the highway widening that is underway on US 20/26 from SH16 to Eagle Road, and from the significant commercial development that is underway for the new Costco at Ten Mile Road, and for the Linder Village development at Linder Road.</p> <p>Thank you for the opportunity to comment on these Amendments.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Richard L. Jacobson 83646</p>	<p>Email</p>
<p>I drive a dully with a 41 foot trailer. There is no way I can get turned on your "cute" little turns. Like the one you are planning on S. Cole and Victory. Remember, we are still in the country !</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>		<p>Email</p>

t:\fy20\600 projects\685 tip\fy2026tip\amend\amend2\public_comments_verbatim.docx

For health, for fun, and to commute



Trail

FACTS

Connecting
People with
Pathways

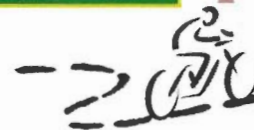
The Foundation for Ada / Canyon Trail Systems

5700 East Franklin Road, Suite 200
Nampa, Idaho 83687

Officers:

President:
Vice President:
Secretary:
Treasurer:

Wm. F. Gigray, III
Gary Payne
Sharon Hubler
Philip A. Peterson



January 17, 2020

Community Planning Association of Southwest Idaho
Attention: Matthew Stoll, Executive Director and the Board of Directors
700 N.E. 2nd Street, Suite 200
Meridian, ID 83642

Via: mstoll@compassidaho.org

RE: Foundation of Ada/ Canyon Trails Systems, Inc. ("FACTS")

Dear Matt and Members of the Board of Directors,

On behalf of the Board of Directors of FACTS, I want to express our appreciation for the support COMPASS provides to our Foundation, which includes allowing our Board to meet in the Compass Offices Board Room and for the excellent assistance provided by Assistant Planner Braden Cervetti and Principal Planner, Transportation Planning Team Lead Liisa Itkonen.

Our Board requests the opportunity to appear before the COMPASS Board to express to them our appreciation and to bring the COMPASS Board up to speed on who we are and our projects and activities. You can coordinate that request through me.

Best regards,

Wm. F. Gigray, III
President

W. F. GIGRAY, III, PRESIDENT, COMPASS IDAHO, 5700 EAST FRANKLIN ROAD, SUITE 200, NAMPA, IDAHO 83687

MISSION STATEMENT

Our mission is to close the gaps on the greenbelt along the Boise River, creating connective pathways from Lucky Peak Dam to the Snake River confluence, and to promote coherent corridors for active transportation throughout the valley.

COMPASS BOARD AGENDA ITEM VI-B

Date: February 24, 2020

Topic: Extension of Delivery Deadlines on Local Federal-Aid Projects

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval to extend the deadline on four local federal-aid projects. The Regional Transportation Advisory Committee (RTAC) recommended approval of the City of Eagle extension on January 22, 2020. On February 10, 2020, staff received a request from the Ada County Highway District (ACHD) to extend the deadline on three additional projects. These requests are included in this action, but arrived too late to obtain an RTAC recommendation.

Background/Summary:

The COMPASS Funding Application Guide FY2021-2027, approved on June 17, 2019, includes a deadline of March 1 for 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 one extension request from the City of Eagle and three from ACHD (request letters attached):

Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle (Key Number 20841)

- Total project cost (FY2020) = \$73,000
- Funding sources: Transportation Alternatives Program – Transportation Management Area (TMA) and Surface Transportation Program (STP) - TMA
- Reason: Funds are for right-of-way acquisition, but the final right-of-way need is not yet determined.
- Requested deadline for obligation: June 1, 2020

Capital Maintenance, Phase 2, Boise Area – FY2020 (Key Number 19887)

- Total project cost (FY2020) = \$2,262,000
- Funding source: STP-TMA
- Reason: ACHD is working with the consultant to complete necessary paperwork.
- Request deadline for obligation: May 1, 2020

Capital Maintenance, Phase 3, Boise Area – FY2020 (Key Number 19847)

- Total project cost (FY2020) = \$300,000
- Fund source: STP-TMA
- Reason: ACHD is working with the consultant to complete necessary paperwork.
- Request deadline for obligation: May 1, 2020

Pavement Preservation and ADA, Local, Boise Area – FY2022 (Key Number 20006)

- Total project cost (FY2020) = \$80,000
- Fund source: Local
- Reason: ACHD is working with the Idaho Transportation Department on updated language in the state/local agreement to better reflect the design/build nature of the project. Note: this project is funded originally with local funds, but set up to convert to a federal-aid project, if funding becomes available.
- Request deadline for obligation: May 1, 2020

Implication (policy and/or financial):

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

More Information:

- 1) Attachment: Request letters from the City of Eagle and ACHD
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

TT:MA T:\FY20\600 Projects\685 TIP\FY2026TIP\200224mmoBDextension.docx



Jason Pierce
Mayor

City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Council Members:
Charlie Baun
Miranda Gold
Brad Pike
Kenny Pittman

February 5, 2020

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


Dear Director Stoll,

The City is working diligently with our engineers to complete the engineering design for the Eagle Road Pedestrian and Bike Bridge, KN 20841, but have not yet finalized the exact ROW need for the project. The City of Eagle requests a new funding obligation deadline for ROW acquisition of no later than June 1, 2020.

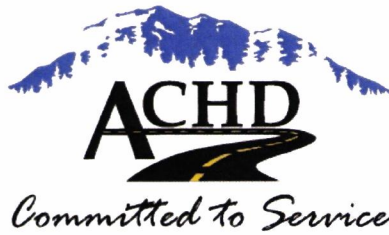
If you have any questions regarding this request, please contact Nichoel Baird Spencer, Planner III at nbaird@cityofeagle.org or 208-489-8772.

Thank you for your support and consideration of this request.

Sincerely,


Jason Pierce
Mayor

Cc: City Council
Zoning Administrator



Mary May, President
Kent Goldthorpe, Vice-President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

February 10, 2020

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

Dear Mr. Stoll: *Matt*

ACHD is working diligently with our consultants and ITD staff to complete necessary plans, specifications and engineering (PS&E) approvals and subsequent State and Local Agreements for the following projects:

- KN 19887 – Capital Maintenance, Phase 2, Boise Area - FY2020
- KN 19847 – Capital Maintenance, Phase 3, Boise Area - FY2020

In addition, ACHD is working with ITD on updated State and Local Agreement language for KN 20006 - Pavement Preservation and ADA, Phase 3 - Boise Area – FY2022. The updated language will better reflect the design build nature of ACHD's Phase 3 Pavement Preservation and ADA projects.

ACHD would like to request a new funding obligation deadline of no later than May 1, 2020 for these three projects.

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

Sincerely,

David G. Wallace
David G. Wallace
Deputy Director, Planning and Projects
Ada County Highway District

COMPASS BOARD AGENDA ITEM VII-A

Date: February 24, 2020

Topic: Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)

Background/Summary:

After adopting CIM 2040 2.0 in December 2018, the COMPASS Board of Directors approved a policy for updating factual information in the plan (Attachment 1). The policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to [23 CFR 450.104](#); annual updates to the plan reflect changes to costs and descriptions of currently-included funded or unfunded projects, as shown in Attachments 2, 3, and 4. The Regional Transportation Advisory Committee reviewed the updated information at its January 22, 2020, meeting.

CIM 2040 2.0 is a completely online plan, which makes it possible to revise and update information in a way that could not be done before with a hard copy document. COMPASS staff will update the pertinent online documents; the date of the update will be included in the documents.

The policy does NOT change the way COMPASS formally amends the plan to make policy changes or to add new funded or unfunded projects to the plan. There were no amendments to CIM 2040 2.0 in 2019.

More Information:

- 1) Attachment 1: Board Policy 2019-01: *Updates to Communities in Motion 2040 2.0*
- 2) Attachment 2: Short-term funded projects, with tracked changes
- 3) Attachment 3: Long-term funded projects, with tracked changes
- 4) Attachment 4: Unfunded state-system priorities, with tracked changes
- 5) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org



Working together to plan for the future

POLICY STATEMENT

No. Board 2019-01

Adopted: December 17, 2018

By: COMPASS Board of Directors

Last Revised: None

Policy Statement:

Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)

CIM 2040 2.0 is a completely online document, which makes it possible to revise and update information in the plan in a way that could not be done before with a hard copy document. To provide up-to-date information to the public, COMPASS will update factual information in specific portions of CIM 2040 2.0 annually. The update policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to 23 CFR 450.104.

COMPASS will update CIM 2040 2.0 annually, by December 31, to include changes to project costs and changes to project descriptions of **currently-included funded or unfunded projects**.

Changes will be processed differently, depending on the significance of the change.

"Minor" changes include:

- cost changes of at least \$25,000, and less than 30% or \$2,000,000, whichever is less,
- termini changes less than ¼ mile, or
- a revised project description that does not change the scope of the project.

These changes will be reviewed and approved by the COMPASS Executive Director and provided to the Regional Transportation Advisory Committee and the COMPASS Board of Directors as information. These changes do not require public review and comment, redemonstration of fiscal constraint, or an air quality conformity determination for projects in Northern Ada County.

"Major" changes include:

- cost changes of more than 30% or \$2,000,000, whichever is less,
- termini changes greater than ¼ mile, or
- scope changes that are inconsistent with the NEPA documentation, or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (e.g., traditional vs. roundabout).

Major changes will be added according to an approved Regional Transportation Improvement Program (TIP) amendment or TIP update, and by the COMPASS Board of Directors' approval.

All changes will be documented for the public and the COMPASS Board of Directors.

This policy does NOT change the way COMPASS formally amends CIM 2040 2.0 to make policy changes or add new funded or unfunded projects to the plan. Amendments will require public comment and COMPASS Board of Directors' approval.

T:\Permanent\Policies\Policy Statements\Updates to CIM 2040 2.0 Policy 2019-01.docx

**Short Term Funded (Budgeted) Regional Capital Transportation Projects,
in alphabetical order - FY2018-2023ⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated estim. cost	Key Number^{iv}
10th Avenue Bridge, Caldwell – replace the bridge at 10 th Avenue and Indian Creek. (2018)	\$2,959,000	\$2,959,000	13055
Bicycle and Pedestrian Bridge – build bridge over North Channel of Boise Rive, Eagle. (2023)	\$1,299,000	\$1,400,000	20841
Cloverdale Overpass – rebuild and widen from two to four lanes with sidewalk and bike lane. (2019)	\$13,381,000	\$13,382,000	20842
Eagle Road, Lake Hazel Road to Amity Road – widen from two lanes to five lanes with curb, gutter, sidewalk, and bike lanes. (2023) - Moved from long-term funded.		\$7,221,000	RD216-04
Eagle Road, Amity Road to Victory Road – widen from two to five lanes with curb, gutter, sidewalk, and bike lanes. (2020)	\$4,515,000	\$5,555,000	RD207-33
Franklin Road, Black Cat Road to Ten Mile Road - Federal aid project to widen Franklin Road to five lanes with curb, gutter, and sidewalks. Project includes widening the Franklin/Black Cat intersection to seven lanes in all directions and reconstructing/widening of the Franklin Bridge #170CX. (2018)	\$954,000	\$954,000	RC0152
I-84, Blacks Creek Road Interchange – replace the interchange and upgrade the ramps to meet the standards for an 80 miles-per-hour speed limit. The bridge was originally built in 1962. (2019)	\$13,088,000	\$13,088,000	19874
I-84, City of Caldwell (Exit 29) to Karcher Interchange (Exit 33) – Environmental study, design, and construction. Actual termini and improvements will be determined through the environmental process. (2019)	\$192,971,000	\$3,900,000	20351
• Design and right of way		\$3,900,000	
• I-84, Middleton Road and Ustick Road Overpasses		\$18,800,000	22154
• I-84, Franklin to Karcher		\$169,697,000	22196
TOTAL		\$192,397,000	
I-84, Karcher Interchange (Exit 33) to Franklin Boulevard (Exit 36) Corridor – expand I-84 from two to three lanes in each direction. (2019)	\$150,100,000	\$3,900,000	20315
• Design and right-of-way		\$3,900,000	
• Temporary Paving Should Widening		\$5,843,000	20796
• Karcher Overpass		\$5,034,000	20797
• Franklin to Northside		\$76,663,000	20798
• Northside to Karcher		\$29,052,000	20799
TOTAL		\$120,492,000	
Intersection – Amity Road and Robinson Road, Nampa – add a roundabout. (2019)	\$1,000,000	Completed	159i
Intersection - Centennial Way Roundabout, Caldwell – replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard, and Blaine Street) with a roundabout intersection. (2023)	\$3,206,000	\$3,206,000	13484
Intersection - Cole Road and Franklin Road, Boise – widen the intersection of Cole Road and Franklin Road to seven lanes in all directions. Project includes widening of Cole Road, I-84 / Franklin Road, realignment of the Cole Road and McMullen Road intersection, and reconstruction/widening of Cole Road Bridge #1259, and improving the existing railroad crossing on Cole Road. (2019)	\$10,078,000	\$3,760,000	IN203-14
Intersection – Cole Road and Lake Hazel Road, Boise - widen intersection to five/six lanes on Lake Hazel Road and three lanes on Cole Road. Includes bridge #2216. (2019)	\$8,356,000	\$8,356,000	IN215-02

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated estim. cost	Key Number ^{iv}
Intersection - Cole Road and Victory Road, Boise – widen the intersection of Cole Road and Victory Road to six lanes on Victory Road and seven lanes on Cole Road. Project includes widening of Cole Road from McGlochlin Street to Victory Road to five lanes, an enhanced pedestrian crossing at Cole Road and Diamond Street, and Cole Bridge #1261. (2020)	\$7,418,000	\$7,418,000	IN205-97
Intersection – Colorado Avenue and Holly Street, Nampa – install traffic signal and pedestrian-friendly improvements. (2020)	\$1,285,000	\$1,285,000	13486
Intersection - Fairview Avenue and Cole Road, Boise - widen intersection to eight lanes on Fairview Avenue and seven lanes on Cole Road. Project includes non-traversable raised medians. (2018)	\$957,000	Completed	IN213-01
Intersection - Fairview Avenue and Locust Grove Road, Meridian - widen intersection to eight lanes on Fairview Avenue and seven lanes on Locust Grove Road, including concrete intersection, curb, gutter, sidewalk, and bike lanes. (2022)	\$6,457,000	\$5,126,000	IN211-05
Intersection - Lake Hazel Road and Eagle Road - widen and signalize intersection to four/five lanes on Eagle Road and three/five lanes on Lake Hazel Road. (2023) – Moved from long-term funded.		\$8,439,000	IN216-01
Intersection - Lake Hazel Road and Cloverdale Road - widen intersection to five lanes on Lake Hazel Road and five lanes on Cloverdale Road. (2021)	\$5,415,000	\$4,757,000	IN205-34
Intersection - Lake Hazel Road and Five Mile Road - reconstruct intersection to be a dual lane roundabout with westbound and southbound right turn bypass lanes. (2020)	\$2,886,000	\$3,814,000	IN205-59
Intersection - Lake Hazel Road and Maple Grove Road - widen intersection to six lanes on Lake Hazel Road and four lanes on Maple Grove Road. (2022)	\$2,574,000	\$5,060,000	IN205-69
Intersection - Linder Road and Deer Flat Road, Kuna – federal aid project to improve intersection at Linder Road and Deer Flat Road including curb, gutter, sidewalks, and bike lanes. (2020)	\$4,500,000	\$4,641,000	13492 IN211-01
Intersection - Middleton Road and Cornell Street, Middleton – convert the intersection of Middleton Road and Cornell Street to a “mini-roundabout” to improve safety. (2021)	\$303,000	\$303,000	20430
Intersection – Middleton Road and Lone Star Road, Nampa – install a traffic signal and sidewalk. (2020)	\$1,501,000	\$1,515,000	20613
Intersection – Middleton Road and Orchard Avenue, Nampa – add traffic signal. (2019)	\$1,295,000	\$1,295,000	146i
Intersection – Middleton Road and Smith Avenue, Nampa – widen lanes and install traffic signal, pedestrian facilities, street lighting, and turn lanes. (2019)	\$510,000	\$597,000	20167
Intersection - Middleton Road and Ustick Road, Caldwell – build roundabout at the intersection. (2021) (2024)	\$1,342,000	\$1,356,000	13487
Intersection – Midland Road and Ustick Road, Nampa – add a roundabout. (2020)	\$500,000	\$500,000	025i
Intersection - SH-16 and Beacon Light Road, Eagle – add signal and widen the intersection at SH-16 and Beacon Light Road. (2018)	\$2,100,000	\$1,463,000	18872
Intersection – SH-55 (Eagle Road) and SH-44, Ada County, Eagle – construct a partial continuous flow intersection. (2021)	\$6,808,000	\$7,036,000	13476

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated estim. cost	Key Number^{iv}
Intersection – SH-69 (Meridian Road) and Hubbard Road, Kuna - install an interim signal. (2018)	\$485,000	\$962,000	IN205-66 19997
Intersection – SH-69 (Meridian Road) and Lake Hazel Road - install an interim signal. (2018)	\$485,000	Combined same KN	IN205-70 19997
Intersection – Star/Robinson Road and Cherry Lane – add a roundabout. (2022)	\$1,600,000	\$1,600,000	
Intersection - State Street and Collister Drive, Boise – federal aid project to improve the intersection, including realignment of the Collister Drive leg, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP. Project includes State Street bridge #2038. (2018)	\$12,215,000	\$13,704,000	13481 IN203-21
Intersection - State Street and Pierce Park Lane, Boise - widen intersection to four lanes on Pierce Park Lane and seven lanes on State Street in accordance with the State Street TTOP. (2020)	\$4,238,000	\$10,271,000	IN210-03
Intersection - State Street and Veterans Memorial Parkway, Boise - widen intersection, including installation of median U-turns and installation of additional pedestrian crossings on the State Street approaches in accordance with the State Street TTOP. (2019)	\$8,277,000	Completed	IN205-112
Intersection - Ten Mile Road and Amity Road - construct a multi-lane roundabout. Project includes bridge #205AX. (2022)	\$1,587,000	\$2,768,000	IN205-03
Intersection - US 20/26 (Chinden Boulevard) and Curtis Road, Garden City - widen the intersection to add a dedicated southbound right turn lane and additional thru lane. (2020)	\$1,594,000	\$1,663,000	IN215-03
Intersection - US 20/26 and Farmway Road/Kent Ranch Road – add a left-turn lane on US 20/26 near Caldwell. (2018)	\$560,000	\$569,000	18852
Intersections - US 20/26 and Meridian Road and Locust Grove Road, Meridian – add right turn lanes on eastbound side of US 20/26.	\$1,410,000	Locust Grove added to KN 19944	H328
Intersection - US 20/26 and Northside Boulevard and Franklin Boulevard – add improvements to US 20/26 at Northside Boulevard and Franklin Boulevard in Canyon County. (2019)	\$635,000	\$398,000	19415
Intersection – Ustick Road and Florida Avenue, Caldwell - build roundabout at the intersection. (2020)	\$1,200,000	\$1,200,000	
Intersection - Ustick Road and Meridian Road, Meridian - widen intersection to seven lanes on all approaches. (2018)	\$1,092,000	Completed	IN202-06
Lake Hazel Road, Cole Road to Orchard Street Extension - construct a new two-lane roadway extension of Lake Hazel Road, between Cole Road and Orchard Street Extension. Project to be built by development. (2018)	\$0	\$0	RD216-02
Linder Road, Cayuse Creek Drive to Chinden Boulevard (US 20/26) - widen from three to five lanes with curb, gutter, sidewalk, and bike lanes. (2019)	\$653,000	\$121,000	RD202-17
Linder Road, Franklin Road to Pine Avenue – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Project includes Franklin Bridge #1120. (2020)	\$2,814,000	\$2,956,000	RD213-16
Linder Road, Ustick Road to McMillan Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. (2021)	\$3,507,000	\$1,309,000	RD202-18

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated estim. cost	Key Number ^{iv}
Linder Road, State Street (SH-44) to Floating Feather Road - widen from two to five lanes, with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road, bridges #1021 and #1022, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. (2022)	\$6,100,000	\$6,100,000	RD209-28
Old Highway 30, Plymouth Street Bridge, Caldwell – replace one-lane bridge with a new two-lane structure. (2023)	\$10,664,000	\$10,814,000	13494
Orchard Street Extension, Lake Hazel Road to Gowen Road - construct a new two-lane roadway extension of Orchard Street, between Gowen Road and Lake Hazel Road Extension. Project to be built by development. (2018)	\$0	\$0	RD216-03
Orchard Street Realignment, Gowen Road to I-84 Interchange – realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection to be a multilane roundabout. (2023) Moved from long-term funded.		\$5,654,000	RD207-01
Pathway, Fairview Avenue Greenbelt Ramp – design and construct Americans with Disabilities Act-compliant multiuse pathway ramp connecting south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. (2020)	\$147,000	\$215,000	20639
Pathway, Five Mile Creek, Treatment Plant to Black Cat Road – construct approximately one-mile segment of pathway in Meridian. (2022) Moved to long-term funded; to be built by developer(s)	\$802,000	-	19828
Pathway, Grimes Pathway – add extensions to the Grimes Pathway in the City of Nampa between Birch Lane and Karcher Road and between Franklin Road and 11 th Avenue. (2020)	\$264,000	\$264,000	22076
Pathway, Indian Creek, 4th Avenue to the Greenbelt – construct nearly half-mile segment of pathway in Caldwell. (2019)	\$704,000	\$555,000	20076
Pathway, Indian Creek, Taffy Drive to Peppermint Drive – construct approximately 633-feet of pathway in Nampa. (2019)	\$531,000	\$588,000	20141
Pathway, Rail with Trail – construct approximately ½-mile of pathway in Meridian (2022). Moved from long-term funded.		\$715,000	13918
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa – extend Stoddard Pathway from Amity Avenue to Sherman Avenue in the City of Nampa (Phase 2). Install a rapid flashing beacon at the Amity Avenue roadway crossing. (2021)	\$539,000	\$539,000	22070
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue – extend Stoddard Pathway from Iowa Avenue to Amity Avenue in the City of Nampa (Phase 1). (2020)	\$533,000	\$533,000	22050
Pedestrian and Bicycle Improvements, Blaine Avenue and Iowa Avenue, Nampa – improve access to bus stops along the 12 th Avenue South public transportation corridor by including crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared use lane markings. (2019)	\$579,000	\$579,000	19855
Pedestrian Improvements, Historic North Nampa Pathway, Nampa – add a bike boulevard and shared lane facilities in north Nampa and a bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. (2018)	\$590,000	\$590,000	19959

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated estim. cost	Key Number ^{iv}
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna – improve Main Street with crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. (2020)	\$2,404,000	\$2,595,000	20143
Pedestrian Improvements, US 20/26 (Chinden Boulevard) at 43rd Street – install a pedestrian hybrid beacon controlled crossing in Garden City. (2023)	\$212,000	\$212,000	20549
SH-16, I-84 to US 20/26 – Preliminary engineering only. Update traffic projections, validate right-of-way needs, account for recent development, develop phasing plan for construction, update cost estimates, and purchase right-of-way. (2019-2021) (Construction is unfunded.)	\$96,240,000	\$98,640,000	20788
SH-21, Technology Way to Surprise Way – widen roadway and stripe to existing two lanes, add shoulders and a striped median to separate traffic lanes. (2022)	\$5,650,000	\$5,650,000	20428
SH-44 (State Street), Star Road to SH-16 – widen SH-44 from two to four travel lanes in Ada County. (2023)	\$7,700,000	\$7,700,000	20574
SH-44 (State Street), SH-16 (Emmett Highway) to Linder Road – widen from two to four travel lanes. (2023)	\$9,663,000	\$9,663,000	20266
SH-55 (Eagle Road), Franklin Road to River Valley Street, Meridian – add one lane southbound from Franklin Road to River Valley Street in Meridian. (2022)	\$5,000,000	\$5,176,000	13349
SH-55, Pear Lane to Middleton Road, Canyon County – evaluate environmental impacts of widening SH-55 (Karcher Road) from two lanes to five lanes from Pear Lane to Middleton Road. (2019)	\$2,337,000	\$2,337,000	21906
SH-55, Snake River Bridge – replace the SH-55 bridge over the Snake River near Marsing. (2019) (2020)	\$13,651,000	\$17,715,000	13387
South Cemetery Road, SH-44 to Middleton Road, Middleton – construct a new road linking SH-44 and Middleton Road by way of Sawtooth Lake Drive. (2021)	\$3,274,000	\$3,326,000	12048
Ten Mile Road, Ustick Road to McMillan Road – widen from two to five lanes with curb, gutter, sidewalk, bike lanes and two bridge structures. (2021)	\$3,986,000	\$3,986,000	RD202-32
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard) – widen from two to five lanes with curb, gutter, sidewalk, and bike lanes. (2022)	\$3,427,000	\$3,427,000	RD202-31
US 20/26 (Chinden Boulevard), I-84 to Aviation Way and Smeed Parkway to Middleton Road – widen from two to six travel lanes. The section between Aviation Way and Smeed Parkway is already six travel lanes. (2021 and 2022)	\$34,300,000	\$34,525,000	22165
US 20/26 (Chinden Boulevard), Star Road to SH 16 – widen from two to four travel lanes. (2023) Moved from long-term funded.		\$5,650,000	20367
US 20/26 (Chinden Boulevard), SH-16 to Tree Farm Way – widen from two to four travel lanes and two-way center turn lane. (2021)	\$6,510,000	Combined with key#21858	21864
US 20/26 (Chinden Boulevard), Free Farm Way SH-16 to Linder Road – widen from two to four travel lanes and two-way turn lane. (2019)	\$7,770,000	\$23,905,000	21858
US 20/26 (Chinden Boulevard), Linder Road to Locust Grove Road – widen from two to five lanes in Meridian and Eagle. (2021)	\$12,350,000	\$11,394,000	20594
US 20/26 (Chinden Boulevard), Locust Grove Road to SH-55 (Eagle Road) – widen from two to five lanes in Boise, Eagle, and Meridian. (2020)	\$13,372,000	\$18,637,000	19944

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated estim. cost	Key Number ^{iv}
Ustick Road, Linder Road to Meridian Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Project includes an enhanced pedestrian crossing at W. 3rd St. (2018)	\$2,595,000	\$2,595,000	RD202-35
Ustick Road, Meridian Road to Locust Grove Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. (2018)	\$2,927,000	\$2,927,000	RD202-37
<u>Total Budgeted Regional Capital Projects</u>	<u>\$745,165,000</u>	<u>\$752,102,000</u>	

ⁱ This table shows all transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source programmed (budgeted) for construction between FY2018 and FY2023 on Interstate 84, state highways, and principal arterials. This information is from the FY2018-2024 Idaho Transportation Investment Program, the draft FY2019-2023 Regional Transportation Improvement Program, Ada County Highway District's FY2018-2022 Integrated Five-Year Work Plan and 2016 Capital Improvements Plan, City of Nampa's Streets Capital Improvement Plan 2017-2027, Nampa Highway District's FY2018-2022 Five-Year Work Plan, and information provided by the City of Caldwell.

