



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING PACKET

October 21, 2019



Working together to plan for the future

Community Planning Association of Southwest Idaho 2019 COMPASS Board of Directors

GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
Ada County: Commissioner Kendra Kenyon Commissioner Diana Lachiondo Commissioner Rick Visser	Boise State University: Greg Hill, Director, Idaho Policy Institute School of Public Service	Governor's Office: Andrew Mitzel, Senior Advisor of Intergovernmental Affairs
Ada County Highway District: Commissioner Rebecca Arnold Commissioner Sara Baker Commissioner Mary May	Capital City Development Corporation: John Brunelle, Executive Director	Greater Boise Auditorium District: Pat Rice, Executive Director
Canyon County: Commissioner Tom Dale Commissioner Leslie Van Beek Commissioner Pam White	Idaho Department of Environmental Quality: Aaron Scheff, Regional Administrator	Southwest District Health Department: Nikole Zogg, District Director
Canyon Highway District No. 4: Commissioner Jay Gibbons	Idaho Transportation Department: Amy Revis, District 3 Engineer	
City of Boise: Mayor Dave Bieter Councilmember Elaine Clegg Councilmember Holli Woodings	Valley Regional Transit: Kelli Badesheim, Executive Director	
City of Caldwell: Mayor Garret Nancolas Brent Orton, Public Works Director		
City of Eagle: Mayor Stan Ridgeway Nichoel Baird Spencer, Planner III		
City of Garden City: Mayor John Evans		
City of Greenleaf: Councilmember Kurt Kopadt		
City of Kuna: Mayor Joe Stear		
City of Melba: Councilmember Parkie Stapleton		
City of Meridian: Councilmember Treg Bernt Mayor Tammy de Weerd Charlie Rountree		
City of Middleton: Mayor Darin Taylor		
City of Nampa: Mayor Debbie Kling Councilmember Victor Rodriguez Tom Points, Public Works Director		
City of Notus: Mayor David Porterfield		
City of Parma: Mayor Nathan Leigh		
City of Star: Mayor Chad Bell		
City of Wilder: Chelsie Johnson, Public Works Superintendent		
Golden Gate Highway District No. 3: Commissioner David Lincoln		

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MAKING A MOTION:

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

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

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

TABLE OF RULES RELATING TO MOTIONS:

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



Working together to plan for the future

2019 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
<p>December 16, 2019 Holiday Luncheon 12:00 pm</p> <p>Annual Meeting 1:30 pm – 3:30 pm</p>	<p>Nampa Civic Center 311 3rd Street South Nampa, Idaho</p>	<ul style="list-style-type: none"> • Confirm 2020 Board Officers: Chair, Chair Elect, Vice Chair, Immediate Past Chair. Elect Secretary-Treasurer • Confirm 2020 Executive Committee Representatives for Cities under 25,000 in Population • Confirm 2020 Executive Committee Representative from Highway Districts in Canyon County • Confirm Regional Transportation Advisory Committee Membership • Approve 2020 Federal Transportation Policy Positions • Approve 2020 Idaho Legislative Session Position Statements • Adopt Resolution Approving Revision 1 of the FY2020 Unified Planning Work Program and Budget (UPWP)

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COMPASS BOARD OF DIRECTORS' MEETING
OCTOBER 21, 2019 – 1:30 PM
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO

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

** AGENDA **

I. CALL TO ORDER (1:30)

II. PLEDGE OF ALLEGIANCE

III. OPEN DISCUSSION/ANNOUNCEMENTS

IV. CONSENT AGENDA

- Page 7 *A. Approve August 26, 2019, COMPASS Board Meeting Minutes
Page 11 *B. Receive Approved August 13, 2019, and September 10, 2019, Executive Committee Meeting Minutes
Page 17 *C. Establish 2020 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting
Page 18 *D. Ratify Adoption of Resolution 17-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)
Page 22 *E. Approve Appointment of City of Middleton staff member Bruce Bayne to the Regional Transportation Advisory Committee, per RTAC Bylaws Article 2, Committee Structure, 2.4

V. ACTION ITEMS

- 1:35 *A. Adopt Resolution 01-2020 Approving Rural Project Priorities Toni Tisdale
Page 23 Toni Tisdale will seek COMPASS Board of Directors' adoption of Resolution 01-2020 approving priorities for rural applications.
1:45 *B. Adopt Resolution 02-2020 Approving the FY2020-2026 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration Toni Tisdale
Page 26 Toni Tisdale will seek COMPASS Board of Directors' adoption of Resolution 02-2020 approving the FY2020-2026 TIP and associated air quality conformity demonstration, after review of public comments.

2:05 *C. **Approve FY2020 Resource Development Plan** **Kathy Parker**
Page 57 *Kathy Parker will seek COMPASS Board of Directors' approval of FY2020 Resource Development Plan.*

VI. INFORMATION/DISCUSSION ITEMS

2:20 *A. **Review Past *Communities in Motion* (CIM) Implementation** **Kathy Parker**
Page 72 **Grant Program and Project Development Program Projects**
Kathy Parker will review past Communities in Motion Implementation Grant Program and Project Development Program projects.

VII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (2:30)

Page 75 *A. **Staff Activity Reports**
Page 86 *B. **Status Report – Current Air Quality Efforts**
Page 90 *C. **Status Report – Regional Transportation Advisory Committee Attendance**
Page 91 *D. **Administrative Modifications**
Page 96 *E. **Milestone Report**

VIII. ADJOURNMENT (2:35)

*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.