ⁱⁱ Capital projects on Interstate 84, state highways, principal arterials, and/or using federal funds.

ⁱⁱⁱ Costs are in current dollars and not adjusted for inflation. Costs do not include environmental clearances.

^{iv} The key number is the tracking number for each project.

**Long-Term Funded Regional Capital Transportation Projects FY2024 – 2040,
in alphabetical orderⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Airport - Overland Extension, McDermott Road to Black Cat Road - construct new two-lane road.	\$2,970,000	RD2016-5	2026-2030	\$4,039,200
Eagle Road, Lake Hazel Road to Amity Road – widen from two lanes to five lanes with curb, gutter, sidewalk, and bike lanes. – Moved to short-term funded.	\$3,440,000	RD216-04	PD ^v	\$4,265,600
Fairview Avenue, Meridian Road to Locust Grove Road – widen from five to seven lanes.	\$5,430,000	RD2016-40	2031-2035	\$8,470,800
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road) - widen from five to seven lanes.	\$3,290,000	RD2016-41	2026-2030	\$4,474,400
Fairview Avenue, SH-55 (Eagle Road) to Cloverdale Road – widen from five to seven lanes.	\$2,030,000	RD2016-42	2026-2030	\$2,760,800
Fairview Avenue, Cloverdale Road to Five Mile Road - widen from five to seven lanes.	\$5,470,000	RD2016-43	2031-2035	\$8,533,200
Fairview Avenue, Five Mile Road to Maple Grove Road – widen from five to seven lanes.	\$5,520,000	RD2016-44	2021-2025	\$6,624,000
Fairview Avenue, Maple Grove Road to Cole Road – widen from five to seven lanes.	\$5,110,000	RD2016-45	2026-2030	\$6,949,600
Fairview Avenue, Cole Road to Curtis Road – widen from five to seven lanes.	\$6,380,000	RD2016-46	2031-2035	\$9,952,800
Glenwood Couplet, Cole Road to Goddard Road - construct new three-lane roadway. ACHD will complete a traffic analysis to examine the impacts of potentially eliminating the Glenwood Couplet project, as requested by the City of Boise.	\$3,420,000	RD2016-58	2031-2035	\$5,335,200
Intersection - 11th Avenue North and Ustick Road – add roundabout.	\$1,700,000		2021 -2025	\$2,040,000
Intersection – Amity Road and Black Cat Road – add signal and widen approaches.	\$1,360,000	IN2016-1	2026-2030	\$1,849,600
Intersection - Amity Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only.	\$1,820,000	IN2016-8	2026-2030	\$2,475,200
Intersection - Beacon Light Road and Linder Road, Eagle - widen approaches and construct a multi-lane roundabout with two lanes for the eastbound and westbound legs, one lane for the northbound and southbound legs.	\$1,870,000	IN2016-12	2031-2035	\$2,917,200

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Beacon Light Road and SH-55, Eagle - add signal, widen approaches. Project cost excludes ITD's portion of cost. ACHD approaches only.	\$1,010,000	IN2016-16	2031-2035	\$1,575,600
Intersection - Cherry Lane and Black Cat Road - add signal, widen approaches.	\$3,200,000	IN2016-17	2021-2025	\$3,840,000
Intersection - Cherry Lane and Linder Road - replace/modify signal and widen to add designated northbound right turn lane.	\$3,290,000	IN2016-18	2021-2025	\$3,948,000
Intersection - Cherry Lane and Ten Mile Road - replace/modify signal and widen approaches.	\$5,840,000	IN2016-19	2026-2030	\$7,942,400
Intersection - Deer Flat Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only.	\$2,090,000	IN2016-23	2031-2035	\$3,260,400
Intersection - Fairview Avenue and Cloverdale Road - replace/modify signal and widen approaches. No change to south leg approach.	\$7,060,000	IN2016-25	2021-2025	\$8,472,000
Intersection - Fairview Avenue and Curtis Road - replace/modify signal and widen approaches. Add third eastbound thru lane to connector. No change to north leg and south leg approaches.	\$5,360,000	IN2016-27	2026 ^{vi} -2030	\$7,289,600
Intersection - Floating Feather Road and Linder Road - widen approaches and add a multi-lane roundabout with two lanes northbound and southbound legs, one lane westbound and eastbound legs.	\$1,740,000	IN2016-30	2026-2030	\$2,366,400
Intersection - Franklin Road and Linder Road - replace and modify signal, widen approaches.	\$6,310,000	IN2016-37	2021-2025	\$7,572,000
Intersection - Franklin Road and McDermott Road - widen approaches and add a single-lane roundabout. ACHD project cost: \$1,610,000. Nampa Highway District portion of construction costs: \$55,000.00.	\$1,665,000	IN2016-38	2031-2035	\$2,597,400
Intersection - Goddard Road at Mountain View Drive and Glenwood Street - replace/modify signal and widen approaches.	\$3,400,000	IN2016-39	2021-2025	\$4,080,000
Intersection - Karcher Road and Franklin Boulevard, Nampa - install a roundabout at the intersection of Franklin Boulevard and Karcher Road. The improvements will improve freight access to I-84 and the City of Nampa. This is not part of the I-84 widening.	\$1,400,000		2021-2025	\$1,680,000
Intersection - Lake Hazel Road and Black Cat Road - widen approaches and add a single-lane roundabout.	\$1,450,000	IN2016-48	2026-2030	\$1,972,000

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Lake Hazel Road and Eagle Road - widen and signalize intersection to four/five lanes on Eagle Road and three/five lanes on Lake Hazel Road. Moved to short-term funded.	\$5,016,000	IN216-01	PD	\$6,219,840
Intersection - Lake Hazel Road and Eisenman Road - new intersection to be constructed as a dual-lane roundabout.	\$2,390,000	IN2016-52	2026-2030	\$3,250,400
Intersection - Lake Hazel Road and Linder Road - add a single-lane roundabout.	\$960,000	IN2016-54	2026-2030	\$1,305,600
Intersection - Lake Hazel Road and Locust Grove Road - add a single-lane roundabout with a westbound right turn bypass lane.	\$1,070,000	IN2016-55	2026-2030	\$1,455,200
Intersection - Lake Hazel Road and McDermott Road - widen approaches and construct a single-lane roundabout. ACHD portion of project cost: \$770,000. Nampa Highway District portion of project cost: \$198,000.	\$968,000	IN2016-57	2026-2030	\$1,316,480
Intersection - Lake Hazel Road and Orchard Street Extension - new intersection. Add a dual-lane roundabout with a westbound right turn bypass lane.	\$2,250,000	IN2016-58	2031-2035	\$3,510,000
Intersection - Lake Hazel Road and Pleasant Valley Road - new intersection. Add a dual-lane roundabout with a southbound right turn bypass lane. Roadway segment is listed below.	\$2,090,000	IN2016-59	2031-2035	\$3,260,400
Intersection - Lake Hazel Road and Ten Mile Road - add signal, widen approaches.	\$2,710,000	IN2016-61	2026-2030	\$3,685,600
Intersection - Overland Road and Cloverdale Road - widen intersection to seven lanes on Cloverdale Road and eight lanes on Overland Road. Project includes bridges #1217, #2103, and #2122 and #2102.	\$9,410,000	IN217-04	PD	\$11,668,400
Intersection - Overland Road and Eagle Road - replace/modify signal and widen approaches. No change to north leg approach.	\$8,160,000	IN2016-70	2026-2031	\$11,097,600
Intersection - Overland Road and Linder Road - add signal and widen approaches.	\$4,440,000	IN2016-67	2031-2035	\$6,926,400
Intersection - Overland Road and Locust Grove Road - replace/modify signal and widen approaches.	\$5,130,000	IN2016-68	2026-2030	\$6,976,800
Intersection - Overland Road and Maple Grove Road - replace/modify signal and widen approaches.	\$7,070,000	IN2016-69	2026-2030	\$9,615,200

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Overland Road Extension/ Airport Road and Black Cat Road – new intersection, widen to construct a single-lane roundabout.	\$980,000	IN2016-71	2026-2030	\$1,332,800
Intersection - Pleasant Valley Road and Orchard Extension – construct a new dual-lane roundabout intersection.	\$6,660,000	IN2016-65	2031-2035	\$10,389,600
Intersection - SH-44 (State Street) and Star Road - replace/modify signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,870,000; ITD portion of project cost: \$677,000.	\$2,547,000	IN2016-72	2031-2035	\$3,973,320
Intersection - SH-55 (Karcher Road) and Florida Avenue, Caldwell – install a “thru-U” intersection. (PD)	\$1,370,000	20174	PD – beyond 2023 2026-2030	\$1,698,800
Intersection - State Street and Glenwood Street - widen and modify intersection in order to improve traffic and transit operations in accordance with the State Street TTOP.	\$5,259,000 \$5,706,000	IN207-03	PD	\$6,521,160 \$7,075,440
Intersection - US 20/26 (Chinden Boulevard) and 36th Street/Orchard Street - replace/modify signal and reconstruct/widen approaches. ACHD project cost: \$1,130,000. ITD portion of project cost: \$0.	\$1,130,000	IN2016-78	2031-2035	\$1,762,800
Intersection - Ustick Road and Black Cat Road - reconstruct/widen approaches and add a dual-lane roundabout.	\$2,050,000	IN2016-83	2021-2025	\$2,460,000
Intersection - Ustick Road and Locust Grove Road - replace/modify signal and reconstruct/widen approaches.	\$6,670,000	IN2016-84	2021-2025	\$8,004,000
Intersection - Ustick Road and McDermott Road - add signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,150,000; Nampa Highway District portion of project cost: \$285,000.00.	\$1,435,000	IN2016-84	2031-2035	\$2,238,600
Intersection - Ustick Road and Star Road - reconstruct/widen approaches and add a single-lane roundabout with northbound right turn bypass lane. ACHD portion of project cost: \$940,000; Nampa Highway District portion of project cost: \$198,000.00.	\$1,138,000	IN2016-86	2031-2035	\$1,775,280
Lake Hazel Road, Black Cat Road to Ten Mile Road – widen from two to three lanes.	\$3,640,000	RD2016-61	2026-2030	\$4,950,400
Lake Hazel Road, Ten Mile Road to Linder Road – widen from two to three lanes.	\$3,020,000	RD2016-62	2026-2030	\$4,107,200

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Lake Hazel Road, Linder Road to SH 69 Meridian Road – widen from two to three lanes.	\$2,810,000	RD2016-63	2026-2030	\$3,821,600
Lake Hazel Road, SH 69 Meridian Road to Locust Grove Road – widen from two to three lanes.	\$3,990,000	RD2016-64	2026-2030	\$5,426,400
Lake Hazel Road, Locust Grove Road to Eagle Road – widen from two to three lanes.	\$4,400,000	RD2016-65	2026-2030	\$5,984,000
Lake Hazel Road, Eagle Road to Cloverdale Road – widen from two to five lanes with curb, gutter, sidewalk and bike lanes.	\$2,320,000 \$8,551,000	RD209-18	PD 2024	\$2,876,800 \$10,261,200
Lake Hazel Road, Cloverdale Road to Five Mile Road – widen from two to five lanes with curb, gutter, sidewalks and bike lanes.	\$3,471,000 \$7,269,000	RD207-29	PD - beyond 2023	\$4,304,040 \$9,013,560
Lake Hazel Road, Five Mile Road to Maple Grove Road – widen from two to five lanes with curb, gutter, sidewalks and bike lanes. Project includes bridge #1227.	\$3,568,000 \$4,649,000	RD207-30	PD	\$4,424,320 \$5,764,760
Lake Hazel Road, Maple Grove Road to Cole Road – widen from two to five lanes with curb, gutter, sidewalk and bike lanes.	\$3,420,000 \$4,057,000	RD216-05	PD	\$4,240,800 \$5,030,680
Lake Hazel Road, Orchard Ext-1 to Pleasant Valley Road – construct new five-lane roadway.	\$8,250,000	RD2016-71	2031-2035	\$12,870,000
Lake Hazel Road, Pleasant Valley Road to Eisenman Road – construct new five-lane roadway.	\$27,480,000	RD2016-72	2031-2035	\$42,868,800
Linder Road, Overland Road to Franklin Road - widen from two to five lanes. Project costs <u>do not</u> include any work associated with the ITD overpass.	\$4,880,000	RD2016-75	2031-2035	\$7,612,800
Linder Road, Cherry Lane to Ustick Road – reconstruct/widen from two to three lanes.	\$3,520,000	RD2016-77	2031-2035	\$5,491,200
Linder Road, US 20/26 (Chinden Boulevard) to SH-44 (State Street) - widen from two to seven lanes with curb, gutter, sidewalk, and bike lanes. Project includes bridges #2033, #2035, and #2036.	\$24,383,000 \$18,440,000	RD207-19	UF ^{vii} PD	\$33,160,880 \$22,865,600
Orchard Street Realignment, Gowen Road to I-84 Interchange – realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection to be a multilane roundabout. Moved to short-term funded.	\$5,228,000	RD207-01	PD – beyond 2022	\$6,482,720
Overland Road, Black Cat Road to Ten Mile Road – construct a new three-lane roadway.	\$3,960,000	RD2016-106	2031-2035	\$6,177,600
Overland Road, Locust Grove Road to SH-55 (Eagle Road) – widen from five to seven lanes.	\$4,110,000	RD2016-107	2031-2035	\$6,411,600

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Overland Road, SH-55 (Eagle Road) to Cloverdale Road – widen five to seven lanes.	\$4,820,000	RD2016-108	2031-2035	\$7,519,200
Overland Road, Cloverdale Road to Five Mile Road – widen five to seven lanes.	\$5,310,000	RD2016-109	2031-2035	\$8,283,600
Overland Road, Five Mile Road to Maple Grove Road – widen five to seven lanes right-of-way preservation only, construction unfunded.	\$710,000	RD2016-110	2031-2035	\$1,107,600
Overland Road, Maple Grove Road to Cole Road – widen five to seven lanes.	\$11,060,000	RD2016-111	2031-2035	\$17,253,600
Pathway, Five Mile Creek, Treatment Plant to Black Cat Road – construct approximately one-mile segment of pathway in Meridian. (2022) Moved from short-term funded; to be built by developer(s)	\$0	19828	PD –beyond 2022 (2026-2030)	\$0
Pathway, Rail with Trail – construct approximately ½-mile of pathway in Meridian. Moved to short-term funded (2022)	-\$715,000	13918	PD – beyond 2022	-\$886,600
Pedestrian Improvements, SH-55 Eagle Road, Franklin Road to Pine Avenue – construct or widen existing pathway on east side of SH-55 in Meridian.	\$711,000	20542	PD – beyond 2022	\$881,640
Pedestrian Improvements and Widening, Montana Avenue – construct sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in Caldwell, a pedestrian crossing and rectangular rapid flashing beacon crossing.	\$598,000 \$647,000	22018	PD –beyond 2023	\$741,520 \$802,280
Pleasant Valley Extension, Orchard Extension to Pleasant Valley Road – construct a new five-lane roadway.	\$10,110,000	RD2016-114	2031-2035	\$15,771,600
SH-44 (State Street), I-84 ramps to Canyon Lane , widen from two to four travel lanes.	\$15,300,000	TBD	2031-2035	\$23,868,000
SH-55, Indiana Avenue to Middleton Road , widen from two to four travel lanes.	\$18,000,000	TBD	2026-2030	\$24,480,000
State Street, Glenwood Street to Pierce Park Lane - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes consistent with the State Street TTOP.	-\$2,730,000 \$3,221,000	RD208-04	UF – beyond 2022	\$3,712,800 \$4,380,560
State Street, Pierce Park Lane to Collister Drive - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes consistent with the State Street TTOP.	-\$6,440,000 \$7,682,000	RD208-05	UF – beyond 2022	\$8,758,400 \$10,447,520
State Street, Collister Drive to 36th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP.	\$3,640,000 \$4,313,000	RD208-06	UF – beyond 2022	\$4,950,400 \$5,865,680

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
State Street, 36th Street to 27th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP.	\$4,710,000 \$5,574,000	RD208-07	UF – beyond 2022	\$6,405,600 \$7,580,640
Ten Mile Road, Victory Road to Overland Road – widen from two to three lanes.	\$3,710,000	RD2016-122	2026-2030	\$5,045,600
US 20/26 (Chinden Boulevard), Middleton Road to Star Road , widen from two to four travel lanes (three segments).	\$105,800,000	TBD	2031-2035	\$165,048,000
US 20/26 (Chinden Boulevard), Star Road to SH 16 – widen from two to four travel lanes. Moved to short-term funded.	-\$5,400,000	-20367	PD – beyond 2023	\$6,696,000
US 20/26 (Chinden Boulevard), Linder Road to Eagle Road , widen from four to six lanes, continuous flow intersection (CFI) at Eagle Road, Locust Grove Road, Meridian Road, and Linder Road. Timing of CFIs will be determined by ITD.	\$47,100,000	TBD	2036-2040	\$82,896,000
Ustick Road, Ten Mile Road to Linder Road - widen from two to three lanes.	\$3,250,000	RD2016-125	2026-2030	\$4,420,000
Victory Road, Black Cat Road to Ten Mile Road - widen from two lanes to three lanes.	\$3,350,000	RD2016-129	2026-2030	\$4,556,000
<u>Total Funded Regional Capital Projects</u>	\$540,442,000 \$530,213,000			\$792,221,000 \$776,661,440

ⁱ The table above shows all capital transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source, that are planned and funded for construction between FY2024 and 2040 on Interstate 84, state highways, principal arterials. This information is from the FY2020-2026 Regional Transportation Improvement Program, Ada County Highway District's FY2020-2024 Integrated Five-Year Work Plan and 2016 Capital Improvement Plan, City of Nampa's Streets Capital Improvement Plan 2017-2027, the FY2020-2026 Idaho Transportation Investment Program and information provided by the Idaho Transportation Department.

ⁱⁱ Capital projects on Interstate 84, state highways, principal arterials, and/or using federal funds.

ⁱⁱⁱ Costs are in current dollars and not adjusted for inflation. Costs do not include environmental clearances.

^{iv} The key number is the tracking number for each project.

^v PD=Preliminary Development, development funds programmed, but construction is beyond a funded year in the program.

^{vi} TTOP = State Street Transit and Traffic Operational Plan, <http://www.compassidaho.org/prodserv/specialprojects-statestreet.htm>

^{vii} UF=Unfunded, listed in the program and could advance into a funded year if funds become available, but currently no construction funds are allocated to the project.

**Communities in Motion 2040 2.0 Prioritized Unfunded
Corridors and Projects
– State System –
Updated Dec 31, 2019**

CIM 2040 2.0 Priority	Regional State System Project	Estimated Cost in 2018 Dollars (does not include inflation)
1	Interstate 84 (Exit 27 to Exit 29) <ul style="list-style-type: none"> • Complete traffic study and environmental evaluation to determine project scope, including possible widening, auxiliary lanes, and other improvements. Three general purpose lanes and auxiliary lanes between the ramps. It also includes demolishing and reconstructing the pedestrian overcrossing just to the east of the 10th Ave interchange and interchange modifications at 10th Ave too, as well as a soundwall adjacent to Hannibal St on the WB side of I-84 between 10th and Centennial. 	TBD <u>\$80,424,000</u>
2	US Highway 20/26 (Chinden Boulevard) (Middleton Road to Linder Road) <ul style="list-style-type: none"> • Widen from four to six travel lanes and construct continuous flow intersections at locations per the environmental assessment. • Includes a detached multiuse path on each side of the roadway. 	\$106,000,000
3	State Highway 44 (Canyon Lane to Star Road) <ul style="list-style-type: none"> • Widen to four travel lanes and construct new roadway from Canyon Lane to Duff Lane in the City of Middleton. • Includes a detached pathway from State Highway 16 to Ballantyne Lane <u>W State Street</u>, sidewalks from Plummer Road through the City of Star, and 10-foot paved multiuse shoulders along the new roadway in the City of Middleton and from Plummer Road to State Highway 16. 	\$133,900,000
4	State Highway 55 (Pear Lane to Indiana Avenue [City of Caldwell]) <ul style="list-style-type: none"> • Widen the highway to four lanes. 	\$64,707,000
5	State Highway 16 (I-84 to Ada/Gem County Line) <ul style="list-style-type: none"> • State Highway 16 (Expressway), I-84 to State Highway 44 – construct new four lane expressway with interchanges at I-84/Franklin Road, Ustick Road, US 20/26, and State Highway 44. <u>(\$450,310,000)</u> • State Highway 16 (Highway), State Highway 44 to Ada/Gem County line – widen from two lanes to a four-lane, divided limited-access highway. <u>(\$64,500,000)</u> Connectivity of the I-84 interchange and local roadways south of I-84 to be determined.	\$400,000,000 (estimate from 2008) <u>\$514,810,000</u>
6	US Highway 20/26 (City of Parma to the City of Caldwell) <ul style="list-style-type: none"> • Widen to four lanes. 	\$199,452,000
7	I-84/I-184 Overpasses – Projects require local sponsorship <ul style="list-style-type: none"> • Emerald Street (I-184) – widen from two to four lanes. • Linder Road (I-84) – build new overpass. • Five Mile Road (I-84) – widen from two to four lanes. All include sidewalks and bike lanes on both sides.	\$23,096,000
54		

CIM 2040 2.0 Priority	Regional State System Project	Estimated Cost in 2018 Dollars (does not include inflation)
8	State Highway 55 (Beacon Light Road to Ada/Boise County Line) – development driven <ul style="list-style-type: none"> Widen to four lanes and construct up to three interchanges. 	\$118,625,000
9	State Highway 45 (Bowmont Road to Greenhurst Road) <ul style="list-style-type: none"> Widen to four lanes. 	\$58,026,000
	TOTAL AVAILABLE ESTIMATED COST	\$1,103,806,000 (does not include above TBD) \$1,299,040,000

COMPASS BOARD AGENDA ITEM VII-B

Date: February 24, 2020

Topic: *Communities in Motion 2050*

Request/Recommendation:

For information only.

Background/Summary:

Communities in Motion is the regional long-range transportation plan for Ada and Canyon Counties. Per federal requirements, CIM must look at least 20 years into the future and be updated every four years. The current plan, [Communities in Motion 2040 2.0](#), was adopted by the COMPASS Board of Directors in December 2018.

In June 2019, the COMPASS Board of Directors approved the work plan for the development of the next regional long-range transportation plan, *Communities in Motion 2050* (CIM 2050). The work on the plan started immediately after the approval of the work plan, as CIM 2050 is due for the COMPASS Board's approval by December 2022. The following is a summary of progress to date on key tasks. COMPASS staff will bring all key items to the Regional Transportation Advisory Committee (RTAC) for discussion and recommendations along the way, and all decision items will be presented to the COMPASS Board for action.

The development of CIM 2050 includes three phases:

- Explore - help identify regional trends and look at "what if" growth/transportation scenarios to refine goals and identify strategies to get there
- Choose - define a "preferred" scenario that best yields the desired outcomes and accomplishes a "complete network"; identify criteria for prioritizing projects
- Prioritize - identify needs, available funding, and prioritize projects

The timing of these phases roughly follows fiscal years, with the tasks in the Explore phase to be concluded in FY2020. The key tasks that have been completed to date include the first public involvement opportunity on future trends and the 2050 growth forecast control total of 1,075,000 people in Ada and Canyon Counties by 2050 (approved by the COMPASS Board of Directors at its December 2019 meeting, as recommended by the Demographic Advisory Workgroup).

Contracts for consultant support to help develop the "what if" scenarios and to update fixed guideway options are in place and work with the consultants has begun. In addition, the contract work with the fiscal impact analysis consultant is underway, with the guidance of the RTAC Fiscal Impact Analysis Subcommittee. COMPASS staff have also started work to develop a complete network policy, working with COMPASS workgroups and the RTAC Complete Network Policy Subcommittee.

Upcoming tasks include completing work on the fiscal impact analysis, drafting the "what if" scenarios, and developing the second public involvement survey for spring 2020. The updated fixed guideway options will feed into the third public involvement survey in fall 2020, and the

complete network policy will help integrate all transportation modes as we identify needed transportation system improvements for CIM 2050.

More Information:

1) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org

LI: T:\FY20\600 Projects\661 CIM\1. Project Management\Board\Board_Update on CIM2050_memo Feb24 2020.docx

COMPASS BOARD AGENDA ITEM VII-C

Date: February 24, 2020

Topic: Results of *Communities in Motion 2050* Public Involvement #1

Request/Recommendation:

This is a discussion item only.

Summary:

COMPASS conducted a public survey September 11 – November 3, 2019, as the first step in updating *Communities in Motion* to look to the year 2050 (CIM 2050). That survey, developed with input from the Regional Transportation Advisory Committee (RTAC), the Public Participation Workgroup, and the COMPASS Board of Directors, was designed to use the “wisdom of the crowds” to better understand regional growth, demographic, and lifestyle trends to develop realistic assumptions about future conditions.

A total of 3,703 people participated in the online survey. COMPASS presented the initial results of the survey to RTAC on November 20, 2019, and presented a deep dive into the analysis of the survey at the January 22, 2020, RTAC meeting. The top findings from the results are attached.

The survey results will be used to develop realistic growth and lifestyle assumptions for up to five unique “what if” growth and transportation scenarios, which will be provided to the public for feedback via a survey later this spring. Together, the results of the fall 2019 and spring 2020 surveys will help define a preferred growth and transportation scenario that will be the basis for CIM 2050. In addition, they will help identify regional values and gauge support for financial, land use, transportation, and related policies that would be needed to implement the final preferred scenario.

COMPASS staff will work with RTAC, the Demographic Advisory Workgroup, and the Public Participation Workgroup in developing the content and format of the spring 2020 public involvement survey.

More Information:

- 1) Attachment: Findings Report
- 2) For detailed information contact Carl Miller at 208/475-2239 or cmiller@compassidaho.org.

CM: t:\fy20\600 projects\661 cim\1. project management\exploratory planning\driving the future\board_drivingfuturesurveyresults_mmo_feb2020.docx

Driving the Future Survey Report

Introduction

It is no secret that the future will be significantly different from the past. Changes in demographics, technology, economics, and other factors will dramatically impact the future. The challenge is in knowing what those changes may look like.

Members of the COMPASS Regional Transportation Advisory Committee identified potential drivers of change at their June 26, 2019, meeting. COMPASS used a public survey to gather “wisdom of the crowds” to identify how drivers can influence the *Communities in Motion 2050* plan. The “Driving the Future” survey was opened on September 11 and ran for more than 7 weeks. More than 3,700 people participated in the survey.

The survey results will help COMPASS understand how changes may manifest themselves and will be used to develop 4-5 plausible “what if” future scenarios to use to develop one “preferred” scenario upon which to base the next long-range transportation plan. This is the second step in a multi-step public outreach effort to ensure that local conditions and trends, as well as community preferences, are the foundation of the planning process. While each of these “what if” scenarios will be unique, all will be rooted in the responses from the first survey, to ensure that the scenarios reflect expressed public values and preferences. The second survey will gather feedback on these scenarios in early summer 2020. The results of this survey will help select and refine a preferred growth scenario. It’s important to keep in mind that it is not anticipated that any of the draft scenarios will be “the” preferred scenario, but rather that the preferred scenario will combine the “best” parts of each scenario, based on public feedback.

COMPASS staff has identified ten main findings from the first survey. Each is addressed in this report and will include some background information, ramifications of the issue on the long range plan, existing data (when available), results from the survey, key exceptions, and how the results will be used in the “what if” scenarios. Each finding also include a quote from a survey respondent that best represents the public survey attitude toward that issue. The quotes are not meant to represent COMPASS’ viewpoint and are included as they were submitted – not corrected for spelling or grammar.

Note that the report discusses how different demographic groups responded. For the purpose of this survey:

- Age is reported by easily identifiable generational monikers (Youth, Millennial, Generation X, Baby Boomers, Silent Generation) although the ages in the survey (25 and under, 26-40, 41-55, 56-70, and 71 and over) do not fit exactly into the generally recognized age groupings for generational studies.
- Income was grouped by “low income” (less than \$50,000 household income annually), “middle income” (\$50,000 to \$100,000), “high income” (\$100,000 to \$150,000), and “very high income” (over \$150,000).

- City assignment was based on geographical “home” map markers included in the survey.

Additional data and reports of the data is available
at: <https://compassidaho.org/people/rtacmeetings.htm>

Findings

1. Housing and Neighborhoods

In 2012, Dr. Chris Nelson gave a presentation for the COMPASS Education Series entitled, *"This is Not Your Parents' Housing Market: How demographic, economic, and financial forces are reshaping America's housing, neighborhood and community preferences,"* where he made the case that changing demographic and market conditions would create a larger market for small houses, small lots, and more attached units.¹

That housing shift, from primarily full-sized residential lots experienced currently, could have huge ramifications on housing, land use, and transportation infrastructure in the future. Full-sized lots typically consuming more farmland, extend city services, and require vehicular travel to arrive at destinations. On the other hand, smaller lots and condos/apartments would provide for more dense neighborhoods and a variety of mobility options.

Housing and neighborhood preferences were asked in two questions in the survey (see Figures 1 and 2).

A more detailed breakdown of the housing preferences by city are in Table 1. Throughout this report, cities with more than 50 survey participants are included in the tables; counties reflect the entire county, not unincorporated areas exclusively.

For the most part, people like current living arrangements (Table 2). Most expressed desire to live in houses on larger lots that comprise most cities today (Table 3). Residents of downtown Boise were the only group to prefer smaller lots and

"Lots don't need to be overly large, but neither do we need to see houses sitting virtually on top of each other – slight larger set backs we be appropriate."

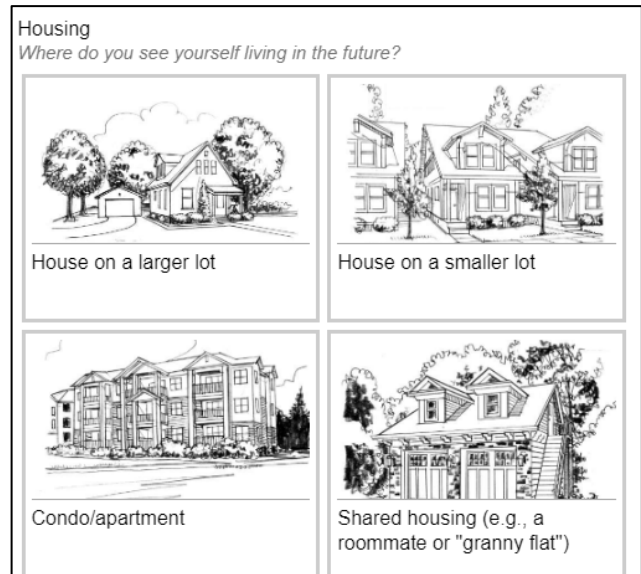


Figure 1: Housing Question in Survey

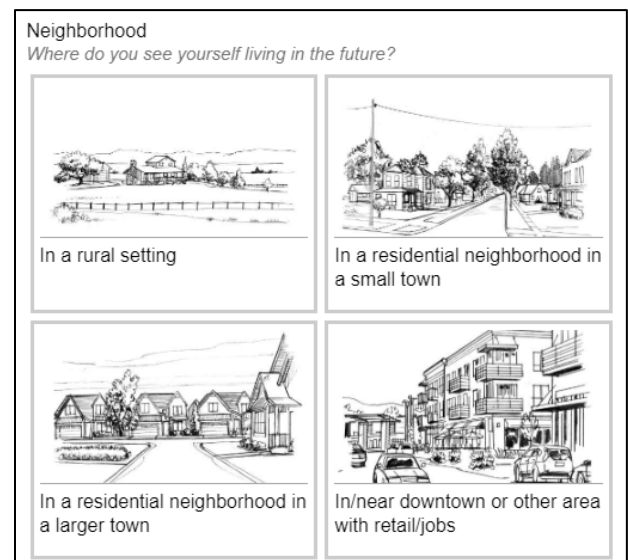


Figure 2: Neighborhood Question in Survey

¹ https://compassidaho.org/documents/comm/Edseries/Nelson-COMPASS_Presentation_1-18-19-12REV.pdf

condo/apartments to larger lots. Respondents from the City of Boise as a whole were almost evenly split between smaller lots and larger lots.

Table 1: Housing Preference by City

	House on a larger lot	House on a smaller lot	Condo/apartment	Shared Housing
Downtown Boise	21	42	31	6
Boise	44	40	11	5
Eagle	64	23	11	3
Garden City	47	45	4	4
Kuna	77	18	2	3
Meridian	62	30	6	2
Star	66	29	2	3
Ada County	51	36	9	4
Caldwell	63	27	4	6
Nampa	70	22	4	4
Canyon County	69	23	4	4
Region	55	32	9	5

Note that the highest response for each housing category is bolded.

Even supercommuters, those traveling more than 25 miles between home and work, were very interested in keeping their house on a large lot (71%) and in a rural setting (54%).

Table 2: Neighborhood Preference by Area

	Larger Town	Small Town	Rural Setting	Downtown
Highest Preference	Boise, Garden City, Meridian, Ada County	Eagle, Star, Caldwell	Kuna, Star, Nampa, Canyon County	Downtown Boise

Combining the housing and neighborhood preferences we find that there is some demand for all housing products; however, larger lots, either in town or in a rural setting, was the highest preferred.

Table 3: Housing and Neighborhood Response Crosstab

	Survey Results			
	Larger Lot	Smaller Lot	Condo or Apartment	Shared Housing
Downtown	2%	11%	6%	2%
Large Town	20%	13%	2%	1%
Small Town	12%	7%	1%	1%
Rural	21%	1%	0%	1%

It is technically impossible to provide a direct comparison between the survey and the actual housing stock for several reasons: the survey didn't provide actual lot sizes for concerns that it would make the survey more difficult for users, the data for shared housing is not readily available, and the survey respondents were asked about their future preferences. Despite these shortcomings, it may be useful to compare the results to current housing stock.

Table 4: Housing and Neighborhood Existing Characteristics Crosstab

	Actual			
	Larger Lot ²	Smaller Lot ³	Condo or Apartment	Shared Housing
Downtown⁴	0%	0%	2%	N/A
Large Town⁵	31%	26%	17%	N/A
Small Town⁶	5%	4%	1%	N/A
Rural⁷	12%	2%	0%	N/A

But there are pockets of change as well. The Silent Generation (over 71 Years) reflected a higher interest in condominiums or apartments (21%) and less desire for rural neighborhoods (9%). As the Boomer generation ages (currently 17% of the region)⁸ into this age bracket in the next 10, 20, or 30 years, will this large demographic create a shift in housing market demands as well?

² Larger lot is being defined single-family housing on 0.2 acre parcel or more

³ Smaller lot is being defined single-family housing on less than 0.2 acres parcel

⁴ Downtown is defined as Census Tract 1 and COMPASS Traffic Analysis Zones including and adjacent to city hall within the Urbanized Area

⁵ Large Town is defined as cities with a 2019 population estimate over 50,000, excluding "downtown"

⁶ Small Town is defined as cities with a 2019 population estimate equal to or less than 50,000, excluding "downtown"

⁷ Rural is defined a 2019 population in unincorporated Ada and Canyon counties

⁸ U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates median income of \$56,821

“What If” Scenarios:

At least one scenario will need to demonstrate a mostly status quo housing and neighborhood characteristics with predominately full-sized residential lots in a variety of locations (large cities, small cities, rural areas). Other scenarios can explore options for increased housing options in downtowns and activity centers.

2. Housing Affordability

Housing affordability has become a serious issue nationally, as well as in the Treasure Valley. This decade median incomes have increased in the region by 17.6%; however, median housing prices have increased 79.7%.⁹

The lack of affordable housing can be seen in different ways in the region, each having a direct impact on land use and transportation. Those that cannot afford desirable housing nearby employment centers are often pushed into farther away communities where they “drive to qualify.” The impact is additional strain on transportation infrastructure and consumption of farmland in remote locations in the region. While smaller housing and smaller lots may also provide a solution to affordable housing issues, the market for full-sized lots seems strong (see Finding #1 “Housing and Neighborhood”).

The survey asked which of the following “considerations” were most likely to “impact your future housing and neighborhood choices?” and provided housing prices, transportation costs, vulnerability, and water as responses (see Figure 3).

Housing prices was the “consideration” that was “very likely” to get selected by survey respondents. In fact, the top choice was “very likely” for each of the four options: housing prices, transportation costs, vulnerability, and water. However, none was as universal as housing prices where there was a more than a 150:1 ratio between “very likely” and “very unlikely.” The low income group (81% “very likely”) and the super-commuter group (77% “very likely”) were most concerned about housing prices.

As a millennial, if I am able to afford a house, I imagine it will be on a smaller lot. Larger homes are more expensive and harder to maintain. Though I don't necessarily want to be close to my neighbors, I feel that a smaller home on a smaller lot is more realistic for people currently between the ages of 25-35.

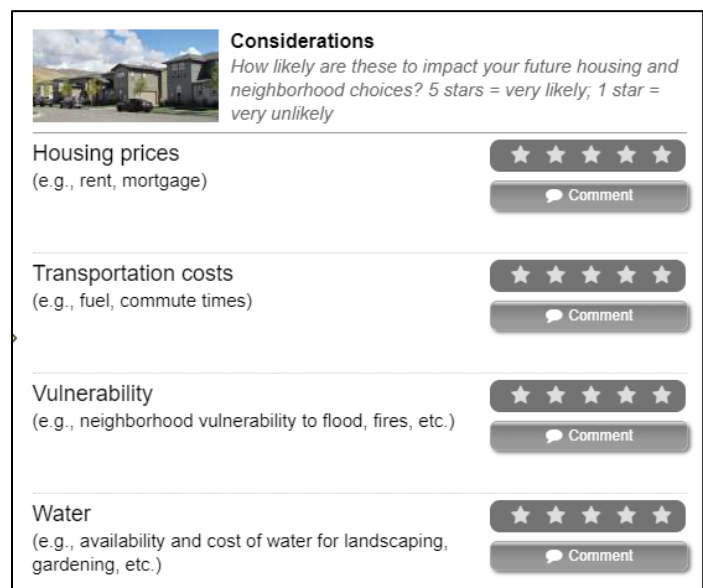


Figure 3: Considerations Question in Survey

⁹ U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates median income of \$56,821; U.S. Census Bureau, 2010 American Community Survey 1-Year Estimates median income of \$43,308; Intermountain Multiple Listing Service, 2010: \$133,787, 2017: \$240,418

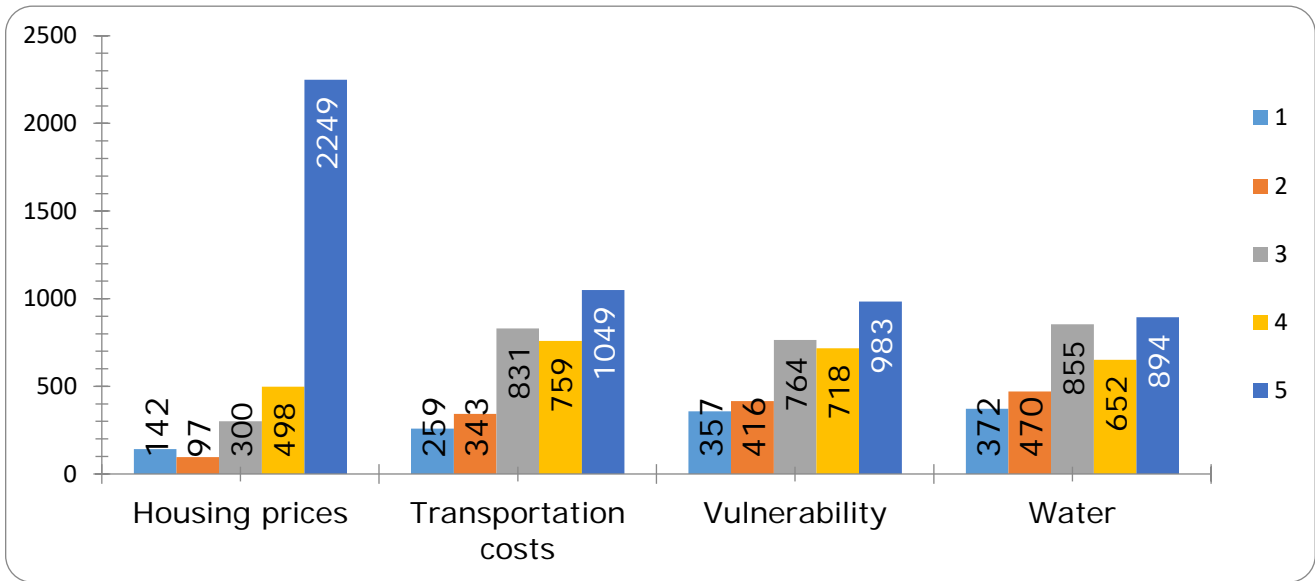


Figure 4: Considerations from All Responses

The only group relatively unconcerned to housing prices was with the Silent Generation, as only 45% indicated housing prices were “very likely” to impact their future housing. Many from this group indicated they have already purchased a home or do not plan to in the future as they are more likely to be moving into senior center or other group quarters arrangements.

“What If” Scenarios:

Housing affordability needs to be a key consideration in the scenarios, both by providing housing in lower cost areas, such as western and southern Ada County and in Canyon County, as well as through higher density housing near employment centers and transit routes.

3. Keep on Driving

Despite Wall Street Journal reports saying that young adults don’t want to drive anymore¹⁰, AARP telling aging motorists to limit driving¹¹, and ongoing complaints in the valley about the traffic congestion¹², people want to keep driving.

“I love to drive, it would make a little sad to not!”

Obviously, a cultural shift towards using transportation modes other than the single-occupant vehicle would have drastic impacts on the growth patterns in the region. An increase in bicycle or pedestrian use would create additional demand for non-motorized infrastructure including bicycle lanes, sidewalks, and pathways; interest in rail would create a market for higher-density developments along nodes on a rail corridor.

¹⁰ <https://www.wsj.com/articles/driving-the-kids-are-so-over-it-11555732810>

¹¹ <https://www.aarp.org/auto/driver-safety/info-2018/older-adults-limit-driving.html>

¹² <https://www.idahostatesman.com/news/business/article213694999.html>

The survey asked “How likely would you be to use the following options, if each were available and convenient? (see Figure 6).



Transportation Options

How likely would you be to use the following options, if each were available and convenient? 5 stars = very likely; 1 star = very unlikely

Figure 5: Transportation Options Question

The desire to drive is still the primary mode for all groups. The “very likely” answer outscored “very unlikely” on a 27:1 ratio and was more than every other option combined. No other mode neared the same level of interest. Only downtown Boise residents had less than 1/3 of respondents give driving a “very likely” rating. Both “bike/walk/scooter” and “rail” also received more “very likely” than “very unlikely” responses (see Finding #4 “Rail”).

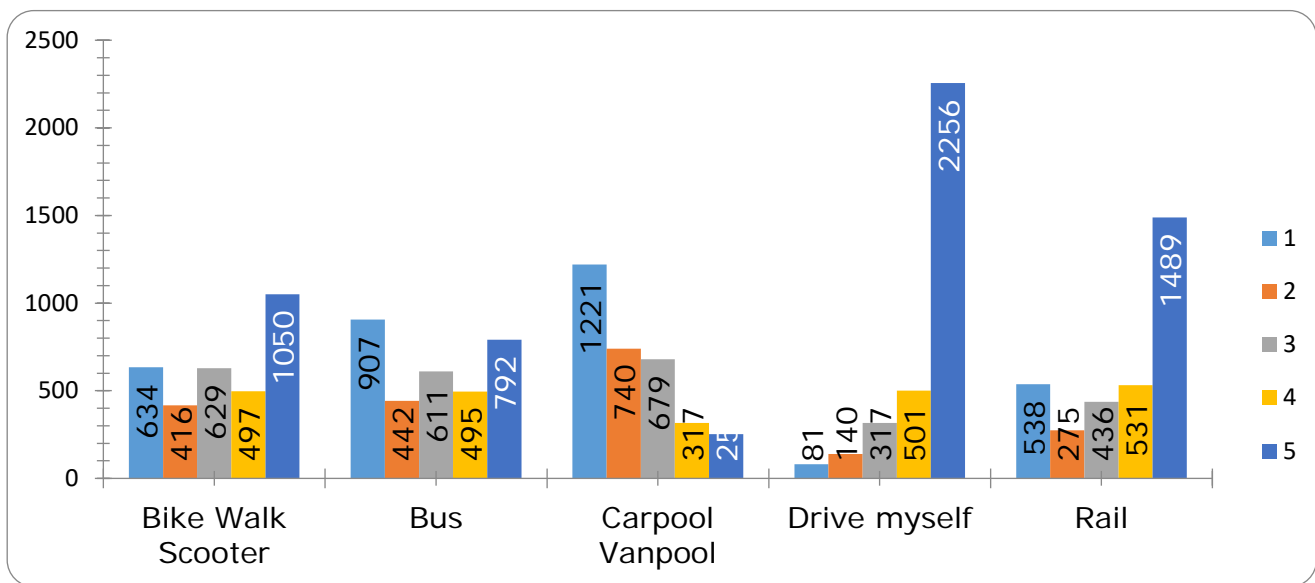


Figure 6: Transportation Options from All Responses

While this question was not related only to commuting, the most reliable data about traveling characteristics comes from the Census Bureau’s annual survey about commuting to work (Table 6).

Table 6: Commuting by Mode in Ada and Canyon Counties

Commuting by Mode in Ada and Canyon Counties ¹³	
Car, truck, or van - Drove alone	81.3%
Car, truck, or van - Carpooled	8.0%
Public transportation	0.3%
Walked	1.6%
Bicycle	1.3%
Taxicab, motorcycle, or other means	1.4%
Worked at home	5.2%

¹³ U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates

While almost every group indicated a preference for driving, there were two groups that indicated interest in other options. Those who live in downtown Boise responded “very likely” to several different modes (47% drive alone, 39% bus, 67% rail, and 62% bike/walk/scooter). Similarly, those with short commutes responded “very likely” to alternate modes (51% drive alone and 39% bus, 55% rail, and 45% bike/walk/scooter).

“What If” Scenarios:

At least one scenario should continue to be auto-centric. This scenario could identify projects to make driving as efficient as possible with signal timing and other approaches to increase vehicular throughput.

4. Rail

The only transportation mode that could rival driving alone in the survey was a viable commuter rail option. It scored the second highest mode and every group identified it as more likely than bike/walk/scooter, bus, or carpool/vanpool.

“This works where a bus fails. It provides consistent experience with potentially faster commute, thus incentive to ride.”

Details about service routes, typologies, and frequency were not provided due to the high-level nature of the survey (note that there will be a public involvement survey specifically on high capacity transit options in 2020).

Obviously there are not existing data for rail in the Treasure Valley. However, other Intermountain West metro areas, such as Denver¹⁴ and Salt Lake City¹⁵, have demonstrated a market for rail ridership.

Table 7: Rail Responses by City

	Very Likely	Very Unlikely	Difference
Downtown Boise	67%	2%	65%
Boise	55%	10%	45%
Garden City	56%	19%	37%
Ada County	51%	14%	37%
Caldwell	47%	17%	30%
Meridian	44%	17%	27%
Eagle	40%	14%	26%
All Respondents	49%	16%	23%
Canyon County	44%	21%	23%
Nampa	42%	20%	22%
Star	44%	31%	13%
Kuna	43%	36%	7%

¹⁴ <https://www.smartcitiesdive.com/ex/sustainablecitiescollective/denver-nearly-doubles-public-transit-ridership-despite-light-rail-expansion-delay/7557/>

¹⁵ <https://rideuta.com/news/2018/11/FrontRunner-Ridership-Reaches-Record-High>

Every community demonstrated a high level of support, with more “very likely” responses than “very unlikely” responses to using rail if it were “available and convenient.”

All populations showed support for rail; however, some showed less support than others. The Silent Generation indicated mild support with 39% indicating they were “very likely” to use rail and 29% indicating they were “very unlikely” to use rail. Kuna residents also showed tepid desire as indicated in Table 7 above.

“What If” Scenarios:

At least one scenario needs to explore rail as a transportation option. Providing the public with potential routes and financial and land use context will help to determine the needed political and financial support for this large-scale transportation project.