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**COMPASS BOARD OF DIRECTORS' MEETING
AUGUST 26, 2019
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES: Rebecca Arnold, Commissioner, Ada County Highway District
Kelli Badesheim, Valley Regional Transit
Nichol Baird Spencer, City of Eagle
Sara Baker, Commissioner, Ada County Highway District, **Immediate Past Chair**
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**
Matt Edmond for John Brunelle, Capital City Development Corporation
John Evans, Mayor, Garden City
Jay Gibbons, Commissioner, Canyon Highway District No. 4
Greg Hill, Boise State University
Caleb Hood for Tammy de Weerd, Mayor, City of Meridian
Debbie Kling, Mayor, City of Nampa
Kurt Kopadt, Councilmember, City of Greenleaf
Kathleen Lacey for Dave Bieter, Mayor, City of Boise
Meg Leatherman for Diana Lachiondo, Commissioner, Ada County
Nathan Leigh, Mayor, City of Parma
Mitra Mehta-Cooper for Kendra Kenyon, Commissioner, Ada County
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**
Charlie Rountree, City of Meridian
Joe Stear, Mayor, City of Kuna
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Darin Taylor, Mayor, City of Middleton
Rick Visser, Commissioner, Ada County
David Wallace for Mary May, Commissioner, Ada County Highway District
Holli Woodings, Councilmember, City of Boise

**MEMBERS
ABSENT:**

David Lincoln, Commissioner, Golden Gate Highway District No. 3
Andrew Mitzel, Senior Advisor, Governor's Office, Ex officio
Garret Nancolas, Mayor, City of Caldwell, **Vice Chair**
David Porterfield, Mayor, City of Notus
Patrick Rice, Greater Boise Auditorium District, Ex officio
Victor Rodriguez, Councilmember, City of Nampa
Parkie Stapleton, Councilmember, City of Melba

Leslie Van Beek, Commissioner, Canyon County
Pam White, Commissioner, Canyon County
Nikole Zogg, Southwest District Health, Ex officio

OTHERS: Morgan Andrus, Community Planning Association
Liisa Itkonen, Community Planning Association
Meg Larsen, Community Planning Association
Amy Luft, Community Planning Association
Dave Meredith, Valley Regional Transit
Carl Miller, Community Planning Association
Kathy Parker, Community Planning Association
Toni Tisdale, Community Planning Association

CALL TO ORDER:

Chair Dale called the meeting to order at 1:31 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

- A. Approve June 17, 2019, COMPASS Board Meeting Minutes**
- B. Receive Approved June 4, 2019, and July 9, 2019, Executive Committee Meeting Minutes**
- C. Receive Approved May 23, 2019, Finance Committee Meeting Minutes**
- D. Ratify Adoption of Resolution 14-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)**
- E. Approve Updated COMPASS Procurement Policy**
- F. Approve COMPASS Workgroup Charters**
- G. Approve Appointment of City of Nampa Staff member Rodney Ashby and Valley Regional Transit staff member Stephen Hunt to the Regional Transportation Advisory Committee, per RTAC Bylaws Article 2, Committee Structure, 2.4**

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

ACTION ITEMS

- A. Approve Memorandum of Agreement (MOA) for the Transfer of Air Quality Board Operations to COMPASS**

Matt Stoll reviewed the MOA formalizing the transfer of the Air Quality Board operational functionality and staff responsibilities from Air Quality Board to COMPASS, effective October 1, 2019.

After discussion, **Debbie Kling moved and Joe Stear seconded approval of the Memorandum of Agreement as presented. Motion passed with two nays and one abstention.**

- B. Adopt Resolution 15-2019 Approving Revision 4 of the FY2019 Unified Planning Work Program and Budget (UPWP)**

Megan Larsen presented Revision 4 of the FY2019 UPWP as recommended by the COMPASS Finance Committee.

After discussion, **Jay Gibbons moved and Sara Baker seconded adoption of Resolution 15-2019 approving Revision 4 of the FY2019 Unified Planning Work Program and Budget as presented. Motion passed with one nay and one abstention.**

C. Adopt Resolution 16-2019 Approving the FY2020 Unified Planning Work Program and Budget (UPWP)

Megan Larsen presented the FY2020 UPWP as recommended by the COMPASS Finance Committee.

After discussion, **Elaine Clegg moved and Charlie Rountree seconded adoption of Resolution 16-2019 approving the FY2020 Unified Planning Work Program and Budget as presented. Motion passed with one nay and one abstention.**

D. Approve FY2020 *Communities in Motion* (CIM) Implementation Grants and Project Development Program Projects

Kathy Parker presented the requests for FY2020 CIM Implementation Grants for projects in the Cities of Wilder and Kuna (two projects each) and Project Development Program projects in the Cities of Boise, Nampa and Notus, and at Boise State University.

After discussion, **Darin Taylor moved and Rebecca Arnold seconded approval of the FY2020 *Communities in Motion* Implementation Grants and Project Development Program projects as presented. Motion passed unanimously.**

E. Approve Regional Transit Asset Management Targets

Carl Miller presented the FY2020 regional transit asset management targets as approved by the Valley Regional Transit Board of Directors, to meet federal performance requirements.

After discussion, **Elaine Clegg moved and Nathan Leigh seconded approval of the FY2020 regional transit asset management targets as recommended. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review Content of *Communities in Motion 2050* (CIM 2050) Public Involvement #1

Carl Miller and Amy Luft reviewed a draft public survey for CIM 2050.

B. Status Report – Finance Committee

Stan Ridgeway provided a status report on the August 8, 2019, Finance Committee meeting.

ADJOURNMENT

The meeting was adjourned at 3:07 p.m.

Approved this 21st day of October 2019.

By: _____
Tom Dale, Chair
Community Planning Association of
Southwest Idaho

Attest:

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

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**EXECUTIVE COMMITTEE MEETING
AUGUST 13, 2019
COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES: Sara Baker, Commissioner, Ada County Highway District
Elaine Clegg, Councilmember, City of Boise, **Chair Elect**
Tom Dale, Commissioner, Canyon County, **Chair**
Jay Gibbons, Commissioner, Canyon Highway District #4
Debbie Kling, Mayor, City of Nampa, via telephone
Kendra Kenyon, Commissioner, Ada County
Garret Nancolas, Mayor, City of Caldwell, **Vice Chair**
Stan Ridgeway, Mayor, City of Eagle, **Secretary-Treasurer**, via
telephone

MEMBERS ABSENT: Tammy de Weerd, Mayor, City of Meridian
Nathan Leigh, Mayor, City of Parma
Joe Stear, Mayor, City of Kuna

OTHERS PRESENT: Morgan Andrus, Community Planning Association
Ken Burgess, Veritas Advisors
Liisa Itkonen, Community Planning Association
Megan Larsen, Community Planning Association
Megan Leatherman, Ada County
Amy Luft, Community Planning Association
Matt Stoll, Executive Director, Community Planning Association
David Wallace, Ada County Highway District

CALL TO ORDER:

Chair Tom Dale called the meeting to order at 1:31 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

A. Approve July 9, 2019, Executive Committee Meeting Minutes

Garret Nancolas moved and Elaine Clegg seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

A. Establish August 26, 2019, COMPASS Board Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-18 for the August 26, 2019, COMPASS Board meeting agenda.