5. Changing Workforce

Technology has changed the face of the workplace and made it possible for many to work remotely or with an alternate schedule.

Videoconferencing, emails, virtual reality, and more have the potential

“Possible, given generational differences and demands. Workplaces are slow to adjust to such changes, however.”

to make any location part of a connected office and could transform the way we live and commute to work (or not need to commute to work). However, there is still resistance from companies across the board. Many companies are unable or unwilling to adapt to alternative work arrangements. A few years ago CEO Marissa Mayer caused headlines with a ban of Yahoo employees working from home.¹⁶

Still, the new generation of employees, those raised on electronics, are making a push for alternate work schedules, including working from home. A survey indicated that Millennials would take less pay for these job perks.¹⁷ The 2017 Deloitte Millennial Survey found that worldwide, 64% of Millennials work for companies that offer “flexible locations.”¹⁸

The changing workplace could have far-reaching impacts on housing, land use, and transportation. If alternative workspaces become the norm, that could push housing farther from employment centers as workers can avoid the peak commute times or not commute at all. Alternatively, workers could generate different types of trips during the typical working hours.

Alternative work schedules, compressed workweeks, and telecommuting are those that would change the commute patterns by either changing the timing commuter patterns

¹⁶ <https://www.forbes.com/sites/jennagoudreau/2013/02/25/back-to-the-stone-age-new-yahoo-ceo-marissa-mayer-bans-working-from-home/#5dc8ed851667>

¹⁷ <https://www.cnbc.com/2017/05/30/job-perks-prodding-millennials-to-work-for-less.html>

¹⁸ <https://www2.deloitte.com/content/dam/Deloitte/global/Documents/About-Deloitte/gx-deloitte-millennial-survey-2017-executive-summary.pdf>

off of the peak hours or not requiring the trip at all. This could have considerable implications to future travel demand.

The results show that while there is an expectation of changes in the work schedule, there is not the same expectation of change regarding the nature of the work will not, as freelancing and job sharing both scored as “very unlikely.”

Comments from survey respondents showed that freelance and part-time work were not the preferred options for employees, but were an approach to earning additional income or as a cost-cutting approach by their employers to avoid full-time benefits, including health insurance.

“My job and many others have had schedules reduced to below 30 hours per week in order to avoid paying higher wages/offering benefits package.”

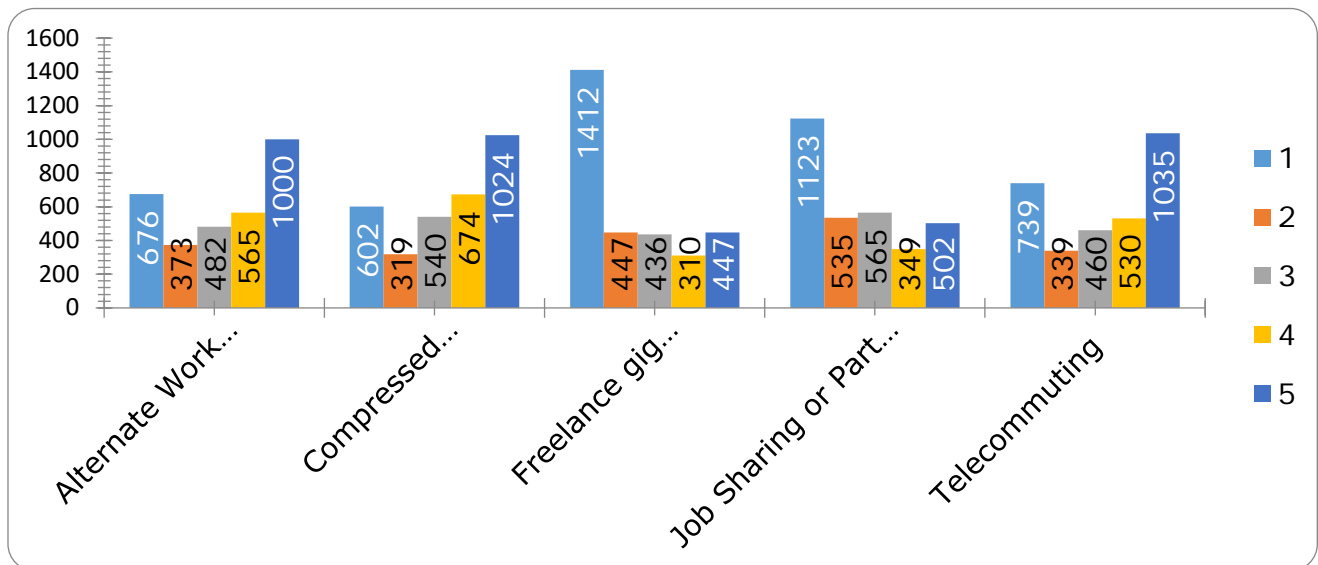


Figure 7: Work Responses (All)

Youth (under 25 years old) were the largest exception to the gradual push towards alternate work schedules. Youth reported that their careers scored lowest scores for compressed work schedules (24% “very likely”), telecommute (23%), and freelance (15%). However this may relate more to the type of industry they are in, during this phase of their careers, than their ultimate career as many in this category are still working through college or are in entry-level positions that do not have the flexibility they may experience later on.

“What If” Scenarios:

Several scenarios will need to reflect the implications of various work schedules such as commuting during the off-peak schedule, reduced commutes due to remote workstations, and increased housing in neighborhoods far from employment centers that provide additional land but are not currently economic feasible for most residents due to transportation time and cost.

6. Shopping Options

Each year more and more brick-and-mortar stores announce that they are going bankrupt. The culprit is often the rise of online shopping, which provides convenience and price comparability not found in traditional store fronts. However, some claim that the “retail apocalypse” may be on a holding pattern.¹⁹

“I prefer going to a physical store if I need to compare things; I prefer online shopping for when I already know exactly what I want.”

If shoppers are not traveling to brick-and-mortar stores as much it could enable large shopping center parking lots to redevelop for other uses, such as multi-family housing or office parks, and provide a critical mass of population necessary for transit. Online shopping options could also provide shopping options for those that can’t drive a vehicle, don’t want the expense, or choose not to drive. Additionally, more online shopping with delivery would necessitate more freight vehicles in residential neighborhoods.

The survey shows that people want several shopping options (store, online national, online local, online pick-up), as each received a high score.²⁰

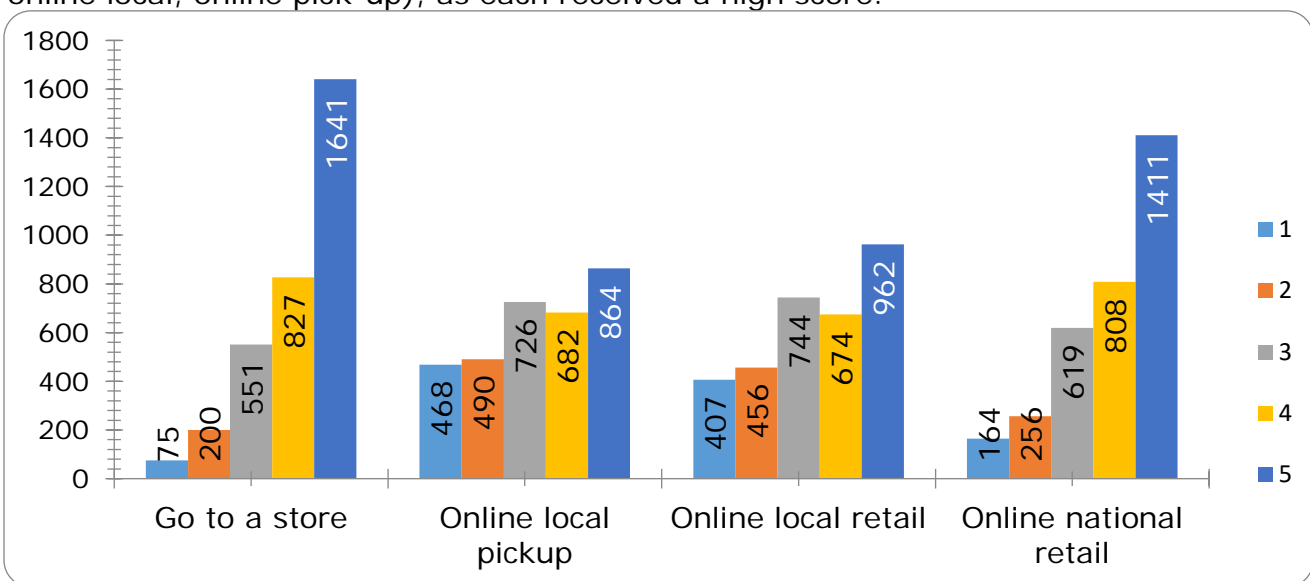


Figure 8: Shopping Responses (All)

The Silent Generation was much more interested (“very likely”) in traditional brick-and-mortar store experiences (54%) compared to online nation retail (18%), online local (16%), and online pickup (14%). This generation was raised with traditional retail centers and are perhaps more concerned about online fraud.

¹⁹ <https://www.forbes.com/sites/gregpetro/2019/06/21/the-bogus-retail-apocalypse-looks-more-like-a-renaissance/#7b3623b85ff4>

²⁰ <https://www.forbes.com/sites/barbarathau/2017/06/27/five-signs-that-stores-not-online-shopping-are-the-future-of-retail/#34b604314641>

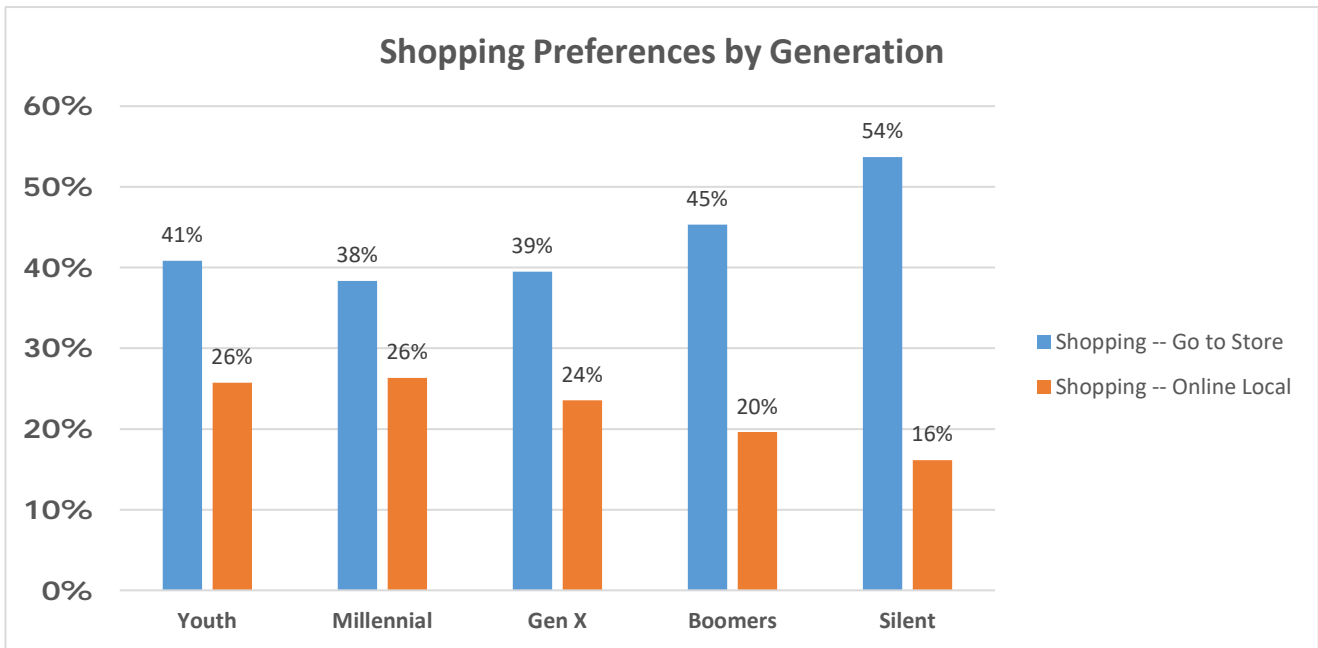


Figure 9: Shopping Responses--Silent Generation and Very High Income

“What If” Scenarios:

Scenarios will need to consider the redevelopment of some oversized shopping mall parking lots that would make multi-family or high-rise office infill and redevelopment economically viable, as well as increasing freight delivery in residential neighborhoods.

7. Technology

Love ‘um or hate ‘um, the recent rise in e-scooter use has shown that technology can have a huge impact on the future transportation system. In the City of Boise, e-scooters logged 608,032 miles in 2019 alone.²¹

Attitudes towards new technologies were asked in several different ways in the survey. Questions addressed new technologies as modes of transportation and new technology innovations that could change lifestyles and increase productivity.

In differing ways, new transportation technologies have the potential to disrupt the way we travel in the next decades.

“They have to be proven safe and reasonable before I would try.”

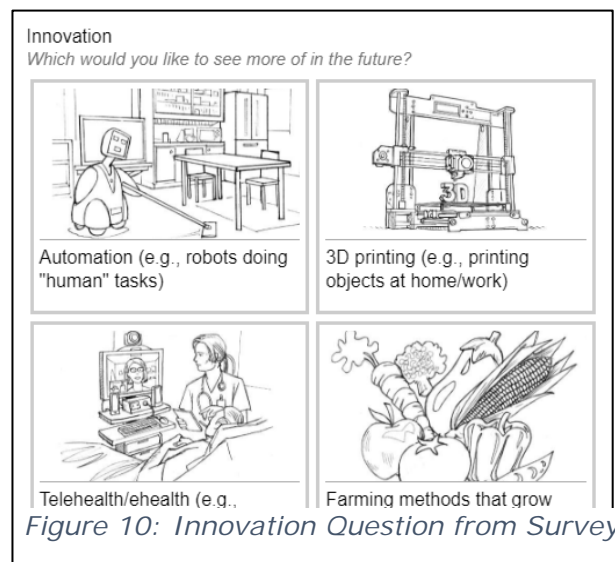


Figure 10: Innovation Question from Survey

²¹ <https://www.idahostatesman.com/news/local/community/boise/article238839128.html>

Depending on the type of transportation technology, the ramifications could be varied. Autonomous vehicles, for example, may improve or degrade the transportation system, depending on many factors. E-scooters and ride hailing provide an additional option for last-mile and downtown transportation, but may cause many safety issues that weren't a concern before their emergence.

In the survey we asked about people's likelihood for using several options including autonomous vehicles, ride hailing, personal rideable technology, and vehicle sharing. No new transportation technology option garnered wide support. Even supercommuters, those traveling more than 25 miles for work, were not interested in autonomous vehicles or interested in telecommuting, when it would appear to benefit them the most.

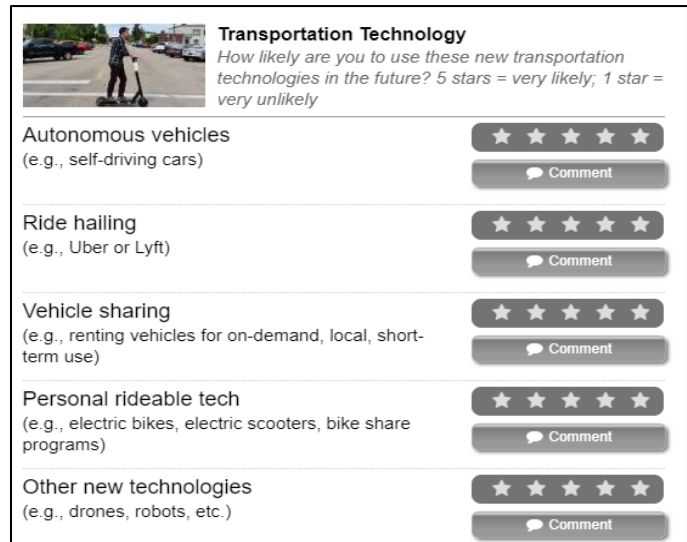


Figure 11: Transportation Technology Question from survey

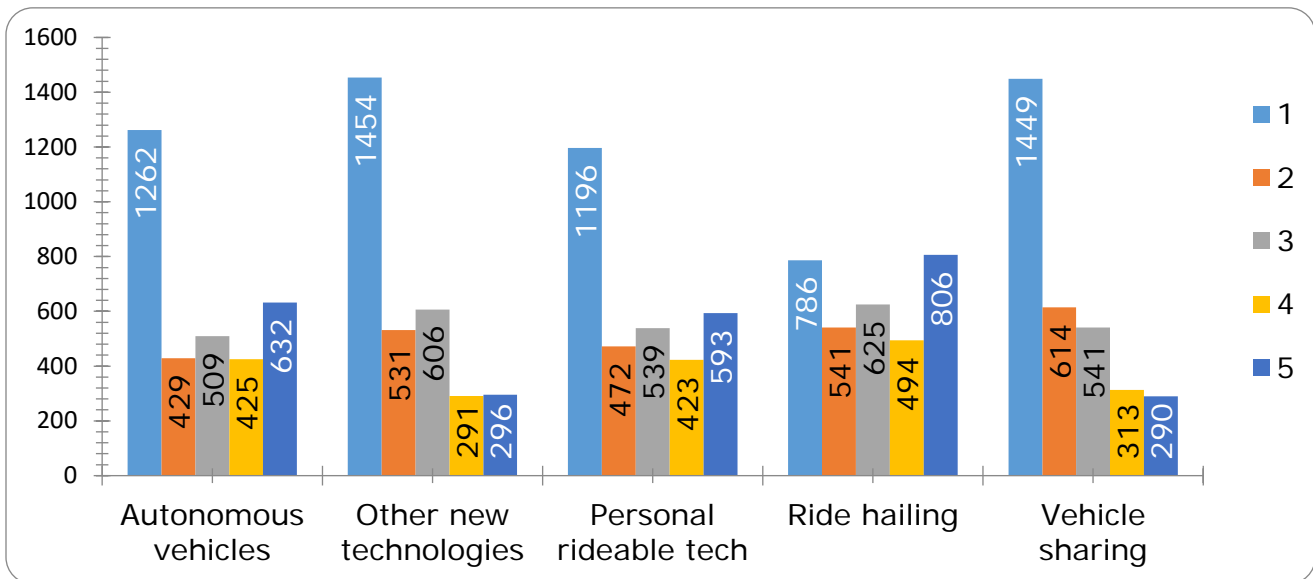


Figure 12: Transportation Technology (All)

However, there is a general distrust of these new technologies beyond the Treasure Valley, as more than half of Americans fear autonomous vehicles²² and recent scandals have rocked ridehailing services.²³ Will fears of emerging transportation technologies subside if there is initial success in deploying new modes?

²² <https://www.latimes.com/business/autos/la-fi-hy-self-driving-cars-afraid-20190315-story.html>

²³ <https://www.cbsnews.com/news/uber-unveils-new-feature-samantha-josephson-death-as-rideshare-industry-faces-scrutiny-over-passenger-safety/>

The two exceptions to this wariness about technology comes from the youth and very high income groups. Eighteen percent of youth said they were “very likely” to use vehicle share and 30% said they were “very likely” to use personal rideable technology. For the Very High Income group, 33% said they were “very likely” to use autonomous vehicle and 29% said the same for ride hailing.

Additionally, there were only pockets of interest in other technologies such as 3-D printing, automation, and telehealth. Unsurprisingly, youth were most interested in technologies such as 3-D printing and automation, while elderly were interested in telehealth. More surprisingly, downtown Boise residents and those with short commutes (perhaps overlapping groups) were most interested in growing more food on less land.

	Youth	Silent	Difference
3D printing (e.g., printing objects at home or work)	18%	4%	14%
Automation (e.g., robots doing human tasks)	19%	8%	11%
Farming methods that grow more food on less land	54%	58%	-4%
Telehealth / ehealth (e.g., virtual doctor visit)	8%	31%	-23%

Figure 13: Technology Comparison of Youth and Silent Generations

“What If” Scenarios:

A “technology saves us” scenario will need to address safety and other concerns to be viable option. Farmland production and preservation is a more pressing and current issue than potential technological advancements (see Finding #8 “Love Farmland”).

8. Need to Eat

As the region experiences rapid growth, much of that growth is occurring as cities are extending their urban footprint into farmland.

“Keep Idaho with agricultural land don’t flood it with homes!”

By the year 2100 half of the region’s current farmland could be consumed.²⁴ Farming is seen as part of the region’s heritage and there is ample concern about the economic, environmental, and sustainability benefits of preserving farmland in this isolated metro area.

The continued population growth in the area could result in the continued loss of farmland. However, if new growth occurs primarily in city infill areas, the region could continue to grow without losing agricultural production.

²⁴ <https://www.kivitv.com/news/bsu-researcher-identifies-results-of-vanishing-farmland-in-the-treasure-valley>

Survey respondents want to provide ways of providing locally-sourced agricultural production in the future, despite consuming so much farmland now. Growing more food on less land ranked highest of the technologies offered in the survey, being selected by more than 50% of respondents in every demographic group. In fact, almost 70% of people who live in downtown Boise and who have short commutes selected this as the technology they would like to see more of.

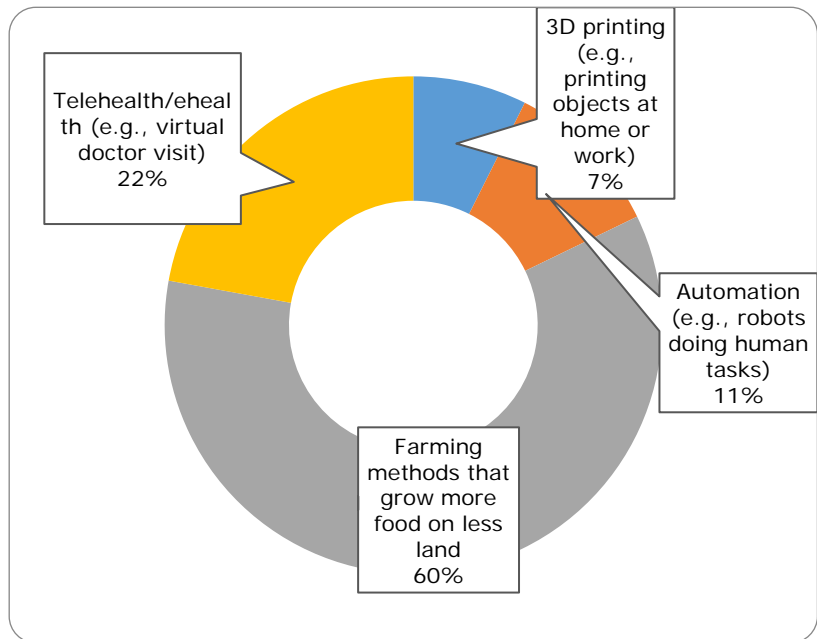


Figure 14: Technology Responses (All)

“What If” Scenarios:

At least one scenario needs to consider farmland preservation. This/these scenario(s) can preserve farmland across the region or be more targeted by preserving farmland in certain areas, perhaps identifying farmland distanced from employment centers. Farming, the need for affordable housing, and preference for larger, rural housing all ranked highly in the survey. This seemingly inherent contradiction will need to be addressed either in a scenario or by potential implementation strategies.

9. Healthy, Outdoor Living

Idaho is known for its great access to the outdoors with rivers, lakes, and an outdoor quality of life. Survey respondents reflected the values of these outdoor spaces by selecting “In nature” over “at home”, in “public places”, and “hosting friends” combined.

“I like the access Boise has to natural open spaces. I feel if we don’t prioritize them, we will lose them.”

Survey respondents reflected the values of these outdoor spaces by selecting “In nature” over “at home”, in “public places”, and “hosting friends” combined.

In fact, only the Youth and the Silent Generation did not rank “in nature” highest for leisure time preference, but even those groups still rated it highly.

Table 5: Technology Comparison by Age

	Youth	Millennial	Gen X	Boomer	Silent
In nature (e.g., parks, foothills, river, lake)	43%	54%	53%	54%	33%
Public places (e.g. theater, mall, sports venue)	14%	10%	6%	6%	12%

Note that the two lowest response for each leisure activity is bolded

Interestingly, Youth and the Silent Generation shared many similarities in responses to a question about leisure time. Both Youth (43%) and the Silent Generation (33%) reported much lower interest in nature than the general population. Youth (14%) and Silent (12%) also reported higher interest in spending time in public places than the general population.