After discussion, **Sara Baker moved and Elaine Clegg seconded approval of Agenda Items 1-18 for the August 26, 2019, COMPASS Board meeting as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

B. Consider Memorandum of Agreement between Air Quality Board and COMPASS

Matt Stoll presented the Memorandum of Agreement formalizing the transfer of operational functionality and staff responsibility from Air Quality Board to COMPASS.

After discussion, **Elaine Clegg moved and Garret Nancolas seconded to recommend COMPASS Board approval of the Memorandum of Agreement for Air Quality Board operations as presented with the following changes: Item 2 will have a clause added identifying the COMPASS Executive Director will act as the Air Quality Board Executive Director, Item 3 will have a phrase added specifying that the Air Quality Board retains budget authority, Item 4 will specify 10% of Air Quality Board "gross" revenues and will have a sentence added describing how actual cost will be determined based on federal guidelines, and Item 7 will have a spelling change on "discipling" to "disciplining." Motion passed unanimously.**

C. Approve Board Member Travel Request

Matt Stoll presented the travel request for Garret Nancolas to attend the National Association of Regional Councils (NARC) Board of Directors' Retreat October 29-30, 2019, in Scottsdale, Arizona.

After discussion, **Jay Gibbons moved and Debbie Kling seconded approval of the travel request as presented. Motion passed. Garret Nancolas abstained.**

INFORMATION/DISCUSSION ITEMS

A. Review FY2020 Education Series Proposed Topics

Amy Luft reviewed proposed topics for the FY2020 education series.

B. Status Update – Federal and State Legislative Issues

Ken Burgess gave an update on the state and federal legislative issues and reviewed the process and timeline for updating the COMPASS' legislative position statements.

ADJOURNMENT

Chair Tom Dale adjourned the meeting at 2:48 p.m.

Approved this 10th day of September 2019.

By: _____
Tom Dale, Chair
Community Planning Association of
Southwest Idaho

Attest:

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

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**EXECUTIVE COMMITTEE MEETING
SEPTEMBER 10, 2019
COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES: Sara Baker, Commissioner, Ada County Highway District
Elaine Clegg, Councilmember, City of Boise, **Chair Elect**
Debbie Kling, Mayor, City of Nampa
Kendra Kenyon, Commissioner, Ada County
Nathan Leigh, Mayor, City of Parma
Garret Nancolas, Mayor, City of Caldwell, **Vice Chair**
Stan Ridgeway, Mayor, City of Eagle, **Secretary-Treasurer**
Joe Stear, Mayor, City of Kuna

MEMBERS ABSENT: Tom Dale, Commissioner, Canyon County, **Chair**
Tammy de Weerd, Mayor, City of Meridian
Jay Gibbons, Commissioner, Canyon Highway District #4

OTHERS PRESENT: Morgan Andrus, Community Planning Association
Ken Burgess, Veritas Advisors
Megan Larsen, Community Planning Association
Megan Leatherman, Ada County
Matt Stoll, Executive Director, Community Planning Association
Toni Tisdale, Community Planning Association

CALL TO ORDER:

Acting Chair Elaine Clegg called the meeting to order at 1:36 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

A. Approve August 13, 2019, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish October 21, 2019, COMPASS Board Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-15 for the October 21, 2019, COMPASS Board of Directors' meeting. Matt requested latitude to amend the agenda as necessary.

After discussion, **Garret Nancolas moved and Debbie Kling seconded approval of the Agenda as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

B. Authorize Call for 2020 COMPASS Board of Directors' Secretary/Treasurer Nominations

Matt Stoll requested approval to solicit nominations for the 2020 Board of Directors' Secretary/Treasurer position on behalf of the Executive Committee.

After discussion, **Kendra Kenyon moved and Joe Stear seconded authorization for Matt Stoll to solicit nominations for the open 2020 COMPASS Board Officer position per COMPASS Bylaws. Motion passed unanimously.**

C. Adopt Resolution 17-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)

Toni Tisdale presented Resolution 17-2019 amending the FY2019-2023 TIP, at the request of the Idaho Transportation Department. The resolution will increase the cost of one project.

After discussion, **Sara Baker moved and Garret Nancolas seconded adoption of Resolution 17-2019 amending the FY2019-2023 Regional Transportation Improvement Program. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Discuss Potential Areas of Focus for 2020 State and Federal Legislative Sessions

Ken Burgess discussed potential areas of focus for the 2020 state and federal legislative sessions.

B. Review Proposed 2020 COMPASS Board of Directors and Executive Committee Meeting Dates and Location

Matt Stoll reviewed proposed 2020 COMPASS Board of Directors and Executive Committee meeting dates and location. The incorrect Executive Committee meeting date for February 14, 2020, will be corrected to February 4, 2020, and the updated meeting dates will be included in the October Board packet.

ADJOURNMENT

Acting Chair Garret Nancolas adjourned the meeting at 2:56 p.m.

Approved this 8th day of October 2019.

By: _____
Tom Dale, Chair
Community Planning Association of
Southwest Idaho

Attest:

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

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ITEM IV-C

**2020 COMPASS Board of Directors' Meeting Dates
COMPASS, 1st Floor Board Room
1:30-3:30 p.m.**

February 24, 2020
April 20, 2020
June 15, 2020
August 17, 2020
October 19, 2020
December 21, 2020 (Nampa Civic Center)

**2020 COMPASS Executive Committee Meeting Dates
COMPASS, 2nd Floor Large Conference Room
1:30-2:30 p.m.**

January 14, 2020
February 4, 2020
March 10, 2020
April 14, 2020
May 12, 2020
June 2, 2020
July 14, 2020
August 11, 2020
September 8, 2020
October 13, 2020
November 10, 2020
December 8, 2020

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COMPASS BOARD AGENDA ITEM IV-D

Date: October 21, 2019

Topic: Amendment to the FY2019-2023 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' ratification of Resolution 17-2019 (Attachment 1) amending the FY2019-2023 TIP. The Regional Transportation Advisory Committee (RTAC) recommended approval on August 28, 2019. The Executive Committee approved the resolution on September 10, 2019.

Background/Summary:

The proposed amendment would increase one project by \$2.5 million. A summary of the action in the amendment is provided below; financial details are provided in Attachment 1.

The Idaho Transportation Department (ITD) requests to increase the **US 20/26 (Chinden), State Highway 16 to Linder Road** project in Ada County (**Key Number 21858**) by \$2,500,000 to cover current contract agreements for land purchase. The obligation would use state funds, but the project sponsor (a developer) will pay ITD back in the future.

Implication (policy and/or financial):

This amendment allows a large cost increase to be ready for immediate obligation.

More Information:

- 1) Attachment 1: Resolution 17-2019
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 17-2019

**FOR THE PURPOSE OF AMENDING THE FY2019-2023 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, no additional public comment is necessary for this action;

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 FY2019-2023 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to the FY2019-2023 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 FY2019-2023 Regional Transportation Improvement Program.

ADOPTED this 10th day of September 2019.

By: 
for **Tom Dale, Chair**
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

COMPASS Amendment #8
 FY2019-2023 Regional Transportation Improvement Program
 Idaho Transportation Department, August 12, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	2019	50	3055	3112		710	5100	12027
	Funding Source: STAR	2020						6500	6500
	Widen US 20/26 (Chinden Boulevard) from SH-16 to the existing five lane section, approximately 700 feet to the west of Linder Road to five lanes (two through lanes in each direction and a two way left center turn lane). The project will include turn lanes and raised medians where necessary. Project funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue (STAR) financing. (Federal = \$0) No changes to this funding source. Previous expenditures = \$0	2021							0
		2022							0
		2023							0
		PD							0
		SUM	50	3055	3112	0	710	11600	18527
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	2019							0
	Funding Source: State (Capacity)	2020			0 2500				0 2500
	Same as above. (Federal = \$0) Increase RW by \$2,500,000 to cover agreements for land purchase. Funds from statewide balancing. (13.49% increase)	2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	0	2500	0	0	0

FY = Fiscal Year
 PE = Preliminary Engineering
 PEC = Preliminary Engineering Consultant
 PD = Preliminary Development
 RW = Right-of-Way
 SH = State Highway
 STAR = State Tax Anticipated Revenue
 US = United State (highway)
 UT = Utilities

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ITEM IV-E

From: Darin Taylor [<mailto:dtaylor@middletoncity.com>]
Sent: Wednesday, September 18, 2019 2:01 PM
To: Matt Stoll <MStoll@compassidaho.org>
Cc: Bruce Bayne <bbayne@middletoncity.com>
Subject: Middleton Representative to RTAC

Matt,

Randall Falkner, the City's former Planning and Zoning Administrator, went to work for Canyon County earlier this year. Bruce Bayne P.E. was hired in April 2019 as the Planning and Zoning Administrator. This correspondence is to notify COMPASS that Bruce Bayne is the employee to represent the city on RTAC and other standing COMPASS committees and advisory groups. Please let me know if anything else is needed to effect this change. Thank you.

Darin Taylor, Mayor
(208) 697-4354

City of Middleton
1103 W. Main St.
P.O. Box 487
Middleton ID 83644



COMPASS BOARD AGENDA ITEM V-A

Date: October 21, 2019

Topic: Rural Project Priorities

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 01-2020 (Attachment 1) approving priorities for applications for rural projects, as recommended by the Rural Prioritization Workgroup on August 8, 2019, and the Regional Transportation Advisory Committee on September 25, 2019.

Background/Summary:

On August 20, 2012, the COMPASS Board of Directors approved a process for rural project prioritization. The process states that all rural roadway jurisdictions in Ada and Canyon Counties shall meet annually on a voluntary basis to recommend regional rural project priorities. Starting in 2015, the Rural Prioritization Workgroup was tasked to perform these duties.

The Rural Prioritization Workgroup met on August 8, 2019, and recommended the following rural regional priorities for projects managed by the Local Highway Technical Assistance Council:

Local Rural Highway Investment Program – Construction

1. City of Melba
 - a. City-wide chip sealing. Request: \$100,000.
2. City of Parma
 - a. Rebuild Bates Avenue, Roswell Boulevard to 8th Street (including Roswell Boulevard and 8th Street to US 20/26). Request: \$100,000.
3. City of Greenleaf
 - a. Rebuild Harmony Lane, Whittier Drive to Antrim Drive. Request: \$100,000.
4. Canyon Highway District No. 4
 - a. Upgrade structural deficiencies on culverts. Request: \$100,000.
5. Nampa Highway District No. 1
 - a. Improve Lola Lane, from Highway 45 to South Powerline Road. Request: \$100,000.

Local Rural Highway Investment Program – Signs

1. City of Wilder. Request: \$30,000.

Implication (policy and/or financial):

COMPASS Board of Directors' approval of these priorities provides the regional support needed to help make these applications successful by allowing additional points in the Local Highway Technical Assistance Council's prioritization process for regional involvement and prioritization.

More Information:

- 1) Attachment 1 – Resolution 01-2020
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at (208) 475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 01-2020

**FOR THE PURPOSE OF APPROVING RURAL PROJECT PRIORITIES
IN ADA AND CANYON COUNTIES**

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

WHEREAS, the COMPASS Board of Directors' recognizes the need to prioritize rural project applications in Ada and Canyon Counties;

WHEREAS, the Local Highway Technical Assistance Council desires regional coordination prior to agencies submitting rural transportation applications;

WHEREAS, representatives of rural transportation jurisdictions in Ada and Canyon Counties met on August 8, 2019, in the City of Greenleaf, Idaho, to determine the highest priority rural projects in the region; and

WHEREAS, representatives of each rural transportation jurisdiction in Ada and Canyon Counties signed the attached rural prioritization recommendations, dated August 8, 2019, as support for these projects and the priorities.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors' approves and supports the rural priorities for Ada and Canyon Counties.

DATED this 21st day of October 2019.

APPROVED:

By: _____
**Tom Dale, Chair
Community Planning Association
of Southwest Idaho Board of Directors**

ATTEST:

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

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Recommendations from the
Eighth Annual Rural Prioritization Work Group
August 8, 2019

A rural project prioritization process was agreed to by all the rural roadway jurisdictions in Ada and Canyon Counties and approved by the COMPASS Board on August 20, 2012. The process provides regional priorities for the Local Highway Technical Assistance Council's (LHTAC) rural project application process. Regional priorities allow additional points through LHTAC's scoring process.