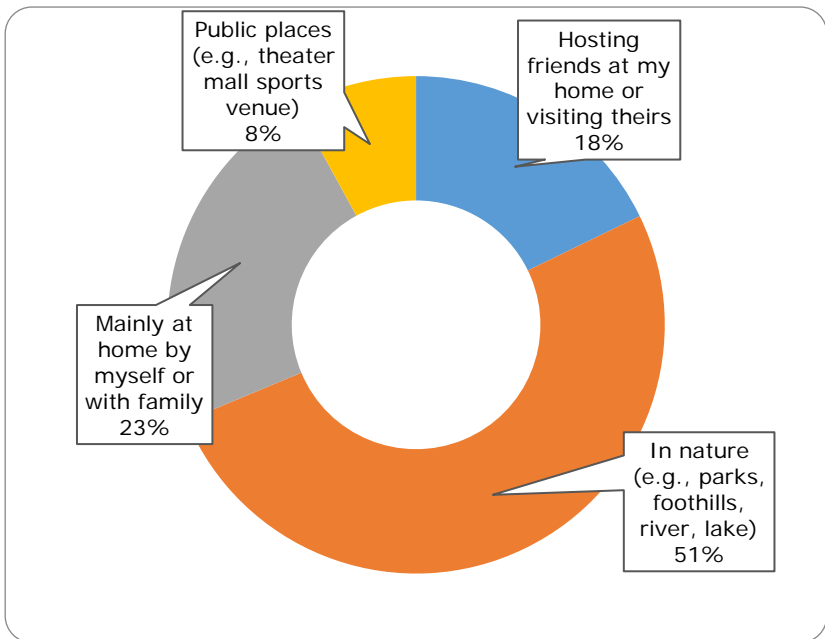


Figure 15: Leisure Responses (All)

“What If” Scenarios:

Several scenarios will need to recognize outdoor space and preservation of key natural landmarks, including the

foothills, the Boise River greenbelt, other outdoor space, and development of parks with new urbanization, as well as regional and local walk and bicycle routes.

10. Your Drive Determines Lifestyle and Your Lifestyle Determines Your Commute

A few years ago, the Washington Post made the claim, “conservatives are from McMansions, liberals are from the city.”²⁵ The article makes the case that the housing, neighborhood, and subsequent transportation choices are strongly

“Boise needs more condos & apartments. More dense urban housing to satisfy demand. But I’ll be moving out of Boise due to it turning into a bigger city, which I do not like.”

linked to your political persuasion. While very little data have been published there have been some recent analyses to confirm this theory.²⁶

	Short Commutes	Super Commutes	Difference
For next home, likely to live in a neighborhood in/near downtown or other area with retail/jobs	43%	10%	33%
“Very likely” to bike, walk, scooter	45%	20%	25%
“Very likely” to take a bus “very likely”	39%	19%	20%
For next home, likely to live in a house on a smaller lot	39%	22%	17%

²⁵ www.washingtonpost.com. ACCESSED ON DATE, AVAILABLE FROM COMPAS, BLAH BLAH

²⁶ <https://www.niskanencenter.org/explaining-the-urban-rural-political-divide/>

Prefer leisure time in nature	57%	44%	13%
For next home, likely to live in a condo/apartment	13%	3%	10%
Prefer leisure time mainly at home by myself or with family	15%	25%	-10%
"Very likely" to drive alone	51%	66%	-15%
For next home, likely to live in a house on a larger lot	42%	71%	-29%
For next home, likely to live in a rural setting	12%	54%	-42%

Table 6: Responses Comparison between Short Commutes and Super Commutes

The COMPASS survey did not ask political leanings, but it was clear that there is a sharp divide in growth, transportation, and personal preferences between those that have a short commute (less than 3 miles) and those that have a much longer commute (over 25 miles). The survey requested participants to drop map "markers" to indicate home, work, and other key landmarks. COMPASS mapped the home and work "markers" to estimate the distance travelled for work, then categorized those results into several groups. Questions where there were notable differences in responses are highlighted in Table 6.

Differences between these groups include:

- Short commuters are more interested in mobility options, including riding the bus and walk/bike/scooter. These modes lend themselves more to travel in downtown and urban cores, and thus would not be as much of a drawback for short commutes. Short commuters were also more concerned about transportation costs, which seems counterintuitive, but if other travel modes are as consistent and reliable as driving, the cost can be a larger factor in to the decision to own and maintain a vehicle.
- Super commuters are more likely to want houses on large lots and in rural settings, are less likely to want modes other than driving, and see themselves using a compressed workweek, but less likely to see other changes in their work schedules (see Finding #5 "Changing Workforce").

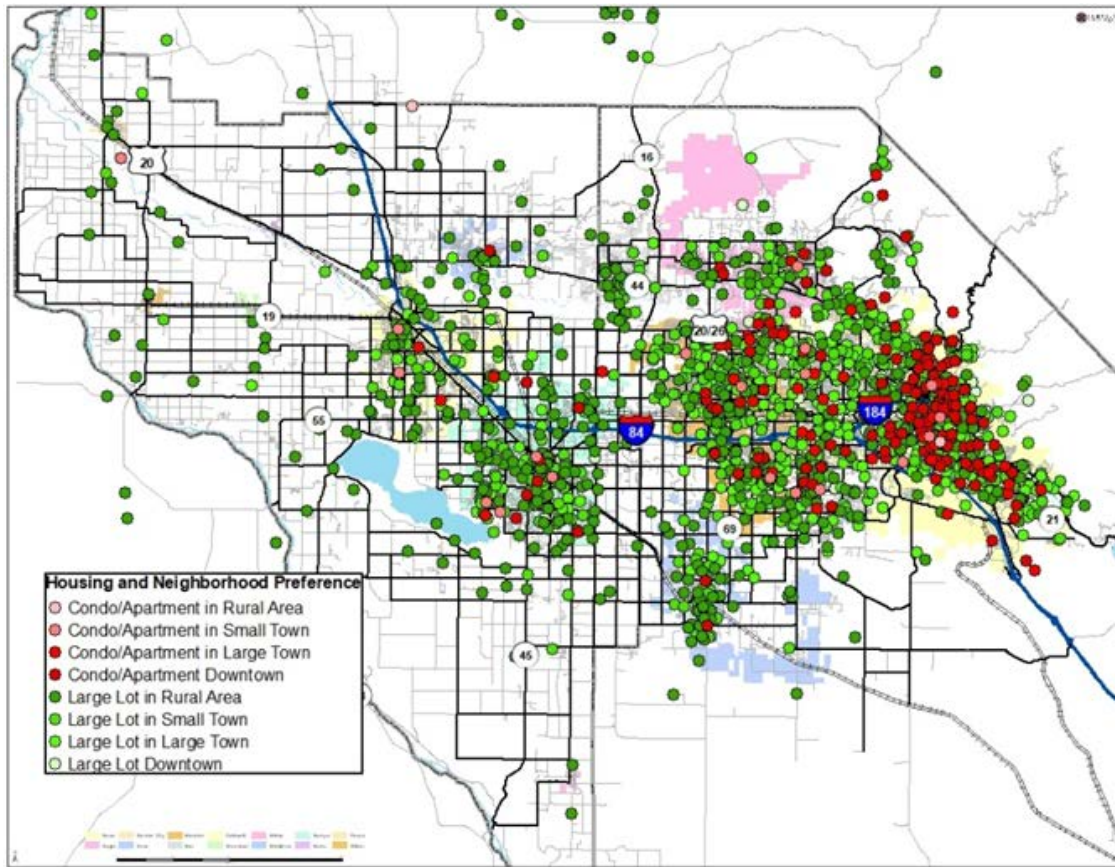


Figure 16: Large Lot and Condo/Apartment Response Map

“What If” Scenarios:

A “what if” scenario needs to reflect the urban/suburban preference divide by including both more development in the urban core and downtowns as well as suburbanization of most cities in the region and different types transportation infrastructure and services to fit that growth pattern.

Next Steps

As mentioned, this was the first in a series of public involvement opportunities to help develop *Communities in Motion 2050*. The second survey will focus on rank values, evaluating several potential “what if” growth and transportation scenarios, and evaluating potential strategies needed to implement those scenarios.

This survey is anticipated to go to the public between May – July 2020.

COMPASS BOARD AGENDA ITEM VII-D

Date: February 24, 2020

Topic: Rails-with-Trails Study

Request/Recommendation:

COMPASS staff will review the results of the COMPASS *Rails with Trails Feasibility and Probable Cost Study*. This is an information item only.

Background/Summary:

For years, COMPASS staff and member agencies have explored the potential of a trail along the Union Pacific Boise spur line (the Boise Cutoff). Over 140,000 Treasure Valley residents live within one mile of the 35-mile Boise Cutoff, which provides a direct link from downtown Nampa, through downtown Meridian, to the Boise Depot and beyond. The COMPASS Rails with Trails Workgroup was created in 2016 to facilitate collaboration on this region-wide effort.

In early 2019, COMPASS contracted Alta Planning + Design for the *Rails with Trails Feasibility and Probable Cost Study* to develop cost estimates and concept designs for the rails with trails project. The study included a kick-off meeting with the Rails with Trails Workgroup, a review of past work and data, and stakeholder meetings. The consultant team worked with COMPASS staff and the workgroup throughout the study to incorporate input and preferences from local agencies.

The [Rails with Trails Feasibility and Probable Cost Study](#) outlines a proposed concept design and probable cost estimates for the rails with trails project. The concept design includes trail alignment, typical sections applied to each segment of trail, crossing treatments, and potential trailheads. The probable cost estimates were developed using a cost estimation tool, which was provided to COMPASS so that costs can be updated as needed throughout the life of the project.

The concept design and cost estimation tool will aid in communicating the project vision to stakeholders and gaining buy-in. This study moves the region closer to being prepared to seek funding and pursue negotiations with Union Pacific. Next steps and implementation strategies will be developed with the Rails with Trails Workgroup.

More Information:

- 1) COMPASS *Rails with Trails Feasibility and Probable Cost Study*: www.compassidaho.org/documents/prod_serv/CIM2040_20/COMPASS_FINAL_RWT_COST_STUDY_090419_web.pdf
- 2) For detailed information contact: Rachel Haukkala, Assistant Planner, at 208/475-2230 or rhaukkala@compassidaho.org.

T:\FY20\600 Projects\661 CIM\5. Active Transportation\Rails-with-Trails\Presentations\2020-02_Board\Board_Memo_2020-02.docx

DECEMBER 2019 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Presented Revision 1 of the FY2020 UPWP to the COMPASS Board for adoption. • Processed and tracked revenues and expenditures associated with the FY2020 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest. • Completed a two-page, high-level COMPASS 2020 budget summary and posted online.
620	<p>DEMOGRAPHICS AND GROWTH MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Received approval of the <i>Communities in Motion 2050</i> demographic forecast by the COMPASS Board of Directors on December 16, 2019. • Completed 9 development checklists for the cities of Boise, Eagle, Kuna, and Canyon County. • Continued mapping and analysis of employment data provided by the Idaho Department of Labor. • Met with City of Boise staff and statewide partners to discuss coordination of 2020 Census outreach efforts on December 6, 17, and 18, 2019. • Presented on COMPASS Census 2020 outreach efforts to the Public Participation Workgroup on December 11 and COMPASS Board of Directors on December 16, 2019. • Presented on why and how to participate in Census 2020 to a Southwest District Health septic system installers class on December 19, 2019. • Began securing radio ads to promote Census 2020.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 17 Facebook messages, 9 Tweets, 18 Instagram messages, and 1 blog. • Tracked issues related to COMPASS and transportation in the news media; issued two news releases and facilitated two interviews. • Updated the COMPASS website. • Distributed the monthly "Keeping Up With COMPASS" newsletter. • Prepared for and presented 2019 COMPASS Leadership in Motion awards on December 16, 2019. • Hosted a Public Participation Workgroup meeting on December 11, 2019. • Began preparations for COMPASS 101, to be held on January 23, 2020.

PROGRAM NO.	
661	<p data-bbox="305 163 716 197">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1515 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 239 1484 1087" style="list-style-type: none"> • Compiled open-ended comments from a public survey to help inform assumptions for <i>Communities in Motion 2050</i>. • Hosted a Freight Advisory Workgroup meeting on December 3, 2019. • Hosted a Kick Off meeting for the Fixed Guideway Study on December 4, 2019. • Hosted a Kick Off meeting for the Fiscal Impact Analysis and Tool on December 5, 2019. • Attended a State Street Technical Team meeting on December 10, 2019. • Hosted an Association of Pedestrian and Bicycle Professionals (APBP) webinar, "Education and Encouragement: Bringing the Right People Together," on December 18, 2019. • Hosted Fiscal Impact RTAC Subcommittee meeting on December 5, 2019. • Received approval of the annual safety targets by the COMPASS Board of Directors on December 16, 2019. • Attended ACHD Bicycle Advisory Committee on December 2, 2019. • Attended Nampa Bicycle and Pedestrian Advisory Committee on December 12, 2019. • Attended "Canals Connecting Communities" meeting in Boise on December 12, 2019. • Attended NCHRP Project 17-87 Peer exchange on December 16 and 17, 2019. • Installed three pyro-box counters for the City of Boise. • Installed two tube eco-counter units for the City of Boise. • Installed one magnetometer counter for the City of Boise.
685	<p data-bbox="305 1119 915 1152">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1157 1515 1190" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1194 1500 2001" style="list-style-type: none"> • Hosted a chapter meeting of the Grant Professionals Association – Idaho on December 4, 2019. • Met with staff from the City of Nampa and the consultant selected for Project Development of the City's Indian Creek Pathway, Shortline Drive to 16th Avenue South project on December 11, 2019. • Met with staff from Boise State University and the consultant selected for Project Development of the Greenbelt Estimation from Theatre Lane to Broadway Avenue project on December 12, 2019. • Informed Regional Transportation Advisory Committee and member staff of available funding sources through <i>Funding News</i> emails. • Processed applications from members for COMPASS funding, as received, and provided assistance, as requested. • Finalized information for FY2020 Communities in Motion Implementation Grant Agreements and Project Development Program Task Orders. • Continued discussions on possible changes to the Transportation Improvement Program (TIP) Amendment Policy to better coordinate with the Idaho Transportation Department (ITD). Staff anticipates bringing a recommendation to the COMPASS Board in April 2020. • Provided a letter of support for the City of Melba's application for Local Rural Highway Investment Program funding. • Developed one amendment and one administrative modification to process changes to the TIP. Closed the public comment period on the TIP amendment; compiled and responded to comments.

PROGRAM NO.	
	<ul style="list-style-type: none"> • Met with member agency staff as needed regarding project-specific issues. • Developed and posted the FY2019 Annual Listing of Projects Report. • Provided the FY2019 update for the Transportation Alternatives Program to ITD staff.
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> • Attended Valley Regional Transit’s Executive Committee meeting on December 2, 2019. • Attended State Street Transit Oriented Development (TOD) open house in Garden City on December 3, 2019. • Scheduled a meeting on December 10, 2019, between the City of Meridian staff and ITD staff to discuss maintenance expectations and requirements on state highways at the request of City of Meridian staff. • Participated in Valley Regional Transit’s Public Transportation Provider meeting on December 11, 2019. • Attended ITD’s Chinden West Construction Open House on December 12, 2019. • Attended Valley Regional Transit’s Regional Advisory Committee meeting on December 17, 2019.
702	<p>AIR QUALITY OUTREACH</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Drafted, reviewed, and approved “winter” air quality radio messages; began airing messages the week of December 23, 2019. • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Responded to questions from the public. • Completed four area of influence model runs for proposed developments – all in the Meridian area. • Attended Urban Land Institute UrbanPlan Committee Meeting on December 2, 2019.
704	<p>AIR QUALITY OPERATIONS</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Developed pilot, online, re-certification test for technicians to comply with Rules and Regulations requirements. • Provided general support for emission testing notification, billing, and payment cycles.

PROGRAM NO.	
705	<p style="text-align: right;">MATT STOLL</p> <p>TRANSPORTATION LIAISON SERVICES</p> <ul style="list-style-type: none"> • Met with various COMPASS Board members regarding COMPASS, its members and regional issues. • Participated in the Caldwell Chamber of Commerce Transportation Committee meeting on December 2, 2019. • Attended the Valley Regional Transit Executive Board meeting on December 2, 2019. • Participated in the Meridian Transportation Commission meeting on December 2, 2019. • Attended a State Street TOD Open House on December 4, 2019. • Attended the Interagency Working Group meeting on December 10, 2019. • Attended Canyon County Hazard Mitigation Plan update meeting on December 10, 2019. • Attended the Idaho Transportation Board meeting on December 12, 2019. A joint meeting with the Local Highway Assistance Council was included. • Attended the Valley Regional Transit Regional Advisory Council meeting on December 17, 2019. • Attended Ada County Local Emergency Planning Committee meeting on December 19, 2019. • Met with Jennifer Gonzalez, HDR, on December 20, 2019, to discuss transportation communication.
760	<p style="text-align: right;">MATT STOLL</p> <p>LEGISLATIVE SERVICES</p> <ul style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Monitored proposed rule-making to determine implications to COMPASS and its membership. • Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its membership. • Attended and participated in Idaho Transportation Department (ITD) legislative outreach for District 3 on December 17, 2019.
761	<p style="text-align: right;">MATT STOLL</p> <p>GROWTH INCENTIVES</p> <ul style="list-style-type: none"> • No significant activity this month.
801	<p style="text-align: right;">MEG LARSEN</p> <p>STAFF DEVELOPMENT</p> <ul style="list-style-type: none"> • Participated in the US Department of Transportation "Mobility for All" funding webinar on December 3, 2019. • Participated in the Crash Modification Factors (CMF) Clearinghouse webinar "CMF How To's: Planning, Multiple Treatments and API" on December 16, 2019. • Participated in the US Census Bureau webinar "New Updates to Job to Job Flows" on December 4, 2019. • Attended Canyon County emissions test technician training on December 12, 2019, in Caldwell.

PROGRAM NO.	
820	<p>COMMITTEE SUPPORT</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p>REGIONAL TRAVEL DEMAND MODEL</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Continued to provide modeling assistance to member agencies. • Completed two special model runs and benefit-cost analyses for ITD's Safety & Capacity program. • Provided data and model information to the consultant working with Canyon Highway District's Master Transportation Plan and impact feasibility study. • Continued to work on refinement and testing of the regional model input files.
842	<p>CONGESTION MANAGEMENT PROCESS</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Met with Regional Operations Workgroup and presented the draft Transportation System Management and Operations Plan and 2018 Congestion Management Annual Report.
860	<p>GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE</p> <p style="text-align: right;">ERIC ADOLFSON</p> <ul style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Began delivery of orthophotography data. • Continued work on IDOL Employment data. • Continued development of CommunityViz Suitability analysis data for CIM 2050 development. • Continued cleanup of traffic count data and development of online traffic count data application. • Continued Complete Streets Network Policy project mapping and data support. • Provided data analysis to support VRT's Meridian expansion project. • Completed map of State Street area for VRT.
991	<p>SUPPORT SERVICES LABOR</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

\\cpa.local\dfs\Shared\FY20\900 Operations\Board\2020 Staff Activity Reports\December 2019.docx

JANUARY 2020 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Processed and tracked revenues and expenditures associated with Revision 1 of the FY2020 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p>DEMOGRAPHICS AND GROWTH MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Completed 12 development checklists for cities of Boise, Caldwell, Garden City, Kuna, Meridian, Nampa, and Star. • Completed the annual employment data review and mapping. • Hosted the Regional (Census) Complete Count Committee on January 15, 2020. • Attended a State Complete Count Committee meeting on January 7, 2020. • Attended the City of Boise's Complete Count Committee meeting on January 17, 2020. • Continued to work with stakeholders from around the Treasure Valley to promote the 2020 Census. • Completed the 2019 apartment vacancy review.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 21 Facebook messages, 8 Tweets, and 21 Instagram messages. • Tracked issues related to COMPASS and transportation in the news media; issued one news release, facilitated four interviews, and provided information to the press via email. • Updated the COMPASS website. • Distributed the monthly "Keeping Up With COMPASS" newsletter. • Hosted "COMPASS 101" workshops on January 23 and 30, 2020. • Hosted a COMPASS education series workshop on innovative transportation financing on January 28, 2020. • Met with Melissa Upton, Star Independent News, to share information about COMPASS.

PROGRAM NO.	
661	<p data-bbox="310 163 716 195">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1515 233" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 237 1507 978" style="list-style-type: none"> • Presented <i>Communities in Motion</i> at the City of Boise Mayor’s Transition Team meeting on January 2, 2020. • Presented findings of the Public Involvement Survey #1 with the Caldwell Transportation Committee on January 6, 2020. • Hosted the Environmental Review Workgroup meeting on January 10, 2020. • Hosted the Active Transportation Workgroup meeting on January 13, 2020. • Presented findings of the Public Involvement Survey #1 with the Regional Transportation Advisory Committee on January 22, 2020. • Hosted the Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.) meeting on January 22, 2020. • Attended a State Street Technical Team meeting on January 23, 2020. • Attended the VRT Public Transportation Provider Group meeting on January 29, 2020. • Hosted an Association of Pedestrian and Bicycle Professionals (APBP) webinar, “Active Transportation Planning through Health in All Policies,” on January 15, 2020. • Attended Caldwell Bicycle and Pedestrian Committee on January 23, 2020. • Installed two Eco-Counter pyro-box counters for CCDC on January 28, 2020. • Uninstalled two pneumatic tube bicycle counters for the City of Boise. • Uninstalled three Eco-Counter pyro-box counters for the City of Boise. • Uninstalled one magnetometer counter for the City of Boise.
685	<p data-bbox="310 1016 915 1047">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1052 1515 1083" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1087 1507 2001" style="list-style-type: none"> • Hosted a chapter meeting of the Grant Professionals Association – Idaho on January 8, 2020. • Hosted a Regional Transportation Advisory Committee meeting to discuss the Transportation Alternatives Program – Statewide program on January 9, 2020. • Hosted a sponsor meeting to discuss projects within programs managed by COMPASS staff on January 9, 2020. • Attended the Idaho Transportation Department Program Update meeting on January 29, 2020. • Attended the kickoff meeting for the Notus Roadway Improvement program through the Project Development Program on January 30, 2020. • Provided Letters of Support to the Local Highway Technical Assistance Council for the City of Melba and ACHD’s applications for Idaho Transportation Department’s Transportation Alternatives Program – Statewide funding. • Informed Regional Transportation Advisory Committee and member staff of available funding sources through <i>Funding News</i> emails. • Processed one amendment and two administrative modifications for the FY2020-2026 Regional Transportation Improvement Program. • Met with member agency staff as needed regarding project-specific issues. • Finalized information for remaining FY2020 Project Development Program Task Orders. • Completed close out of City of Wilder’s Communities in Motion Implementation Grant-funded Guard Rails, Phase 2, project. • Prepared information for the ranking process for federal-aid-eligible applications.

PROGRAM NO.	
	<ul style="list-style-type: none"> Started developing the February Milestone Report.
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> Participated in the COMPASS/Idaho Transportation Department quarterly meeting on January 7, 2020. Attended Ada County's neighborhood meetings on January 9 and 23, 2020. Participated in the COMPASS/Valley Regional Transit quarterly meeting on January 13, 2020. Participated in the initial phone interview of the Idaho Transportation Department's freight manager applicants on January 22, 2020. Requested member agencies' project proposals needing over four workdays of COMPASS staff time in FY2021. Proposals are due to COMPASS by February 21, 2020. Facilitated a Chinden Boulevard planning meeting for the City of Garden City and the Idaho Transportation Department on January 24, 2020. Participated in a meeting to discuss the Three Cities River Crossing on January 29, 2020.
702	<p>AIR QUALITY OUTREACH</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> Ran radio spots all five weeks of January. Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> Responded to questions from the public. Completed five area of influence model runs for proposed developments – four in Star and one in Eagle. Attended Urban Land Institute UrbanPlan training on January 17, 2020. Provided two judges for a COMPASS "special award" for the Idaho Future Cities competition on January 25, 2020.
704	<p>AIR QUALITY OPERATIONS</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> Rolled out emission test technician re-certification test. Provided general support for emission testing notification, billing, and payment cycles.

PROGRAM NO.	
705	<p data-bbox="310 163 943 197">TRANSPORTATION LIAISON SERVICES</p> <p data-bbox="1308 201 1511 235" style="text-align: right;">MATT STOLL</p> <ul data-bbox="383 239 1503 793" style="list-style-type: none"> • Attended the Valley Regional Transit Executive Board and Board meeting on January 6, 2020. • Participated in the Caldwell Chamber of Commerce Transportation Committee meeting on January 6, 2020. • Participated in the Meridian Transportation Commission meeting on January 6, 2020. • Participated in the quarterly Association of Canyon County Highway District meeting on January 16, 2020. • Attended the VRT Regional Advisory Council meeting on January 21, 2020. • Attended Boise State Hazard and Climate Resiliency Consortium meeting on January 31, 2020. • Attended the Boise Chamber Transportation Committee meeting on January 16, 2020. • Met with various COMPASS Board members regarding COMPASS, its members and regional issues.
760	<p data-bbox="310 800 699 833">LEGISLATIVE SERVICES</p> <p data-bbox="1300 837 1503 871" style="text-align: right;">MATT STOLL</p> <ul data-bbox="334 875 1511 1220" style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Monitored proposed rule-making to determine implications to COMPASS and its membership. • Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its membership. • Hosted Idaho District 12 Senator and Representatives at the Boise Metro Chamber of Commerce Legislative Forum on January 9, 2020.
761	<p data-bbox="310 1226 675 1260">GROWTH INCENTIVES</p> <p data-bbox="1308 1264 1511 1297" style="text-align: right;">MATT STOLL</p> <ul data-bbox="334 1302 870 1335" style="list-style-type: none"> • No significant activity this month.
801	<p data-bbox="310 1335 667 1369">STAFF DEVELOPMENT</p> <p data-bbox="1300 1373 1503 1407" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="383 1411 1487 1684" style="list-style-type: none"> • Attended COMPASS Education Series workshop "An Introduction to Innovate Transportation Finance" on January 28, 2020. • Participated in a Federal Highway Webinar on virtual public involvement on January 9, 2020. • Attended the US Department of Transportation "How to compete for 2020 INFRA Grants" funding webinar on January 21, 2020. • Participated in the Idaho Transportation Department Office of Transportation Investment Systems training on January 21, 2020.
820	<p data-bbox="310 1692 675 1726">COMMITTEE SUPPORT</p> <p data-bbox="1300 1730 1503 1764" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="334 1768 1430 1829" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.