Participation in the rural prioritization process is voluntary; and these priorities were established by agreement between those who attended the work group meeting and supported by those who did not attend.

The Eighth Annual Rural Prioritization Work Group meeting was held on August 8, 2019, in the City of Greenleaf. After negotiations, the following priorities are recommended for consideration in the LHTAC application process:

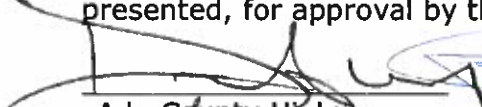
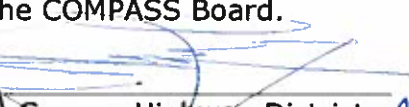

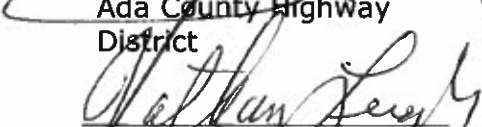

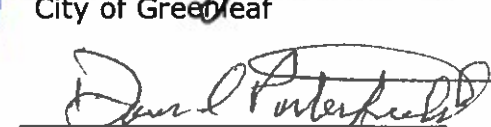
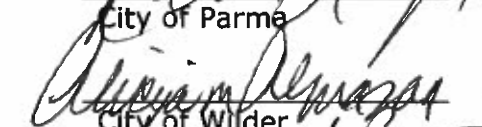
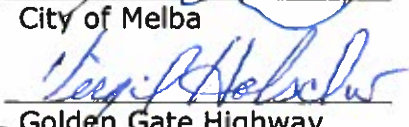
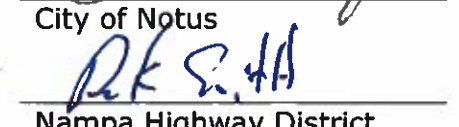
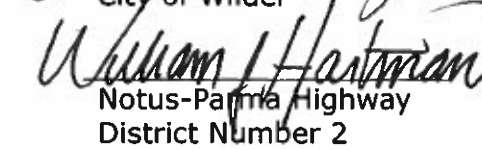
Local Rural Highway Investment Program – Construction

1. City of Melba
 - a. City-wide chip sealing. Request: \$100,000.
2. City of Parma
 - a. Rebuild Bates Avenue, Roswell Boulevard to 8th Street (including Roswell Boulevard and 8th Street to US 20/26). Request: \$100,000
3. City of Greenleaf
 - a. Rebuild Harmony Lane, Whittier Drive to Antrim Drive. Request: \$100,000.
4. Canyon Highway District No. 4
 - a. Upgrade structural deficiencies on culverts. Request: \$100,000.
5. Nampa Highway District No. 1
 - a. Improve Lola Lane, from Highway 45 to South Powerline Road. Request: \$100,000.

Local Rural Highway Investment Program – Signs

1. City of Wilder

The following agencies support and recommend the priorities and projects, as presented, for approval by the COMPASS Board.

 _____ Ada County Highway District	 _____ Canyon Highway District Number 4	 _____ City of Greenleaf
 _____ City of Parma	 _____ City of Melba	 _____ City of Notus
 _____ City of Wilder	 _____ Golden Gate Highway District Number 3	 _____ Nampa Highway District Number 1
 _____ Notus-Parma Highway District Number 2		

COMPASS BOARD AGENDA ITEM V-B

DATE: October 21, 2019

Topic: FY2020-2026 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 02-2020 (Attachment 1) approving the FY2020-2026 Regional Transportation Improvement Program (TIP) and associated air quality conformity demonstration for Northern Ada County.

Background/Summary:

The TIP is updated annually. The "Major Changes List" (Attachment 2) provides a summary of new or removed projects, projects with advanced or delayed construction, and projects with a major scope change, compared to the FY2019-2023 TIP. The full FY2020-2026 TIP is provided on the COMPASS website under "supplemental information"

at <http://www.compassidaho.org/people/boardmeetings.htm> (the project list begins on page 26). Please note the project list included in the TIP document includes inflation, as required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Staff typically uses a version of the project list in current dollar format for ease in balancing across years. The current dollar format is available upon request.

The air quality conformity demonstration for the FY2020-2026 TIP is also available at the link above. The proposed project list conforms to air quality budgets approved for Northern Ada County.

A public comment period on the draft FY2020-FY2026 TIP, as well as Valley Regional Transit's FY2020 proposed federal Program of Projects and the required air quality conformity demonstration for Northern Ada County was held from August 7 through September 5, 2019. In total, 31 people commented; 26 comments are related to the draft FY2020-2026 TIP, 8 to Valley Regional Transit's Program of Projects, and 4 to the air quality conformity demonstration (Attachment 3). The Idaho Transportation Department received two comments during their public comment period that relate to projects in Ada and Canyon Counties (Attachment 4).

No changes are recommended based on public comment.

The draft TIP document, which includes federal reporting requirements and explains the information in the TIP project list is provided in the link above. The document was expanded to include additional information to address corrective actions in the federal certification review and other federal requirements, including:

- Explaining how congestion mitigation strategies are implemented in the TIP.
- Expanding financial constraint to provide more detailed information on overall maintenance and operations of our existing transportation system.
- Intensifying the analysis of the federal performance measures.

Implication (policy and/or financial):

The FY2020-2026 TIP is not official until adopted by the COMPASS Board of Directors and Idaho Transportation Board and approved by FHWA and FTA. The current FY2019-2023 TIP remains in effect until final approval of the FY2020-2026 TIP, anticipated by December 31, 2019. Changes to projects in early FY2020 occur via amendments to the FY2019-2023 TIP.

More Information:

- 1) Attachment 1 – Resolution 02-2020
- 2) Attachment 2 – Major Changes List
- 3) Attachment 3 – Public Comments Received (Verbatim)
- 4) Attachment 4 – Public Comments Received by ITD Related to Ada and Canyon Counties
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at (208) 475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 02-2020

**FOR THE PURPOSE OF APPROVING THE
FY2020-2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

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

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

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

WHEREAS, a public comment period was held between August 7 and September 5, 2019, for people to review and comment on proposed projects in the program;

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

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2020-2026 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding air quality conformity demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors' approves the FY2020-2026 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

Adopted this 21st day of October 2019.