PROGRAM NO.	
836	<p>REGIONAL TRAVEL DEMAND MODEL</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Continued to provide modeling assistance to member agencies. • Completed special model runs and benefit-cost analysis for ITD's Safety and Capacity program. • Provided data and model information to the consultant working on the State Street Alternatives Analysis for Valley Regional Transit.
842	<p>CONGESTION MANAGEMENT PROCESS</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Downloaded and began analyzing the 2019 National Performance Monitoring Data Set (NPMRDS) which are used to develop the Congestion Management Annual reports. • Reviewed the final Transportation System Management and Operations Plan. • Continued to work the Congestion Management Plan. • Developed map applications displaying travel time data and Intelligent Transportation System (ITS) inventory.
860	<p>GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE</p> <p style="text-align: right;">ERIC ADOLFSON</p> <ul style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Continued delivery of orthophotography data. • Finished work on IDOL Employment data. • Continued development of CommunityViz Suitability analysis for CIM 2050 development and supporting data. • Finished cleanup of traffic count data and continued development of online traffic count data application. • Continued Complete Streets Network Policy project mapping and data support. • Created mobile friendly web application to assist with Census effort. • Provided data analysis and delivery support for Fiscal Impact project. • Began updating Regional Comprehensive Plan data. • Sold several sections of 2019 project orthophoto imagery/contour data. • Updated COMPASS Open Data on Regional Data Center to assist with consultant's needs for member agency and COMPASS projects - this included updated schools, regional centerline, demographic areas, county boundaries, impact areas, rail, rail spurs and sidings, and city limits.
991	<p>SUPPORT SERVICES LABOR</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

T:\FY20\900 Operations\Board\2020 Staff Activity Reports\January 2020.docx

COMPASS BOARD AGENDA ITEM VIII-B

Date: February 24, 2020

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

December Air Quality Monitoring:

The Idaho Department of Environmental Quality reported six days in the moderate air quality category in the Treasure Valley during the month of December 2019.

- Three days were attributable to fine particulate matter (PM_{2.5}) recorded in both Ada and Canyon County.
- Three days were attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County.

YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2008.

Year	Good	Moderate	Unhealthy to Hazardous	Total
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	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

Notes: 2008, 2012, and 2016 were Leap Years hence the extra day.

Air Quality Categories:

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

Implication (policy and/or financial):

None.

More Information:

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

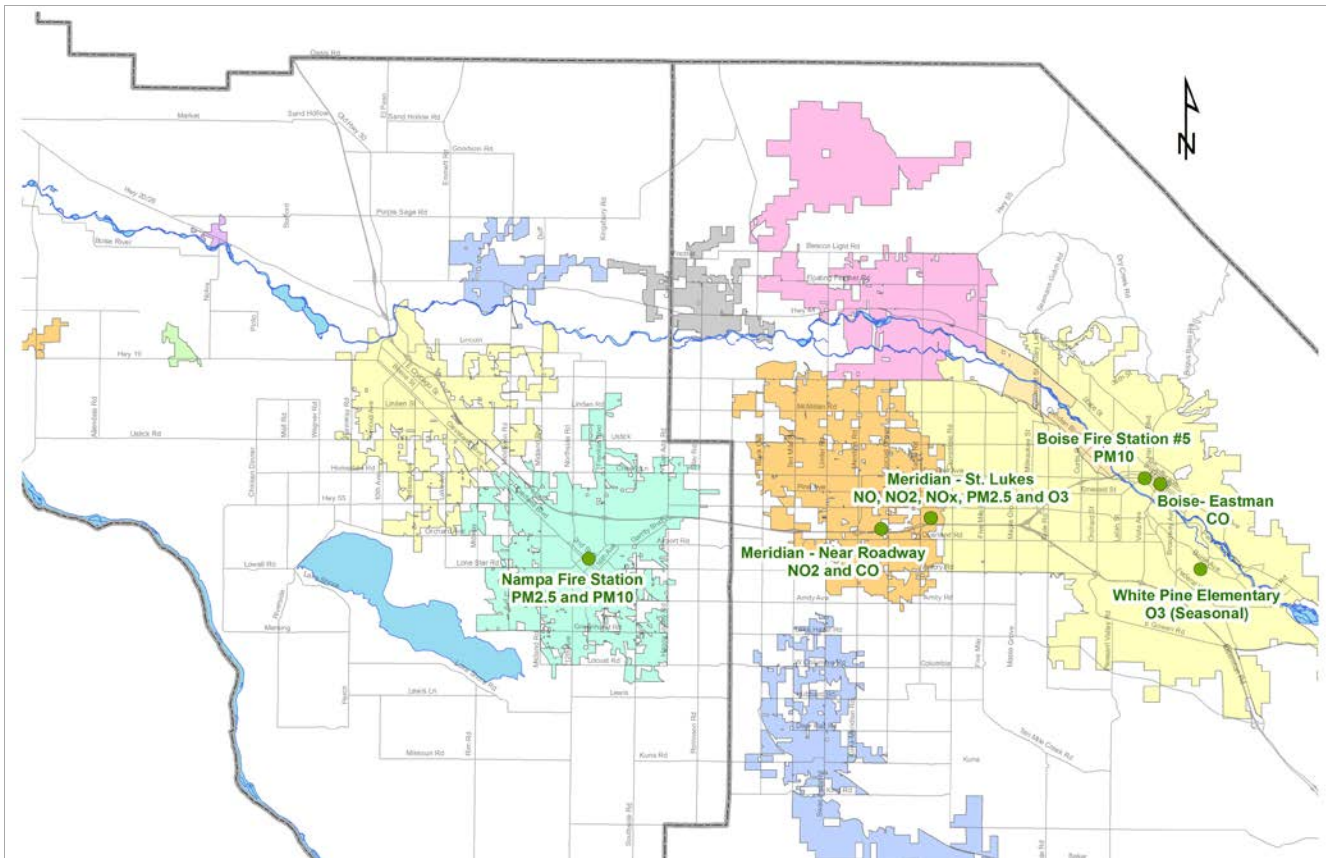


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

Carbon Monoxide (CO)

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

Oxides of nitrogen (NOx)

Oxides of nitrogen; a precursor (building block) of ozone. NOx 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

Ozone (O3)

A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and [NOx](#) 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.

PM2.5

Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.

PM10

Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.



COMPASS BOARD AGENDA ITEM VIII-B Date: February 24, 2020

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

January Air Quality Monitoring:

The Idaho Department of Environmental Quality reported six days in the moderate air quality category in the Treasure Valley during the month of January 2020.

- Four days were attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County.

YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2008.

Year	Good	Moderate	Unhealthy to Hazardous	Total
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	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	27	4	0	31

Notes: 2008, 2012, and 2016 were Leap Years hence the extra day.

Air Quality Categories:

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

Implication (policy and/or financial):

None.

More Information:

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

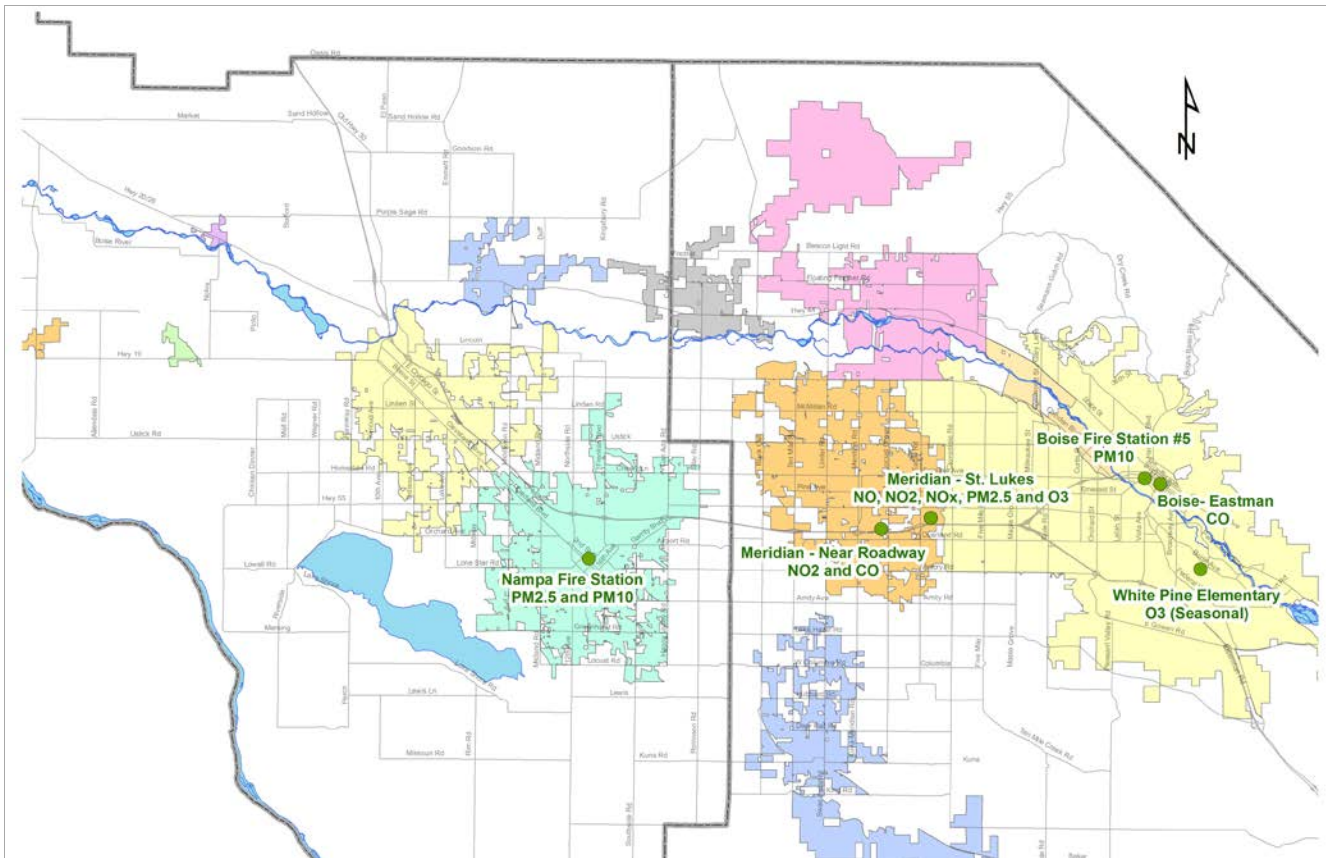


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

Carbon Monoxide (CO)

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

Oxides of nitrogen (NOx)

Oxides of nitrogen; a precursor (building block) of ozone. NOx 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

Ozone (O3)

A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and [NOx](#) 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.

PM2.5

Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.

PM10

Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

Item VIII-C

Attendance List

Member Agency/Name	Jan '20	Feb '20	Mar '20	Apr '20	May '20	June '20	July '20	Aug '20	Sept '20	Oct '20	Nov '20	Dec '20	TOTAL
ACHD/T.Ferch/ M.Gresham/J. Lucas	1												1
Ada County/D.Corcoran/M.Mehta-Cooper/B.Moore	1												1
Boise State/D. Alexander													0
Canyon County/K.Dahl/P. Nilsson/D.Lister													0
Canyon Highway District #4/L. Riccio	1												1
City of Boise/D. Fluke/K. Gallagher/Z. Piepmeyer	1												1
City of Caldwell/R. MacDonald/	1												1
City of Eagle/N. Baird Spencer/B. Vaughan	1												1
City of Garden City/J. Thornborrow													0
City of Greenleaf/ L. Belt	1												1
City of Kuna/W. Howell	1												1
City of Melba/P. Bandy	1												1
City of Meridian/C. Hood/B. McClure/A.Christy	1												1
City of Middleton/Bruce Bayne													0
City of Nampa/J. Barnes/C. Bowman/R.Ashby	1												1
City of Notus/TBD													0
City of Parma/N. Leigh	1												1
City of Star/S. Nickel	1												1
City of Wilder/Chelsie Johnson													5
Golden Gate Highway District. # 3/G. Bates	1												1
IDEQ/M. Toole													0
ITD/Caleb Lakey	1												1
Public Participation Committee/D. Smith	1												1
Valley Regional Transit/Stephen Hunt	1												1
Central District Health/R. Howarth													0
Governor's Office/A. Mitzel													0



Community Planning Association (COMPASS)
Administrative Modification #19 for FY2019-2023 Transportation Improvement Program (TIP)
Administrative Modification #2 for FY2020-2026 TIP
 (using totals from FY2019-2024 TIP)

Item VIII-D

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	ACHD	\$4,515,000	\$5,555,000	23.03%	Local (Regionally Significant)	2019	Increase RW by \$195,000.	ACHD	Adjust amounts to match ACHD's FY2020-2024 IFYWP. Decrease previous expenditures by \$34,000 to match actual.
						Local (Regionally Significant)	2020	Increase UT by \$4,000 and CN by \$918,000. Decrease CE by \$43,000.		
RD202-18	Linder Road, Ustick Road to McMillan Road, Meridian	ACHD	\$3,507,000	\$1,309,000	-62.67%	Local (Regionally Significant)	2019	Decrease PC by \$5,000 and UT by \$50,000.	ACHD	Adjust amounts to match ACHD's FY2020-2024 IFYWP. Increase previous expenditures by \$400,000 to match actual.
						Local (Regionally Significant)	2020	Increase CE by \$24,000 and CN by \$392,000.		
						Local (Regionally Significant)	2021	Decrease CE by \$46,000 and CN by \$2,913,000.		
RD202-17	Linder Road, Cayuse Creek Drive to US 20/26 (Chinden Boulevard), Meridian	ACHD	\$653,000	\$121,000	-81.47%	Local (Regionally Significant)	2019	Decrease CE by \$5,000 and CN by \$415,000.	ACHD	Adjust amounts to match ACHD's FY2020-2024 IFYWP. Decrease previous expenditures by \$173,000 to match actual.
						Local (Regionally Significant)	2020	Increase CN by \$61,000.		
RD213-16	Linder Road, Franklin Road to Pine Avenue, Meridian	ACHD	\$2,814,000	\$2,956,000	5.05%	Local (Regionally Significant)	2019	Decrease PC by \$10,000 and RW by \$731,000.	ACHD	Adjust amounts to match ACHD's FY2020-2024 IFYWP. Decrease previous expenditures by \$22,000 to match actual.
						Local (Regionally Significant)	2020	Increase LP by \$36,000, UT by \$60,000, and CN by \$696,000. Decrease CE by \$1,000.		
						Local (Regionally Significant)	2021	Increase CE by \$3,000 and CN by \$111,000.		
IN203-14	Cole Road, I-84 to Franklin Road, Boise	ACHD	\$10,078,000	\$3,760,000	-62.69%	Local (Regionally Significant)	2019	Decrease UT by \$587,000, CE by \$5,000, and CN by \$4,737,000.	ACHD	Adjust amounts to match ACHD's FY2020-2024 IFYWP. Decrease previous expenditures by \$1,721,000 to match actual.
						Local (Regionally Significant)	2020	Increase CE by \$10,000 and CN by \$722,000.		
22076	Pathway, Grimes Pathway, Nampa	Nampa	\$264,000	\$264,000	0.00%	TAP-U	2020	Increase CC by \$20,000. Decrease CN by \$20,000.	N/A	Correction to administrative modification 18/1. Incorrect key number used, reverse action.
20076	Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell	Caldwell	\$704,000	\$555,000	-21%	Local Participating	2019	Decrease CN by \$149,000.	LHTAC Balancing	Correction to administrative modification 18/1. Adjust amounts to match actual obligations.
						TAP-U	2020	Decrease CC by \$20,000. Increase CN by \$20,000.		
19464a	Transit - Acquisition of Service, Nampa Area, VRT	VRT	\$849,000	\$889,000	4.71%	FTA 5310 SU	2020	Increase CN by \$17,000.	Unprogrammed Balance	Adjust amounts to match allocation.
						FTA 5310 SU	2021	Increase CN by \$23,000.		
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	Private Developer	\$22,805,000	\$23,905,000	4.82%	STAR	2020	Increase LP by \$1,100,000.	N/A	Adjust amounts to match developer's final estimates.
20136e	Transit Asset Management, Nampa Area, VRT	VRT	\$0	\$359,000	0%	FTA 5339 SU	2020	Increase CN by \$278,000.	Mirroring	Adjust amounts to match the FY2020-2026 TIP for the first quarter obligation.
						FTA 5339 SU	2021	Increase CN by \$81,000.		
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	ACHD	\$2,180,000	\$2,180,000	0.00%	STP-TMA	2020	Decrease PE by \$1,000. Increase CE by \$1,000.	N/A	Use remaining funds in design to cover a cost overrun in construction.

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
20738	1-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	ITD	\$1,795,000	\$1,963,000	9.36%	IM	2020	Increase PE by \$43,000.	Mirroring and Statewide Balancing	To match the FY2020-2026 TIP for first quarter obligation and increase to match current estimates.
						IM	2021	Increase CE by \$25,000 and CN by \$100,000.		

* Includes federal and local portions.

** Amendment needed if project total increases 30% or more or \$2,000,000.

5339 = Transit Bus and Bus Facilities
 ACHD = Ada County Highway District
 CC = Construction Engineering Consultan
 CE = Construction Engineering
 CL = Construction Engineering LHTAC
 CN = Construction
 FTA = Federal Transit Administration
 FY = Fiscal Year
 I = Interstate (highway)
 IM = Interstate Maintenance
 ITD = Idaho Transportation Department
 LP = Land Purchase
 LHTAC = Local Highway Technical Assistance Council

PE = Preliminary Engineering
 PC = Preliminary Engineering Construction
 RW = Right-of-Way
 SH = State Highway
 STAR = State Tax Anticipated Revenue
 STP = Surface Transportation Program
 SU = Small Urban (Nampa Urbanized Area)
 TAP = Transportation Alternatives Program
 TECM = Transportation Expansion Congestion Mitigation
 TMA = Transportation Management Area
 U = Urban (Nampa Urbanized Area)
 US = United States (Highway)
 UT = Utilities

VRT = Valley Regional Transit

Staff Recommendation:


 Tevrin Fuller, Resource Development Data Specialist
 COMPASS

Approval:


 Matthew J. Stoll, Executive Director
 COMPASS

Date:

12/17/2019



Community Planning Association (COMPASS)
Administrative Modification #3 for FY2020-2026 Transportation Improvement Program (TIP)

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	ITD	\$98,640,000	\$98,640,000	N/A	N/A	N/A	N/A	N/A	Add SH-44 interchange to title and description to more accurately reflect work on this project.
20315	I-84, Karcher Interchange to Franklin Boulevard	ITD	\$34,144,000	\$17,690,927	-48.19%	Restoration	2020	Decrease PC by \$86,374. Increase RW by \$187,427.	20618 and 20619	To match bids.
						TECM	2020	Increase PE by \$75,413. Decrease LP by \$1,513,179.		
						INFRA	2020	Increase PE by \$113,120 and RW \$281,140. Decrease PC by \$129,561 and LP by \$10,136,397.		
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County (Design)	ITD	\$18,300,500	\$4,980,330	-72.79%	Restoration	2020	Decrease PC by \$943,818. Increase RW by \$100,000 and LP by \$1,423,818.	22618 and 22619	Split out construction phases to KN 22618 and 22619 for efficiencies in bidding. Add INFRA funds in place of GARVEE funds.
						GARVEE	2020	Decrease PC by \$170, CE by \$1,200,000, and CN by \$13,000,000.		
						TECM	2020	Increase PE by \$40,000 and PC by \$80,000.		
						INFRA	2020	Increase PE by \$60,000 and PC by \$120,000.		
22618	I-84, Middleton Road Overpass, Canyon County	ITD	\$0	\$7,530,920	100.00%	INFRA	2020	Increase CE by \$30,000, CC by \$408,000, and CN by \$4,080,552.	20315 and 226154	Break out the construction phase for of KN 22154 for efficiency in bidding, using funds from KN 20315.
						TECM	2020	Increase CE by \$20,000, CC by \$272,000, and CN by \$2,720,368.		
22619	I-84, Ustick Road Overpass, Canyon County	ITD	\$0	\$7,621,910	100.00%	INFRA	2020	Increase CE by \$30,000, CC by \$283,698, and CN by \$4,259,448.	20315 and 226154	Break out the construction phase for of KN 22154 for efficiency in bidding, using funds from KN 20315.
						TECM	2020	Increase CE by \$20,000, CC by \$189,132, and CN by \$2,360,641.		
						Restoration	2020	Increase CN by \$478,991.		
13916	Pathway, Dry Creek Trail and Underpass, Eagle	Eagle	\$566,000	\$502,653	-11.19%	TAP-TMA	2020	Decrease CE by \$504, CC by \$2,123, and CN by \$60,720.	TMA Balancing	To close out project.
18728	Capital Maintenance, Phase I, Boise Area - FY2020	ACHD	\$5,803,600	\$5,803,600	N/A	N/A	N/A	N/A	N/A	Remove Beacon Light Road (SH-16 to Ballintyne Lane) and Floating Feather Road (Lanewood Road to Linder Road) and move segments to KN 20259 (FY2023) to accommodate future budgets.

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
20259	Pavement Preservation and ADA, Phase 1, Boise Area - FY2023	ACHD	\$5,820,500	\$5,820,500	N/A	N/A	N/A	N/A	N/A	Add the Beacon Light Road (SH-16 to Ballantyne Lane) and Floating Feather Road (Lanewood Road to Linder Road) from KN 18728 (FY2020) . Other segments could be added in the future.
19887	Capital Maintenance, Phase 2, Boise Area - FY2020	ACHD	\$2,506,800	\$2,506,800	N/A	N/A	N/A	N/A	N/A	Remove the Collister Drive segment and move this segment to KN 20122 (FY2022) to accommodate current budgets.
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	ACHD	\$2,558,500	\$2,558,500	N/A	N/A	N/A	N/A	N/A	Add the Collister Drive segment from KN 19887 (FY2020). Other segments could be added in the future.
20574	SH-44 (State Street), Star Road to SH-16, Ada County	ITD	\$8,000,000	\$8,700,000	8.75%	TECM	2020	Increase PE by \$100,000 and PC by \$600,000.	Statewide Balancing	To match current estimates.
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	ITD	\$9,250,000	\$8,600,000	-7.03%	TECM	2020	Increase PC by \$50,000. Decrease RW by \$700,000.	Statewide Balancing	To match current estimates.
20203	I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	ITD	\$2,464,000	\$1,805,836	-26.71%	IM	2020	Increase PE by \$1,100.	Statewide Balancing	To match current estimates.
						HB132 and HB312	2020	Increase PE by \$2,000. Decrease CE by \$64,000 and CN by \$597,264.		

* Includes federal and local portions.

** Amendment needed if project total increases 30% or more or \$2,000,000.

ACHD = Ada County Highway District
 ADA = Americans with Disabilities Act
 CC = Construction Engineering Consultant
 CE = Construction Engineering
 CL = Construction Engineering LHTAC
 CN = Construction
 FY = Fiscal Year
 GARVEE = Grant Anticipation Revenue Vehicle
 HB = House Bill
 I = Interstate (highway)
 IM = Interstate Maintenance
 INFRA = Infrastructure for Rebuilding America
 ITD = Idaho Transportation Department
 KN = Key Number

LP = Land Purchase
 PE = Preliminary Engineering
 PC = Preliminary Engineering Construction
 RW = Right-of-Way
 SH = State Highway
 STP = Surface Transportation Program
 TIP = Transportation Improvement Program
 TAP = Transportation Alternatives Program
 TECM = Transportation Expansion Congestion Mitigation
 TMA = Transportation Management Area
 US = United States (Highway)

Staff Recommendation:


 Trevin Fuller, Resource Development Data Specialist
 COMPASS

Approval: 
 Matthew J. Stoll, Executive Director
 COMPASS

Date: 1/13/2020



**Community Planning Association (COMPASS)
Administrative Modification #4 for FY2020-2026 Transportation Improvement Program (TIP)**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
13916	Pathway, Dry Creek Trail, Eagle	Eagle	\$566,000	\$504,847	-10.80%	TAP-TMA	2020	Decrease CE by \$433 and CN by \$60,720.	TMA Balancing	To close out project.
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	Kuna	\$2,695,000	\$2,695,000	0.00%	TAP-TMA	2020	Increase CN by \$54,000.	TMA Balancing	Move funds from FY2021 to FY2020 to reduce advance construction burden, as funds became available through balancing. No change to total.
						TAP-TMA	2021	Decrease CN by \$54,000.		
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	Boise	\$215,000	\$215,000	0.00%	TAP-TMA	2020	Increase CN by \$9,000.	TMA Balancing	Move funds from Local Participating to TAP-TMA funding, as funds became available through balancing.
						Local Participating	2020	Decrease CN by \$9,000.		
15001	Cost Increase Set-Aside, STP-TMA	COMPASS	\$32,000	\$18,000	-43.75%	STP-TMA	2020	Decrease CN by \$14,000.	TMA Balancing	Move funds to a project to help cover cost increase.

* Includes federal and local portions.

** Amendment needed if project total increases 30% or more or \$2,000,000.

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 STP = Surface Transportation Program

TAP = Transportation Alternatives Program
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area

Staff Recommendation:

Toni Tisdale, Principal Planner
 COMPASS

Approval:

Matthew J. Stoll, Executive Director
 COMPASS

Date:

TT: T:\FY20\600 Projects\685 TIP\FY2026TIP\Amend\AdminMod4.xlsx



COMPASS BOARD AGENDA ITEM VIII-E

Date: February 24, 2020

Topic: Status Report – Project Milestone Report

Background/Summary:

On February 22, 2016, the COMPASS Board of Directors directed COMPASS staff to develop a milestone report of projects funded through COMPASS (Attachment 1).

A summary of airport and alternative transportation usage statistics is provided in Attachment 2, including historical ridership data. This section includes all services with reporting data available.

The next report will be in the June 2020 Board meeting packet. If you have questions about a specific project, please call for more information.

More Information:

- 1) Attachment 1 – Project Milestone Report
- 2) Attachment 2a – Trip Report
- 3) Attachment 2b – Yearly Alternative Transportation Trip Report
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

TT: T:\FY20\600 Projects\685 TIP\Milestone\200224mmoBdStatus.docx

Project Milestone Report

As of 2/4/2020

Reporting obligations for FY2020, projects in FY2020-2026 TIP.

Green cell = obligation already occurred.

Pink cell = funds programmed in current fiscal year but not yet obligated.

Blank cell = obligation is scheduled for a future fiscal year.

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Capital Maintenance, Phase 1, Boise Area - FY2019 (KN 13903)	ACHD	2014	\$6,198,000	2017	N/A	2019
Construction is underway.		\$5,921,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2020 (KN 18728)	ACHD	2015	\$5,803,000	2018	N/A	2020
Plans, specifications, and engineer's estimates package was submitted to ITD. After State/Local Agreement is signed, bidding will occur in spring 2020.		\$6,259,000		Obligated	N/A	
Capital Maintenance, Phase 1, Boise Area - FY2021 (KN 18701)	ACHD	2014	\$5,441,000	2019	N/A	2021
Design is underway.		\$6,259,000		Obligated	N/A	
Capital Maintenance, Phase 2, Boise Area - FY2019 (KN 20003)	ACHD	2017	\$2,180,000	2017	N/A	2019
Construction is underway.		\$2,383,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 2, Boise Area - FY2020 (KN 19887)	ACHD	2017	\$2,507,000	2018	N/A	2020
Plans, specifications, and engineer's estimates package was submitted to ITD. After State/Local Agreement is signed, bidding will occur in spring 2020.		\$2,489,000		Obligated	N/A	
Capital Maintenance, Phase 2, Boise Area - FY2021 (KN 20129)	ACHD	2017	\$2,362,000	2019-2020	N/A	2021
Design is underway.		\$2,334,000		Obligated		
Capital Maintenance, Phase 3, Boise Area - FY2019 (KN 20091)	ACHD	2016	\$501,000	2017	N/A	2019
Original project bid was rejected. ACHD will update the plans, specifications, and engineer's package, and rebid in spring of 2020.		\$320,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 3, Boise Area - FY2020 (KN 19847)	ACHD	\$2,017	\$362,000	2018	N/A	2020
Finalizing plans, specifications, and engineer's estimate, and preparing to bid in spring of 2020.		\$350,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Capital Maintenance, Phase 3 Boise Area - FY2021 (KN 20159)	ACHD	2017	\$391,000	2019	N/A	2021
This project has remaining local funds that can be converted to federal if funding becomes available. Design scope of work is underway with federal funds.		\$320,000		Obligated	N/A	
Cole Road, McGlochlin Street to Victory Road, Boise (KN IN205-97)	ACHD	N/A	\$9,634,000	N/A	2019	2020
Under construction.		N/A		N/A	Obligated	Obligated
Commuteride, Rideshare Program, Boise and Nampa Areas (CPA3)	ACHD	2019	\$1,650,000	N/A	N/A	2020-PD
Project funds \$220,000 each year in the Boise Urbanized Area and \$55,000 each year in the Nampa Urbanized Area.		\$1,650,000		N/A	N/A	
Commuteride, Van Replacements, Boise Area - FY2017 (20173)	ACHD	2016	\$315,000	N/A	N/A	2017
Grant extension approved on June, 5, 2019, and five vans purchased.		\$315,000		N/A	N/A	Funds Transferred to FTA (Obligated)
Commuteride, Van Replacements, Boise Area - FY2019 (20046)	ACHD	2016	\$331,000	N/A	N/A	2019
Grant extension approved on June, 5, 2019, and four vans purchased		\$326,000		N/A	N/A	Funds Transferred to FTA (Obligated)
Commuteride, Van Replacements, Canyon County - FY2019-2021 (20136a)	ACHD	2019	\$870,000	N/A	N/A	2019-2021
Funding agreement approved by ACHD Commission on October 24, 2018.		\$1,062,000		N/A	N/A	
Commuteride, Van Replacements, Nampa Area - FY2018 (KN 20153)	ACHD	2017	\$270,000	N/A	N/A	2019
FY2019 legacy agreement approved January 9, 2019. FY2017 and 2018 funds carried over to FY2019.		\$759,000		N/A	N/A	
Eagle Road, Amity road to Victory Road, Meridian (RD207-33)	ACHD	N/A	\$5,555,000	2018	2019	2020
In right-of-way acquisition process.		\$4,515,000		Obligated	Obligated	Obligated
Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)	ACHD	2013	\$4,513,000	2013-2019	2018	2020
State/Local agreement is approved. Bidding will occur in spring of 2020.		\$1,936,000		Obligation in Process	Obligated	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Linder Road, Franklin Road to Pine Avenue, Meridian (RD213-16)	ACHD	2015	\$2,956,000	2016	2017	2020-2021
Project is out to bid.		\$3,026,000		Obligated	Obligated	2020 Obligated
Orchard Street, Gowen Road to I-84 On-Ramp, Boise (KN RD207-01)	ACHD	N/A	\$6,066,000	2019-2021	2021-2022	2023
Continuing concept plan work.		N/A		2019 Obligated		
Pavement Preservation and ADA, Local, Boise Area - FY2022 (KN 20006)	ACHD	2017	\$380,000	2020	N/A	2022
Design is underway.		\$320,000		Obligated	NA	
Pavement Preservation and ADA, Phase 1, Boise Area - FY2022 (KN 19465)	ACHD	2016	\$5,970,000	2020	N/A	2022
Design is underway.		\$6,341,000		Obligated	NA	
Pavement Preservation and ADA, Phase 2, Boise Area - FY2022 (KN 20122)	ACHD	2017	\$2,559,000	2020	N/A	2022
Design is currently underway.		\$2,380,000		Obligated	NA	
Railroad Crossing, North Linder Road, Meridian (KN 19875)	ACHD	2017	\$612,000	2019	2019	2020
Project is out to bid.		\$525,000		Obligated	Obligated	
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian (KN RD202-31)	ACHD	2016	\$3,310,000	2020	2020	2020
Construction is underway.		\$3,310,000		Obligated	Obligated	Obligated
Ten Mile Road, Ustick Road to McMillan Road, Meridian (RD202-32)	ACHD	2016	\$7,501,000	N/A	N/A	2020
Construction is underway.		\$3,850,000		N/A	N/A	Obligated
Pathway, Fairview Avenue Greenbelt Ramp, Boise (KN 20639)	Boise	2018	\$215,000	2018	N/A	2020
Project is out to bid.		\$81,000		Obligated	N/A	Obligated
Bicycle Parking, Covered Bicycle Facility, Boise State (KN 21913)	Boise State	2018	\$38,000	2019	N/A	2019
Seeking three bids for the project so that a contract can be made. Market volatility and project scope have been challenges for responses.		\$30,000		Obligated	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Bicycle Parking, Secure Bicycle Facilities, Boise State (KN 20095)	Boise State	2017	\$115,000	2019	N/A	2018-2019
Seeking three bids for the project so that a contract can be made. Market volatility and project scope have been challenges for responses.		\$72,000		Obligated	N/A	Obligated
10th Avenue Bridge, Caldwell (KN 13055)	Caldwell	2011	\$3,436,000	2013	N/A	2019
Construction is approximately 95% complete, with anticipated completion in February 2020.		\$595,000		Obligated	N/A	Obligated
10th Avenue ITS and Overlay, Caldwell (KN 13905)	Caldwell	2014	\$1,446,000	2018	N/A	PD
Design is almost underway.		\$1,196,000		Obligated	N/A	
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	2013	\$3,358,000	2014-2018	N/A	2023
Design is almost complete. Awaiting permits from the railroad.		\$2,231,000		2014-2018 Obligated		
Middleton Road and Ustick Roundabout, Caldwell (KN 13487)	Caldwell	2013	\$2,922,000	2014-2016	2021	2024
Design is underway.		\$950,000		2014-2016 Obligated		
Highway 30, Goodson Road to Oasis Road, Canyon County (KN 19951)	Canyon Highway District	2017	\$2,434,000	2018-2019	N/A	PD
Design is underway. The Concept Report is complete.		\$2,029,000		2018-2019 Obligated	N/A	
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County (KN 22016)	Canyon Highway District / Caldwell	2019	\$1,317,000	2019	N/A	PD
Design is underway.		\$1,279,000		Obligated	N/A	
Old Highway 30, Plymouth Street Bridge, Caldwell (KN 13494)	Canyon Highway District / Caldwell	2013	\$10,700,000	2015-2019	2021	2023
Alternatives and environmental analysis, including ethnographic study, is underway. Project is in Tribal Consultation.		\$9,104,000		Obligated		
Planning, Communities in Motion Update, COMPASS (KN 19571)	COMPASS	2016	\$725,000	2019-2022	N/A	N/A
Study is underway. Expect completion in December 2022.		\$232,000		2019 Obligated	N/A	N/A
Planning, COMPASS (KN CPA1)	COMPASS	2020	\$1,986,000	2020-PD	N/A	N/A
Project funds total \$331,000 each year in the Boise Urbanized Area and the Nampa Urbanized Area.		\$1,986,000		2020 Obligated	N/A	N/A

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Planning, Metropolitan Planning Funds, COMPASS (KN CPA2)	COMPASS	2020	\$7,171,000	2020-2023	N/A	N/A
Project is underway.		\$7,171,000		2020 Partial Obligation	N/A	N/A
Planning, Transportation Operations and ITS Plan Update, COMPASS (KN 18694)	COMPASS	2015	\$236,000	2019	N/A	N/A
Study is underway. Expect completion in December 2019.		\$250,000		Obligated	N/A	N/A
Planning, Travel Survey Data Collection, COMPASS (KN 19303)	COMPASS	2018	\$850,000	2019	N/A	N/A
Request for proposals expected to be released in spring of 2020.		\$850,000		Obligated	N/A	N/A
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle (KN 20841)	Eagle	2018	\$1,497,000	2018-2019	2020	2023
Design is underway.		\$1,299,000		Obligated		
Peckham Road, US-95 to Notus Road, Canyon County (KN 13964)	Golden Gate HD	2014	\$3,801,000	2016	2019	2021
Final plans and specifications pending any impacts from right-of-way negotiations. Right-of-way plans approved and six of seven parcels purchased. Engineers Estimate to be updated in FY2020. Construction State/Local agreement submittal and bidding are expected in late FY2020, with construction expected to being in early summer 2021.		\$2,194,000		Obligated	Obligated	
Peckham Road Intersections, Canyon County (KN 22101)	Golden Gate HD	2019	\$399,000	2020	N/A	2022
Design is underway.		\$399,000		Obligated	N/A	
Bridge Rehabilitation, Ada and Canyon Counties - FY2019 (KN 19442)	ITD	2015	\$3,806,000	2016	N/A	2019
Project is in winter shutdown. Expect completion in spring of 2020.		\$3,575,000		Obligated	N/A	Obligated
Culvert Replacements, Canyon County (KN 22258)	ITD	\$2,019	\$188,000	2020	N/A	2021
Design is underway.		\$188,000				
ITS, Port of Entry License Plate Readers, Ada County (KN 20288)	ITD	2016	\$816,000	N/A	N/A	2017
Technology project.		\$500,000		N/A	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Blacks Creek Road Interchange, Ada County (KN 19874)	ITD	2017	\$18,499,000	2018-2019	N/A	2019
Construction began September 25, 2019. Expect completion in September 2020.		\$12,100,000		Obligated	N/A	Obligated
I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise (KN 20738)	ITD	2017	\$1,963,000	2018-2020	N/A	2021
Design is complete.		\$1,760,000		Obligated	N/A	
I-84, East Boise Port of Entry Ramps, Ada County (KN 22237)	ITD	2020	\$457,000	N/A	N/A	2020
Project to be delayed to FY2021.		\$457,000		N/A	N/A	
I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore Counties (KN 20203)	ITD	2019	\$2,490,000	2017-2019	N/A	2020
Sealcoat project that will advertise bidding in fall 2019 for summer 2020 construction.		\$2,168,000		Obligated	N/A	
I-84, Franklin Boulevard to Northside Boulevard, Nampa (KN 20798)	ITD	2018	\$81,471,000	2018	N/A	2018-2019
Design is shown under Key Number 20315. Construction is underway. Expect completion in early 2021.		\$87,600,000		Obligated	N/A	Obligated
I-84, Franklin Interchange to Karcher Interchange, Canyon County (KN 22196)	ITD	2019	\$169,697,000	2019	2020	2020-2021
Design is underway. (split from Key Number 20351)		\$169,697,000		Obligated		
I-84, Garrity Interchange to Ten Mile Interchange, Ada County (KN 20212)	ITD	2017	\$4,471,000	2017-2019	N/A	2021
Design is underway.		\$4,770,000		Obligated	N/A	
I-84, Interchange Ramp Rehabilitation, Boise (KN 22246)	ITD	2020	\$661,000	2020	N/A	2020
		\$661,000			N/A	
I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (KN 20315)	ITD	2017	\$28,351,000	2017-2018	2018	2018
Construction is underway. Expect completion in late 2020.		\$150,000,000		Obligated	Obligated	(Utilities) Obligated
I-84, Karcher Overpass, Nampa (KN 20797)	ITD	2018	\$5,034,000	N/A	N/A	2018-2019
Construction is almost complete.		\$5,500,000		N/A	N/A	Obligated
I-84, Karcher Interchange in the City of Nampa to the City of Caldwell (KN 20351)	ITD	2017	\$3,900,000	2018	N/A	N/A
In the scoping phase. Project will be broken into multiple key numbers at a later date.		\$1,000,000		Obligated	N/A	N/A

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Middleton Road and Ustick Road Overpasses. Canyon County (KN 22154)	ITD	2018	\$2,652,000	2019-2020	N/A	N/A
Design is almost complete on Middleton Overpass. Ustick Overpass will be re-designed to include a five-lane bridge structure. This project will be split into two construction key number, KN22618 Middleton Overpass and KN22619 Ustick Overpass. (construction split into separate key numbers)		\$15,500,000		Obligated	N/A	N/A
I-84, Northside Boulevard to Karcher Road Interchange, Nampa (KN 20799)	ITD	2018	\$29,052,000	N/A	N/A	2019
Construction is underway. Expect completion in early 2021.		\$37,400,000		N/A	N/A	Obligated
I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon (KN 20060)	ITD	2016	\$1,416,000	2017-2019	N/A	2021
Design is complete.		\$1,015,000		Obligated	N/A	
ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County (KN 18833)	ITD / ACHD	2015	\$583,000	2015	N/A	2018-2019
ACHD staff is determining locations for interconnect traffic signals.		\$463,000		Obligated	N/A	Obligated
Microseals, Ada and Canyon Counties (KN 20536)	ITD	2018	\$7,878,000	2018	N/A	2022
Design is underway.		\$7,575,000		Obligated	N/A	
Railroad Crossing, Look Lane, Caldwell (KN 20355)	ITD/ Notus-Parma Highway District	2018	\$590,000	2018-2019	N/A	2020
Waiting for beginning of new fiscal year to bring consultant onboard.		\$270,000		Obligated	N/A	
Railroad Crossing, SH-19 and Roedel Avenue, Caldwell (KN 19627)	ITD / Caldwell	2015	\$633,000	2017	N/A	2018
Crossing surface and paving will be completed in mid-October 2019.		\$388,000		Obligated	N/A	Obligated
SH-16, I-84 to US 20/26, Ada and Canyon Counties (KN 20788)	ITD	2018	\$98,640,000	2018-2019	2020-2021	N/A
Right of way need has been determined and acquisition process has begun.		\$6,200,000		Obligated		N/A
SH-21, Technology Way to Surprise Way, Boise (KN 20428)	ITD	2018	\$5,150,000	2018	N/A	2022
Design is underway.		\$6,250,000		Obligated	N/A	
SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle (KN 13476)	ITD	2016	\$8,251,000	2013-2019	N/A	2021
Advertisement for construction bid is expected in late 2020, with construction scheduled in FY2021.		\$5,750,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-44 (State Street), SH-16 to Linder Road, Ada County (KN 20266)	ITD	2018	\$9,663,000	2018	2020	2023
Design is underway.		\$10,250,000		Obligated		
SH-44 (State Street), Star Road to SH-16, Ada County (KN 20574)	ITD	2018	\$8,200,000	2018-2020	2021	2024
Design is underway.		\$8,700,000		Obligated		
SH-44, Corridor Study, I-84 in Canyon County to Eagle Road (KN 07827)	ITD	1998	\$5,506,000	1999-2018	N/A	N/A
Study is underway. Expect completion mid to late 2021.		\$2,500,000		Obligated	N/A	N/A
SH-44, I-84 near Caldwell to Junction SH-55 North in Eagle (KN 19709)	ITD	2016	\$2,331,000	2017-2018	N/A	2019
Project is in winter shutdown. Work is expected to be complete in summer of 2020.		\$2,100,000		Obligated	N/A	Obligated
SH-45-SH-78 to Melba Road, Canyon and Owyhee Counties (KN 21849)	ITD	2019	\$6,500,000	2020	N/A	2025
		\$6,500,000			N/A	
SH-45, Snake River Bridge, Walters Ferry (KN 13389)	ITD	2012	\$6,857,000	2013-2016	N/A	2017
Construction is underway with expected completion in fall 2019.		\$6,623,000		Obligated	N/A	Obligated
SH-55 (Eagle Road), Meridian Towne Center, Meridian (KN 13349)	ITD	2012	\$5,176,000	2014-2016	N/A	2017 & 2022
State Tax Anticipated Revenue (STAR) agreement. Adding 3rd lane southbound on Eagle Road between Franklin Road and Leslie Drive. Utility coordination under way CenterCal plans on going to construction spring 2021		\$6,623,000		Obligated	N/A	2017 Obligated
SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa (KN 21867)	ITD	2019	\$6,210,000	2020	N/A	2025
		\$6,210,000			N/A	
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation (KN 20506)	ITD	2018	\$11,488,000	2018	N/A	2023
Design is underway.		\$11,050,000		Obligated	N/A	
SH-55, Snake River Bridge, Marsing (KN 13387)	ITD	2012	\$17,250,000	2014-2018	2016	2019-2020
Work on stage 2, the second half of the new bridge is underway. Traffic is on the new stage 1 bridge. Expect completion in fall of 2020.		\$8,074,000		Obligated	Obligated	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Study, Mores Creek Bridge Asset Plan, Ada County (KN 21968)	ITD	2019	\$280,000	2019-2020	N/A	N/A
Negotiating scope of work with consultant.		\$280,000		2019 Obligated	N/A	N/A
Study, SH-55, Pear Lane to Middleton Road, Canyon County (KN 21906)	ITD	2019	\$2,337,000	2019	N/A	N/A
Study is underway. Expect completion in late 2021.		\$2,337,000		Obligated	N/A	N/A
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County (KN 22165)	ITD	2019	\$34,625,000	2019 & 2021	2021	2022
Design is underway.		\$34,525,000		2019 Obligated		
US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle (KN 20594)	ITD	2018	\$9,394,000	2018 & 2020	N/A	2020
State Tax Anticipated Revenue (STAR) agreement. Irrigation work began in December 2019. Expect construction to begin in spring of 2020.		\$14,350,000		Obligated	N/A	Obligated
US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) (KN 19944)	ITD/ACHD	2017	\$16,842,000	2017-2019	2019	2020
Under contract.		\$10,625,000		Obligated	Obligated	Obligated
US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian (KN 20227)	ITD	2016	\$3,575,000	2017-2020	N/A	2023
Design is underway. To be companioned with KN 20367.		\$3,070,000		2017-2018 Obligated	N/A	
US 20/26 (Chinden), Star Road to SH-16, Ada County (KN 20367)	ITD	2018	\$5,650,000	2018	N/A	PD
Design is underway. To be companioned with KN 20227.		\$5,550,000		Obligated	N/A	
US 20/26 (Chinden), SH-16 to Linder Road, Ada County (KN 21858)	ITD	2019	\$24,155,000	2019	2019	2019-2020
State Tax Anticipated Revenue (STAR) agreement. Construction is underway. Expect completion in fall 2020.		\$7,770,000		Obligated	Obligated	Obligated
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (KN 20143)	Kuna	2017	\$2,595,000	2018	N/A	2020-2021
Out to bid.		\$1,010,000		Obligated	N/A	
Pathway, Rail with Trail, Meridian (KN 13918)	Meridian	2014	\$713,000	2016-2018	N/A	2021-2022
The City is currently pursuing a land trade to procure final right-of-way for this project. Holding until permission can be obtained.		\$575,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Middleton Road and Cornell Street, Intersection Improvements, Middleton (KN 20430)	Middleton	2017	\$303,000	2020	N/A	2021
Design is underway.		\$303,000		Obligated	N/A	
South Cemetery Road, SH-44 to Willow Creek, Middleton (KN 12048)	Middleton	2009	\$3,469,000	2010-2018	2019	2021
City obtaining right-of-way based on approved right-of-way plans. Final design is underway.		\$2,231,000		Obligated	Obligated	
Colorado and Holly Signal and Pedestrian Improvements, Nampa (KN 13486)	Nampa	2013	\$1,567,000	2014-2015	N/A	2020
Construction is ready to bid.		\$675,000		Obligated	N/A	Obligated
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa (KN 22102)	Nampa	2019	\$1,644,000	2020	N/A	2022
Design is underway.		\$1,615,000		Obligated	N/A	
Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa (KN 22103)	Nampa	2019	\$5,774,000	2020	N/A	2022
Design is underway.		\$5,671,000		Obligated	N/A	
Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa (KN 21999)	Nampa	2019	\$1,121,000	2019	N/A	2021
Design is underway.		\$1,281,000		Obligated	N/A	
Lone Star Road and Middleton Road, Intersection Improvements, Nampa (KN 20613)	Nampa	2019	\$1,515,000	2018	N/A	2020
Waiting on final permits and Plan, Specifications, and Engineer Estimates package submittal.		\$1,501,000		Obligated	N/A	
Pathway, Grimes Pathway, Nampa (KN 22076)	Nampa	2019	\$264,000	N/A	N/A	2020
		\$264,000		N/A	N/A	
Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa (KN 20141)	Nampa	2017	\$598,000	2018	N/A	2019
Project was advertised in June 2019 and received one bid, which was above the engineer's estimate. Project will be re-bid in fall 2019. The city is considering doing additional permitting work.		\$501,000		Obligated	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa (KN 22070)	Nampa	2019	\$539,000	2019	N/A	2021
Preliminary design is underway.		\$539,000		Obligated	N/A	
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa (KN 22050)	Nampa	2019	\$533,000	2019	N/A	2020
Design is underway.		\$533,000		Obligated	N/A	
Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa (KN 19855)	Nampa	2017	\$579,000	N/A	N/A	2019
Subrecipient agreement is authorized and design is underway.		\$579,000		N/A	N/A	
Railroad Crossing, Midland Boulevard, Nampa (KN 22034)	Nampa / ITD	2019	\$79,000	2020	N/A	2020
Design is underway.		\$50,000		Obligated	N/A	
Smith Avenue and Middleton Road, Signals, Nampa (KN 20167)	Nampa	2017	\$596,000	2018	N/A	2019
Construction is underway.		\$510,000		Obligated	N/A	Obligated
Transit - Fixed Line Service, Rural Areas, TVT (KN 19983)	TVT	2019	\$3,946,000	N/A	N/A	2019-2020
		\$3,946,000		N/A	N/A	2019 Obligated
Transit - Nampa Transit-Oriented Development, Design and Property, TVT (KN 19380a)	TVT	2019	\$860,000	N/A	N/A	2020
		\$860,000		N/A	N/A	
Transit - Nampa Transit-Oriented Development, Design and Property, TVT (KN 20136d)	TVT	2019	\$649,000	N/A	N/A	2020
		\$649,000		N/A	N/A	
Transit - Purchase of Service, Rural Areas, TVT (KN 19464b)	TVT	2019	\$268,000	N/A	N/A	2019-2020
		\$268,000		N/A	N/A	2019 Obligated
Transit - Technology, TVT (KN 20136c)	TVT	2019	\$25,000	N/A	N/A	2019
		\$25,000		N/A	N/A	
Transit - Vehicle Replacements, Rural Areas, TVT (KN 20136b)	TVT	2019	\$627,000	N/A	N/A	2019-2020
		\$627,000		N/A	N/A	2019 obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Capital Maintenance, VRT, Boise- FY2016 (KN 13511)	VRT	2012	\$1,367,000	N/A	N/A	2016
Vehicles are ordered. As they arrive, they are inspected before going into the public fleet.		\$150,000		N/A	N/A	Obligated (Transferred to FTA)
Capital Maintenance, VRT, Boise- FY2018 (KN 13482)	VRT	2013	\$620,000	N/A	N/A	2018-2019
Funds added to project in FY2019 for high bid (Amendment #2, December 2018)		\$934,000		N/A	N/A	Obligated
Capital Maintenance, VRT, Boise- FY2019 (KN 18847)	VRT	2015	\$1,317,000	N/A	N/A	2019-2020
		\$1,145,000		N/A	N/A	2019 Obligated
Pedestrian Improvements, Historic North Nampa Pathway, Nampa (KN 19959)	VRT / Nampa	2017	\$590,000	N/A	N/A	2018
Pending National Environmental Policy Act (NEPA) approval.		\$590,000		N/A	N/A	Obligation in Process
Planning and Mobility Implementation, VRT, Nampa Area (18842)	VRT	2019	\$2,914,000	N/A	N/A	2019-PD
		\$2,268,000		N/A	N/A	Obligation in Process
Planning and Mobility Management, VRT, Boise Area (18854)	VRT	2019	\$6,996,000	N/A	N/A	2019-PD
		\$6,048,000		N/A	N/A	
Planning, Transit Oriented Development, State Street, Boise (KN 20287)	VRT	2016	\$433,000	2017	N/A	N/A
Study is underway.		\$433,000		Obligated	N/A	N/A
SR2S, VRT, Ada County - FY2019 and FY2020 (KN 13912)	VRT	2015	\$328,000	N/A	N/A	2019
Originally started as one year of funding and later combined two projects for two years of funding.		\$156,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2019 (KN 22029)	VRT/ITD	2019	\$65,000	N/A	N/A	2019
		\$65,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2020 (KN 22030)	VRT/ITD	2019	\$65,000	N/A	N/A	2020
		\$65,000		N/A	N/A	
Transit - Above and Beyond ADA Paratransit, Nampa Area (KN 20043)	VRT/TVT	2017	\$590,000	N/A	N/A	2017-2019
FY2017 project is complete.		\$1,596,000		N/A	N/A	2017 Obligated
Transit - Acquisition of Service, Boise Area (KN 19691)	VRT	2020	\$2,244,000	N/A	N/A	2020-PD
These funds are passed through from ITD.		\$2,244,000		N/A	N/A	2020 Pending obligation