By: _____
Tom Dale, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

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Major Changes List
Draft FY2020-2026 Regional Transportation Improvement Program (TIP)

For the purpose of this report, "major changes" are defined as new or removed projects, projects with advanced or delayed construction, and projects where the scope changed significantly as compared to the FY2019-2023 TIP. Projects are listed in alphabetical order of project name by funding program.

Bridge

Key Number	Project	Year of Funding	Total Programmed Cost
Delay			
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian*	FY2021 to FY2023	\$3,475,000

*project is delayed to match an advance of KN 20367, shown under the State Safety and Capacity program

Federal Railroad

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22460	Railroad Crossing, SH-19, Greenleaf	FY2022	\$110,000
Advance			
20358	Railroad Crossing, Lemp Lane, Canyon County	PD to FY2024	\$255,000
Delay			
20355	Railroad Crossing, Look Lane, Caldwell	FY2019 to FY2020	\$590,000

Highway Local Partnerships

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22392	Capital Maintenance, Local, Boise Area – FY2026	FY2026	\$380,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	PD	\$7,459,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	PD	\$8,080,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	PD	\$4,649,000
Advance			
20683	Capital Maintenance, Local, Boise Area – FY2024	PD to FY2024	\$380,000
13918	Pathway, Rail with Trail, Meridian	PD to FY2022	\$256,000

Interstate Maintenance

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22237	East Boise Point of Entry, Ada County	FY2020	\$479,000
ORN22246	I-84, Interchange Ramp Rehabilitation, Boise	FY2020	\$661,000
Remove			
19696	I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell*	PD	\$3,728,000

*expected to be included in different project

Local Highway Alternatives Transportation Management Area

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22385	Pathway, Greenbelt Completion, Boise State	PD	\$422,000
Significant Change			
21910	SR2S, VRT, Ada County – FY2024 and FY2025*	FY2024	\$389,000
Advance			
13918	Pathway, Rail with Trail, Meridian	PD to FY2022	\$382,000

*combined two years' of funding and added a part-time staff member in FY2025.

Local Highway Rural

Key Number	Project	Year of Funding	Total Programmed Cost
Delay			
13964	Peckham Road, US-95 to Notus Road, Canyon County	FY2020 to FY2021	\$3,720,000

Local Highway Transportation Management Area

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22390	Pavement Management and ADA, Phase 1, Boise Area – FY2026	FY2026	\$5,547,000
ORN22391	Pavement Management and ADA, Phase 2, Boise Area – FY2026	FY2026	\$2,377,000
CPA3 ORN22386	Commuteride, ACHD	FY2025	\$220,000
CPA1 ORN22389	Planning, COMPASS	FY2025	\$232,000
ORN22394	Study, Big Data Purchase, COMPASS	PD	\$150,000
ORN22395	Study, Fiscal Impact Analysis, COMPASS	PD	\$60,000
ORN22393	Transit Asset Management, Boise Area, VRT – FY2026	FY2026	\$1,449,000
Remove			
18694	Planning, Transportation Operations and ITS Plan Update, COMPASS*	FY2020	\$14,000
Advance			
20674	Pavement Preservation and ADA, Phase 1, Boise Area – FY2024	PD to FY2024	\$5,579,000
20538	Pavement Preservation and ADA, Phase 2, Boise Area – FY2024	PD to FY2024	\$2,391,000
CPA3 15914	Commuteride, ACHD	PD to FY2024	\$220,000
CPA1 21889	Planning, COMPASS	PD to FY2024	\$232,000
Significant Change			
15001	Cost Increase Set-Aside**	FY2020 FY2021 FY2022	\$14,000 \$6,000 \$12,000
19057	Transit Asset Management, Boise Area, VRT – FY2020***	FY2020	\$1,575,000
18905	Transit Asset Management, Boise Area, VRT – FY2021***	FY2021	\$1,542,000
19763	Transit Asset Management, Boise Area, VRT – FY2022***	FY2022	\$1,511,000
19950	Transit Asset Management, Boise Area, VRT – FY2023***	FY2023	\$1,480,000
20659	Transit Asset Management, Boise Area, VRT – FY2024***	FY2024	\$1,449,000
21903	Transit Asset Management, Boise Area, VRT – FY2025***	FY2025	\$1,449,000

*funds were second-year of funding and not needed, per bid. Moved funds to KN 15001.

**set-aside funds are remaining funds in the program and will be used in the future to balance project needs

***changed capital programs to reflect projects in the Transit Asset Management Plan

Local Highway Urban

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN22438	Cherry Lane, 11 th Avenue North to Idaho Center Boulevard, Nampa	PD	\$1,302,000
CPA3 ORN22386	Commuteride, ACHD	FY2025	\$55,000
CPA1 ORN22389	Planning, COMPASS	FY2025	\$99,000
Advance			
CPA3 15914	Commuteride, ACHD*	FY2023 to FY2022	\$55,000
CPA3 15914	Commuteride, ACHD	PD to FY2024	\$55,000
CPA1 21889	Planning, COMPASS	PD to FY2024	\$232,000
Delay			
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	FY2021 to FY2024	\$2,922,000
Significant Change			
13906	Transit Asset Management, Boise Area, VRT – FY2020**	FY2020	\$159,000

* combined FY2022 and FY2023 funds

** changed capital programs to reflect projects in the Transit Asset Management Plan

National Highway Performance Program

Key Number	Project	Year of Funding	Total Programmed Cost
Delay			
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, Near Meridian	FY2021 to FY2023	\$3,475,000

Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
Remove			
21848	I-84B, Blaine/Cleveland Avenue to 10 th Avenue, Caldwell*	PD	\$1,169,000

*currently in process of ownership transfer to City of Caldwell

Safety

Key Number	Project	Year of Funding	Total Programmed Cost
Significant Change			
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	FY2023	\$5,550,000

*moved to a different funding source (Transportation Expansion and Congestion Mitigation)

STAR Financing

Key Number	Project	Year of Funding	Total Programmed Cost
Advance			
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	FY2021 to FY2020	\$9,300,000
Significant Change			
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County*	FY2019 - FY2020	\$18,527,000 to \$25,027,000

State

Key Number	Project	Year of Funding	Total Programmed Cost
Add			
ORN22258	Culvert Replacements, Canyon County	FY2021	\$188,000
22508	I-84B, SH-19 to Homedale Road, Caldwell	FY2020	\$2,300,000
Advance			
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	PD to FY2023	\$5,550,000
Delay			
20574	SH-44 (State Street), Star Road to SH-16, Ada County	FY2023 to FY2024	\$8,200,000
Remove			
20174	SH-55 (Karcher) and Florida Avenue, Intersection Improvements, Caldwell*	PD	\$1,370,000
21863	Intersection Improvements, District 3**	FY2023	\$510,000

*application submitted for more substantial work.