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit - Acquisition of Service, Canyon County (KN 19464c)	VRT	2019	\$132,000	N/A	N/A	2019-2020
These funds are passed through from ITD.		\$132,000		N/A	N/A	2019 Obligated
Transit - Acquisition of Service, Canyon County (KN 19464a)	VRT	2019	\$889,000	N/A	N/A	2019-2021
These funds are passed through from ITD.		\$889,000		N/A	N/A	2019 Obligated
Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area (KN 18884)	VRT	2016	\$75,000	N/A	N/A	2018
Funding will be used for Rolling stock replacement, air conditioning/heating system, compressed natural gas detection system rehabilitation and replacement.		\$584,000		N/A	N/A	Obligated
Transit - Capital, Safety, and Security, Boise Area (KN 19131)	VRT	2017	\$44,000	N/A	N/A	2018
Procurement will be going out for transit buses spring 2019. Buses are expected to be ordered by end of FY2019, at which point this equipment funding will be used.		\$44,000		N/A	N/A	Obligated
Transit - Mobility Management Operations, Boise Area (KN 19041)	VRT	2020	\$4,284,000	N/A	N/A	2020-PD
		\$4,284,000		N/A	N/A	
Transit - Operations, Fixed Route, and Mobility Management, Nampa Area (KN 18786)	VRT	2020	\$8,136,000	N/A	N/A	2020-PD
		\$81,360,000		N/A	N/A	
Transit - Operations, Preventive Maintenance, and Paratransit, Boise Area (KN 19137)	VRT	2020	\$16,215,000	N/A	N/A	2020-PD
		\$16,215,000		N/A	N/A	
Transit - Preventive Maintenance, Paratransit, Fixed Route, Nampa Area (KN 18914)	VRT	2020	\$1,854,000	N/A	N/A	2020-PD
		\$1,854,000		N/A	N/A	
Transit - Purchase of Service, Rural Areas, VRT (KN 19981b)	VRT	2019	\$94,000	N/A	N/A	2019-2020
		\$94,000		N/A	N/A	
Transit Asset Management, Boise Area, VRT (KN 18788)	VRT	2020	\$3,166,000	N/A	N/A	2020
		\$3,166,000		N/A	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit Asset Management, Boise Area, VRT (KN 19122)	VRT	2020	\$5,013,000	N/A	N/A	2020-PD
FY2018 funds carried over to FY2019. Funding will be used for Rolling stock replacement, air conditioning/heating system, compressed natural gas detection system rehabilitation and replacement.		\$5,013,000		N/A	N/A	
Transit Asset Management, Boise Area, VRT (KN NEW)	VRT	2020	\$3,750,000	N/A	N/A	2020
		\$3,750,000		N/A	N/A	
Transit Asset Management, Boise Area, VRT (KN 19057)	VRT	2018	\$1,667,000	N/A	N/A	2020
		\$1,511,000		N/A	N/A	
Transit Asset Management Nampa Area, VRT (KN 18781)	VRT	2020	\$9,669,000	N/A	N/A	2020-PD
		\$9,669,000		N/A	N/A	
Transit Asset Management, Nampa Area, VRT (KN 20136e)	VRT	2020	\$359,000	N/A	N/A	2020-2021
		\$359,000		N/A	N/A	
Transit Asset Management, Nampa Area, VRT (KN 13906)	VRT	2020	\$159,000	N/A	N/A	2020
		\$159,000		N/A	N/A	
Transit - Vehicle Replacement, Parma Senior Center, VRT (KN 19464e)	VRT	2019	\$68,000	N/A	N/A	2020
		\$68,000		N/A	N/A	Obligated

Project Milestone Report

As of 2/4/20/2020

Green cell = obligation already occurred.

Red text = End date expired or near expiration

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
21st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell (KN 13052)	Caldwell	2011	\$2,776,000	2012	2015	2016
End Date: 5/31/2020.		\$2,505,000		Obligated	Obligated	Obligated
Amity Avenue, Robinson Road to Kings Corner, Nampa (KN 10541)	Nampa	2006	\$9,336,000	2009	2012	2015
End Date: 10/11/2020.		\$10,750,000		Obligated	Obligated	Obligated
Bogus Basin Road Safety, Maintenance and Trailhead, Boise County (KN 19783)	ACHD	2016	\$5,378,000	2017-2019	N/A	2018-2019
No end date provided (through Western Federal Lands).		\$5,378,000		Obligated	N/A	Obligated
Bridge Repairs, Ada and Boise Counties - FY2017 (KN 19345)	ITD	2016	\$3,361,000	2017	N/A	2017
End Date: 11/1/2022.		\$2,585,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2017 (KN 13479)	ACHD	2012	\$7,229,000	2015	N/A	2017
End Date: 7/31/2020.		\$660,000		Obligated	N/A	Obligated
Cloverdale Road, Camas Drive to Trutina Avenue and Overpass, Boise (KN 20842)	ITD/ACHD	2018	\$12,483,000	2019	N/A	2019
No end date provided (State and Local funds).		\$6,656,000		Obligated	N/A	Obligated
Cole Road and Overland Road Intersection Improvements, Boise (KN 20294)	ACHD	2016	\$1,493,000	2017	N/A	2017
End Date: 8/31/2020.		\$736,000		Obligated	N/A	Obligated
Cole Road, West Spectrum Street to South Century Way, Medians, ACHD (KN 19685)	ACHD	2015	\$384,000	2015	N/A	2017
End Date: 8/31/2020.		\$247,000		Obligated	N/A	Obligated
Cherry Lane, Linder Road to Meridian Road, Lighting Improvements, ACHD (KN 18717)	ACHD	2015	\$455,000	2015	N/A	2017
End Date: 8/31/2020.		\$514,000		Obligated	N/A	Obligated
Franklin Road, Black Cat Road to Ten Mile Road, Meridian (KN 12368)	ACHD	2010	\$12,220,000	2011	2014	2016, 2020
End Date: 9/30/2020.		\$7,971,000		Obligated	Obligated	Obligated

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Five Mile Road to Orchard Road and Ramps, Boise (KN 19289)	ITD	2016	\$2,146,000	2017	N/A	2017
End Date: 11/1/2020.		\$3,073,000		Obligated	N/A	Obligated
I-84, Karcher Interchange Modification, Nampa (KN 19814)	ITD/ Nampa	2014	\$3,681,000	2016	N/A	2017
No end date provided (State funds).		\$2,210,000		Obligated	N/A	Obligated
I-84, Sand Hollow Interchange, Canyon County (KN 19047)	ITD	2014	\$4,098,000	2015	N/A	2017
End Date: 11/1/2020.		\$8,700,000		Obligated	N/A	Obligated
I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa (KN 20796)	ITD	2018	\$5,843,000	N/A	N/A	2018-2019
End Date: 12/31/2021.		\$5,500,000		N/A	N/A	Obligated
I-84B, Canyon Street to Grant Avenue, Nampa (KN 13931)	ITD	2013	\$5,097,000	2014	N/A	2017
End Date: 11/1/2020.		\$5,104,000		Obligated	N/A	Obligated
Maintenance Yard Replacement Facilities (GARVEE), Nampa (KN 19772)	ITD	2015	\$2,052,000	2017	2017	2017-2018
No end date provided (State funds).		\$1,910,000		Obligated	Obligated	Obligated
Pathway, Dry Creek Trail and Underpass, Eagle (KN 13916)	Eagle	2014	\$566,000	2014-2016	N/A	2017-2019
End Date: 9/30/2020.		\$150,000		Obligated	N/A	Obligated
Pathway, Garden City to Americana Boulevard, Boise (KN 13514)	Boise	2012	\$3,707,000	2013	2015	2016
End Date: 3/31/2020.		\$777,000		Obligated	Obligated	Obligated
Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell (KN 20076)	Caldwell	2017	\$555,000	2017-2018	N/A	2019
End Date: 8/31/2021.		\$473,000		2017-2018 Obligated	N/A	Obligated
Pathway, Mill Creek Elementary, Middleton (KN 18838)	Greater Middleton Parks and Recreation	2014	\$325,000	2016	N/A	2017
End Date: 8/31/2020.		\$316,000		Obligated	N/A	Obligated
Pedestrian Improvements, Near Nampa High, Nampa (KN 18977)	VRT/Nampa	2015	\$786,000	N/A	N/A	2016
No end date provided (through Federal Transit Administration).		\$424,000		N/A	N/A	Obligated
Pedestrian Improvements, Near Skyview High, Nampa (KN 19069)	VRT/Nampa	2015	\$63,000	N/A	N/A	2016
No end date provided (through Federal Transit Administration).		\$63,000		N/A	N/A	Obligated
Pedestrian Improvements, Middleton Heights Elementary, Middleton (KN 18954)	Middleton	2015	\$339,000	2015	N/A	2016
End Date: 9/30/2020.		\$329,000		Obligated	N/A	Obligated

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Pedestrian Improvements, South Midland Boulevard, Nampa (KN 14344)	Nampa	2014	\$189,000	2014	N/A	2017
End Date: 3/31/2020.		\$194,000		Obligated	N/A	Obligated
Railroad Crossing, Academy Road, Greenleaf (KN 19461)	ITD/ Greenleaf	2018	\$58,000	2018	N/A	N/A
End Date: 2/29/2020.		\$106,000		Obligated	N/A	N/A
Railroad Crossing, Friends Road, Greenleaf (KN 19417)	ITD/ Greenleaf	2016	\$65,000	2017	N/A	2017
No end date provided (State funds).		\$85,000		Obligated	N/A	Obligated
Railroad Crossing, South Black Cat Road, Ada County (KN 20014)	ITD/ACHD	2016	\$315,000	2017	N/A	2018
End Date: 12/31/2019.		\$425,000		Obligated	N/A	Obligated
Safety Improvements at 62 Intersections, Canyon County (KN 20249)	Golden Gate HD	2017	\$50,000	N/A	N/A	2019
End Date: 8/31/2021.		\$39,000		N/A	N/A	Obligated
SH-16 and Beacon Light Road Intersection Improvements, Ada County (KN 18872)	ITD/ACHD	2014	\$1,463,000	2015	2016	2017-2018
End Date: 2/29/2020.		\$1,000,000		Obligated	Obligated	Obligated
SH-19, Oregon State Line to Caldwell, Seal Coat, Canyon and Owyhee (KN 19856)	ITD	2016	\$1,029,000	2017-2018	N/A	2019
End Date: 8/31/2020.		\$1,285,000		Obligated	N/A	Obligated
SH-44, Canyon Canal Bridge, Middleton (KN 18950)	ITD	2015	\$1,555,000	2015 - 2017	N/A	2018-2019
End Date: 4/30/2020.		\$720,000		Obligated	N/A	Obligated
SH-44, Junction I-84 to Plummer Road in Star, Canyon County (KN 13463)	ITD	2012	\$7,383,000	2013	N/A	2016
End Date: 3/31/2020.		\$9,082,000		Obligated	N/A	Obligated
SH-45, Deer Flat Road to I-84B (3rd Street), Seal Coat, Nampa (KN 20225)	ITD	2016	\$969,000	2017	N/A	2017-2018
End Date: 11/1/2020.		\$1,400,000		Obligated	N/A	Obligated
SH-55, City of Marsing to Caldwell Boulevard, Seal Coat, Canyon County (KN 20267)	ITD	2017	\$1,186,000	2017	N/A	2018
End Date: 5/31/2020.		\$970,000		Obligated	N/A	Obligated
SH-55, Intersection Karcher Road and Middleton Road, Nampa (KN 12046)	Nampa/ITD	2009	\$5,785,000	2009	2012	2015
End Date: 10/1/2020.		\$1,723,000		Obligated	Obligated	Obligated
SH-55 and Farmway Road Intersection, Canyon County (KN 18841)	ITD	2014	\$1,119,000	2015-2016	2017	2017
End Date: 12/30/2021.		\$3,000,000		2015-2016 Obligated	Obligated	Obligated
SH-55 (Karcher Road) and Lake Avenue Intersection, Canyon County (KN 12383)	ITD	2011	\$3,525,000	2011	2016-2017	2017
End Date: 4/30/2022.		\$4,600,000		Obligated	Obligated	Obligated

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-55 (Karcher Road) and Midway Road Intersection, Nampa (KN 13025)	ITD	2011	\$2,971,000	2012	2016-2017	2017-2018
End Date: 11/1/2020.		\$4,600,000		Obligated	Obligated	Obligated
SH-55, Pride Lane in Canyon County to Middleton Road, Nampa (KN 19414)	ITD	2015	\$2,804,000	2016	N/A	2017-2018
End Date: 11/15/2020.		\$4,300,000		Obligated	N/A	Obligated
SH-69 (Meridian Road), Hubbard and Lake Hazel Roads, Signals, Kuna (KN 19997)	ITD/ACHD	2017	\$962,000	2017	N/A	2018
End Date: 11/1/2020.		\$970,000		Obligated	N/A	Obligated
SH-69 (Meridian Road), Kuna to Meridian (KN 19965)	ITD	2017	\$4,137,000	2017	N/A	2018
End Date: 11/1/2020.		\$4,810,000		Obligated	N/A	Obligated
State Street and Collister Drive Intersection, Boise (KN 13481)	ACHD	2012	\$13,702,000	2015	2017	2018
End Date: 12/31/2021.		\$5,000,000		Obligated	Obligated	Obligated
State Street Lighting, 16th Street to 23rd Street, Boise (KN 20275)	ACHD	2017	\$490,000	2018	N/A	2019
End Date: 8/31/2021.		\$360,000		Obligated	N/A	Obligated
US 20/26 Intersection Improvements, Canyon County (KN 19415)	ITD	2015	\$398,000	2016-2018	N/A	2019
End Date: 11/30/2020.		\$670,000		Obligated	N/A	Obligated
US 20/26, Broadway Bridge, Boise (KN 11588)	ITD	2008	\$21,940,000	2014	2015	2015
End Date: 8/26/2020.		\$5,950,000		Obligated	Obligated	Obligated
US 20/26, Corridor Study, Caldwell to Boise (KN 07826)	ITD	1998	\$4,112,000	1999-2018	N/A	N/A
End Date: 11/30/2020.		\$2,500,000		Obligated	N/A	N/A
US 20/26, Myrtle/Front/Broadway, Resurfacing, Boise (KN 19727)	ITD	2015	\$3,745,000	2016	N/A	2017
End Date: 11/1/2020.		\$555,451		Obligated	N/A	Obligated
US 95, Boise River Bridge Hydraulic Study, near City of Parma (KN 13952)	ITD	2018	\$287,000	2018-2019	N/A	N/A
End Date: 9/30/2024.		\$200,000		Obligated	N/A	N/A
US-95, Bridge Replacement at US 20/26 UPRR Overpass, Canyon County (KN 12886)	ITD	2010	\$7,065,000	2014	N/A	2016
End Date: 3/5/2020.		\$6,825,000		Obligated	N/A	Obligated
US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County (KN 19645)	ITD	2017	\$1,901,000	2018	N/A	2019
End Date: 8/31/2020.		\$3,135,000		Obligated	N/A	Obligated

Trip Report

Attachment 2a

International Airport Trips and Freight

Boise Air Terminal	November 2019	November 2018	% Change
Monthly Air Passengers (inbound and outbound)	372,637	330,993	12.582%
Monthly Air Freight (inbound and outbound) (tons)	4,273	3,896	9.66%

Public Transportation Trips

Public Transportation High Ridership	November 2019	November 2018	% Change
Public Transportation Ada County Fixed Route	84,053	91,824	-8.46%
Public Transportation Medium Ridership	November 2019	November 2018	% Change
Boise State University (Bronco Shuttle)	20,776	20,496	1.37%
Boise Greenbike	1,153	1,448	-20.37%
Commuteride (ACHD Vanpool)	10,636	13,063	-18.58%
Metro (Canyon County)	1,347	1,780	-24.33%
Public Transportation Ada County Demand Response	4,008	4,470	-10.34%
Public Transportation Canyon County Fixed Route	3,302	3,929	-15.96%
Public Transportation Intercounty	6,523	7,487	-12.88%
Sub-Total	47,745	52,673	-9.36%
Public Transportation Low Ridership	November 2019	November 2018	% Change
Eagle Senior Center	1,365	1022	33.56%
Kuna Senior Center	N/A	223	N/A
Meridian Harvest	821	740	10.95%
Meridian Rides 2 Wellness	795	760	4.61%
Meridian Senior Center	280	280	0.00%
Nampa Grocery Shuttle	N/A	86	N/A
Parma Senior Center	299	369	-18.97%
Public Transportation Canyon County Demand Response	202	207	-2.42%
Shared Vehicle	769	804	-4.35%
SHIP (Supportive Housing Innovation Partnerships)	888	791	12.26%
Star Senior Center	268	244	9.84%
Village Vans	1,484	1120	32.50%
Volunteer Drivers	160	249	-35.74%
Sub-Total	7,331	6,895	6.32%
Total	139,129	151,392	-8.10%

Some information is not available.

Yearly Alternative Transportation Trip Report

Attachment 2b

*Some reporting is on a quarterly basis.

Black highlight = no information or not comparable Gray highlight = Totals

FY2020	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Nov	To Date % Change 2019-2020
Boise State University (Bronco Shuttle)	28,816	20,776											49,592	5.15%
Boise GreenBike	1,586	1,153											2,739	-43.50%
Commuteride (ACHD Vanpool)	14,156	10,636											24,792	-10.10%
Eagle Senior Center	1,441	1,365											2,806	35.03%
*Kuna Senior Center	303												303	N/A
Metro (Canyon County)	2,074	1,347											3,421	-10.49%
Meridian Harvest	909	821											1,730	14.34%
Meridian Rides 2 Wellness	823	795											1,618	-2.53%
Meridian Senior Center	301	280											581	-14.18%
Nampa Grocery Shuttle													0	N/A
Parma Senior Center	381	299											680	2.56%
Public Transportation Ada County Demand Response	5,220	4,008											9,228	0.09%
Public Transportation Ada County Fixed Route	97,998	84,053											182,051	-7.66%
Public Transportation Canyon County Demand Response	245	202											447	-3.66%
Public Transportation Canyon County Fixed Route	3,887	3,302											7,189	-23.24%
Public Transportation Intercounty	8,053	6,523											14,576	-13.39%
Shared Vehicle	799	769											1,568	-15.29%
SHIP (Supportive Housing Innovative Partnerships)	1,028	888											1,916	20.96%
Star Senior Center	334	268											602	14.89%
Village Van	1,273	1,484											2,757	28.41%
Volunteer Drivers	177	160											337	-40.67%
Total Ridership	169,804	139,129	0	0	0	0	0	0	0	0	0	0	308,933	14289.05%

FY2019	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Nov	Total Annual	Annual % Change 2018-2019
Boise State University (Bronco Shuttle)	26,667	20,496	11,870	22,559	32,141	25,410	31,156	10,953	5,693	5,604	8,567	24,162	47,163	225,278	1.71%
Boise GreenBike	3,400	1,448	611	955	622	1,909	2,093	3,378	3,268	3,792	3,182	2,586	4,848	27,244	-23.39%
Commuteride (ACHD Vanpool)	14,513	13,063	13,041	17,626	15,402	15,597	15,059	14,255	11,449	15,380	15,895	13,183	27,576	174,463	1.46%
Eagle Senior Center	1,056	1,022	863	1,009	925	1,074	1,118	1,094	1,126	1,078	1,317	1,378	2,078	13,060	66.03%
*Kuna Senior Center	258	223	191	199	158	211	183	295	206	269	353	254	481	2,800	-14.27%
Metro (Canyon County)	2,042	1,780	1,643	1,891	1,868	1,989	2,189	1,919	1,464	1,753	1,931	1,854	3,822	22,323	10.40%
Meridian Harvest	773	740	674	675	657	746	763	881	1,739	755	800	766	1,513	9,969	14.23%
Meridian Rides 2 Wellness	900	760	723	937	912	1038	926	989	726	754	826	794	1,660	10,285	11.02%
Meridian Senior Center	397	280	261	323	258	318	366	315	363	364	354	246	677	3,845	-7.77%
Nampa Grocery Shuttle	67	86	99	89	88	118	53						153	600	N/A
Parma Senior Center	294	369	313	387	310	321	479	327	209	164	334	247	663	3,754	-17.15%
Public Transportation Ada County Demand Response	4,750	4,470	3,955	4,428	4,334	4,550	4,837	4,154	3,603	3,700	4,289	4,338	9,220	51,408	4.13%
Public Transportation Ada County Fixed Route	105,324	91,824	82,924	95,000	86,753	92,167	97,524	91,863	79,216	83,204	90,120	85,022	197,148	1,080,941	-5.66%
Public Transportation Canyon County Demand Response	257	207	172	169	170	166	172	160	207	235	235	227	464	2,377	-19.31%
Public Transportation Canyon County Fixed Route	5,437	3,929	2,978	4,059	3,564	3,830	4,164	3,878	3,157	3,457	4,006	3,978	9,366	46,437	-17.84%
Public Transportation Intercounty	9,342	7,487	5,669	7,416	6,793	7,174	8,054	7,133	6,270	6,365	6,898	7,699	16,829	86,300	-1.86%
Shared Vehicle	1,047	804	983	1,219	1,273	1,158	1,557	994	1,616	1,433	1,041	1,424	1,851	14,549	12.63%
SHIP (Supportive Housing Innovative Partnerships)	793	791	675	774	716	776	899	866	690	769	776	803	1,584	9,328	2.87%
Star Senior Center	280	244	222	256	251	279	259	360	347	296	286	301	524	3,381	16.63%
Village Van	1,027	1,200	1,135	1,425	1,204	1,162	938	944	758	751	840	964	2,147	12,268	41.13%
Volunteer Drivers	319	249	263	263	326	273	207	164	287	292	196	143	568	2,982	-6.29%
Total Ridership	178,943	151,392	129,265	161,659	158,725	160,266	172,996	144,922	122,394	130,415	142,246	150,369	330,335	1,803,592	-3.41%

FY2019