**this is a district-wide project, with no specific segments selected

Transportation Expansion and Congestion Mitigation

Key Number	Project	Year of Funding	Total Programmed Cost
Significant Change			
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	FY2023	\$5,550,000

*moved from a different funding source (Safety)

Public Transportation

In addition to the projects in the table below, FY2024 funds were added to existing public transportation projects for required fixed route, demand response, and administrative services. With direction from Federal Transit Administration staff, Valley Regional Transit combined many similar projects to allow more flexibility of these programs. Details of these changes are available on the program worksheets, upon request. More substantial changes are listed below.

Federal Transit Administration Funding

Key Number	Project	Year of Funding	Total Programmed Cost
19691	Transit – Acquisition of Service, Boise Area*	FY2020 – PD	\$2,244,000
19137	Transit – Preventive Maintenance and Paratransit, Boise Area**	FY2020 – PD	\$15,648,000
18788	Transit Asset Management, Boise Area, VRT*** (FTA 5307 LU)	FY2020 – PD	\$1,703,000
18781	Transit Asset Management, Nampa Area, VRT*** (FTA 5307 SU)	FY2022 – PD	\$8,478,000
20136e	Transit Asset Management, Nampa Area, VRT *** (FTA 5339 SU)	FY2020-2021	\$359,000
NEW	Transit Asset Management, Boise Area, VRT (FTA 5339 (c))	FY2020	\$3,750,000

*added funds for FY2022 through PD

**removed "Operations" from title

*** changed capital programs to reflect projects in the Transit Asset Management Plan

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Public Comments Received (Verbatim)

- **Draft FY2020–2026 Regional Transportation Improvement Program**
- **FY2020 federal Program of Projects proposed for funding by Valley Regional Transit**
 - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 7 – September 5, 2019

Total number of individuals submitting comments: 31

Voice Mail: 1 Online Comment Form: 25 Hard Copy Comment Form: 4 Letter: 1

(Individuals could submit comments on any of the three topics on one comment form; therefore, the total number of comments in the table below is greater than the number of individuals submitting comments)

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Zip Code Name Affiliation	Format
Comments on projects in the DRAFT FY2020-2026 Regional Transportation Improvement Program (TIP)			
Regarding the expansion of Eagle Rd & Amity intersection (RD207-33), I feel with the rapid growth of the neighborhood and upcoming projects (new jr. high school, a library, expansion of the YMCA, more housing subdivisions, and an upcoming shopping center), a 2-lane roundabout will not meet the traffic needs of the area. I would like to see a full traffic light intersection and a slower speed limit (40/ mph) implemented,	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.	83642	Online comment form
I'm commenting on the capital maintenance phase 2, key 20129, Warm Springs Avenue between Glacier and Highway 21. This rehabilitation was originally supposed to go all the way to Eckert. The stretch of road between Eckert and Glacier has many rough spots, and the increase in vehicle traffic and especially construction vehicles (tractor trailer dump trucks) will only cause this to deteriorate more. This rehab project needs to be extended back to Eckert as originally planned.	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>According to the Ada County Highway District, The pavement of Warm Springs Road, from Eckert to Glacier was rehabilitated in 2006 and maintains a high Pavement Condition Index (PCI). This segment was once part of a larger, paving process demonstration project on Warm Springs Road, but that demonstration project was canceled.</p>	Robert Stark Barber Valley Neighborhood Association 83716	Online comment form

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 do not favor widening any more roads beyond three lanes. It is well established that we can not build our way out of congestion--except through transit and bike/ped infrastructure. I do favor constructing detached bike/ped paths wide enough to accomodate both pedestrians and bicyclists safely. No one! who has any choices would choose to walk or bicycle right up against a five lane road!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>I am confused about the project sequence order to widen Chinden from Linder Road all the way to Eagle Road. Key # 20594 Advance</p> <p>The last I heard, the section between Meridian Road and Locust Grove Road was going to be done AFTER Linder to Meridian and AFTER Locust Grove to Eagle. That order doesn't make sense to me. But, it is not spelled out in detail on the Major Changes table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>ITD did initially intend to widen from east to west beginning at Eagle Road; however, with both Costco and WinCo now planned along Chinden Boulevard the order has changed. The developers of these two large projects will contribute funding toward widening Chinden near the developments (called "STAR" funding). In order to expedite the portions of Chinden that will be affected (and initially funded) by the Costco and WinCo stores, construction on those segments will now occur sooner than originally planned. The revised current schedule is:</p> <ol style="list-style-type: none"> 1. Eagle Road to Locust Grove Road, FY2020, funded by ITD. 2. Linder Road to Meridian Road, FY2020, funded with STAR funding. 3. Meridian Road to Locust Grove Road, FY2021, funded with STAR funding. 4. Black Cat Road to Linder Road, FY2020/2021, funded with STAR funding. 5. Black Cat Road to State Highway 16, FY2021, funded with STAR funding. 6. State Highway 16 to Star Road, FY2023, funded by ITD. <p>The STAR-funded projects may be completed sooner, but for planning purposes, they are scheduled as shown above.</p>	<p>Jennifer A Pedrali 83646</p>	<p>Online comment form</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>There are MANY needs in the city of Meridian due to excessive growth. However, the main road being overlooked is McMillan between black cat and Locust Grove. Traffic is horrible because its only 2 lanes and there are hundreds of new homes planned for this stretch of road and no plans to widen it. It needs to be addressed within the next year or two.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>Carrie Hovey 83646</p>	<p>Online comment form</p>
<p>My comment is in support of the current draft FY20-26 Regional TIP, and any further efforts to improve bike-ability and walk-ability to our regional transit plan will be much appreciated.</p> <p>In addition, I would like to comment that future projects can and should slowly transition funding, as our population increases, to light rail transportation connecting the Boise Train Depot, converting existing rail through fair market purchase or imminent domain, to light rail track with accompanying transit stops along the rail corridor to Caldwell. The recent comment on local option taxes from our governor is heartening that this option may become a reality in the near future, should the legislature be as wise as our governor and our local elected officials.</p> <p>Surely, as our population grows alongside fuel prices and pollution, investments in mass transit light rail and away from continued expansion of pavement for multi-lane roadways used primarily by single occupant vehicles will be well worth their cost in returns in many other areas, including resident affordability for higher quality of life as well as saved cost in distributed roadway upkeep and repairs. A small increase in local option sales tax could result in a net increase in savings for its residents in fuel, insurance, vehicle purchase, maintenance, and repair costs. This in addition to the realized gain in air quality (inversions), soil/water quality (oil emissions and oil waste into our sewers), and preservation of green spaces alongside the financial benefits of a better connected</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Joseph Schueler 83702</p>	<p>Online comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>community for stronger commerce and trade, the resulting economic boost in both purchase power and business location access notwithstanding.</p> <p>Thus far, investments in the current proposed areas are still wise to manage a growing population, but my hope is that advanced plans for the critical mass saturation of a fast growing Treasure Valley will point towards mass transit. This outcome will need to be well planned and well thought out well in advance of its need for it to be successful. Construction of commercial and residential property and density infill will be harder to anticipate if this change does not occur sooner rather than later.</p> <p>Finally, if light rail were to be a priority in the next 14 years (the next TIP budget), this would lay the foundations of needs for mass transit options retrofitted for the urban core. The two phase trolley proposed in our past is one such example, but a myriad of options could exist to aid in this important accent to light rail. Light rail might allow for concentrated use of busing in the urban core, for example, with expanded routes, stops, and hours of operation to ensure full and easy access for the larger population of residents who will be coming into and out of the urban areas of all municipalities along the light rail route (including Boise, Meridian, Nampa, and Caldwell).</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>Concerning SH-55/SH-44 intersection, CFI seems like a good idea for longer term, but meanwhile please implement an immediate simple fix to improve throughput. The strange entry to Chevron is rarely used, is unneeded due to riverside access, and is impeding southbound SH-55 traffic wishing to head west on SH-44 (traffic is blocked from entering turn lanes, so intersection is underutilized and delays increased). Please eliminate the extraneous chevron "exit" and extend the turn lane entry area to improve intersection throughput.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I would request that a connection between Highway 55 and Cloverdale Rd, crossing the Boise River and connecting the Island Woods and Lakemoor subdivisions such that they have an extra egress route in case of emergency.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Eagle.</p>	<p>Rob Brooks 83616</p>	<p>Online comment form</p>
<p>Completion of SH 16 to I-84 is critical to relieving congestion in the Treasure Valley. Its completion is far more important than pedestrian and bicycle bridges and pathways.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Fred Hoadley 83686</p>	<p>Online comment form</p>
<p>Hi – my name is Tina Elayer and I am a Brownfields Analyst at IDEQ. I would like to offer assistance if there is a need to address potential contamination on the proposed projects. I am attaching info sheets that show maps from our waste facility mapper (WFM). This website is a great resource to identify waste program actions that IDEQ is involved in. I'd be happy to talk to anybody who is interested in this service. Thank you!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Local Highway Technical Assistance Council, the City of Nampa, and the City of Meridian.</p>	<p>83706</p>	<p>Hard copy comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>Nowhere, do I see any planning for another bridge across the Boise River (specifically in the 5 Mile, Coverdale area). Traffic across the Glenwood bridge is approaching gridlock stage many times during the day, with more and more homes and apartments being built in Northwest Boise, increasing the demand on an already strained bridge. Why isn't this even on a "consideration" list?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, and the City of Eagle.</p> <p>The regional long-range transportation plan, <i>Communities in Motion 2040 2.0</i>, identifies needed transportation projects for the next 20+ years. The plan lists funded projects, as well as projects that are needed but are currently unfunded. One of the <u>unfunded needs</u> is the Three Cities River Crossing to preserve land for a future bridge over the Boise River east of the City of Eagle (#17 of Regional Local System Projects, p. 3 of the list linked above).</p>	<p>83714</p>	<p>Online comment form</p>
<p>My boys (8 and 9) and I regularly ride bikes along the greenbelt in Eagle and find crossing the Eagle bridge extremely hazardous. We would greatly appreciate sidewalk being added (or a wide enough shoulder to accommodate the high driving speeds.) Also, our family and several other classmates have had multiple near misses at the crosswalk of Ustick and Curtis from vehicles heading N on Curtis and making a L onto Ustick at the flashing yellow. I understand the pedestrian signal is on for 5 seconds before the open left turn is available. I have not seen the drivers habitually check the crosswalk before turning onto Ustick – they are instead focused on beating the oncoming traffic crossing Chinden. Can pedestrian crossing signs be added please? Are flashing lights able to be installed to further alert drivers? Please?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Eagle.</p> <p>According to the Idaho Transportation Department, a project is scheduled to build a bicycle and pedestrian bridge adjacent to Eagle Road (State Highway 55) over the North Channel of the Boise River in FY2023. There is an open house on Monday, September 23, at the Eagle City Hall to present this proposed project to the public, see here.</p> <p>Regarding Curtis and Ustick crosswalks, according to Ada County Highway District, the organization is in a yearlong process of implementing new technology at all of their signalized intersections with flashing yellow arrows. This technology will inhibit flashing yellow arrow operation when there is a conflicting pedestrian crosswalk activation.</p>	<p>83704</p>	<p>Hard copy comment form</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>- 20/26 Projects (Key #: 20594, Key #: 19944, Key #: 21858, Key #: 20367, Key #: 20227) - Hwy 20/26 through canyon and Ada counties must be a priority. ITD needs to do a better job working with and supporting large commercial developments as part of the STARS program to widen and improve 20/26 immediately. It is heavily traveled and relied upon by Canyon/Ada/Gem county commuters. It has become extremely congested and unsafe.</p> <p>- With Meridian being the second largest city in Idaho and continuously one of the fastest growing in America for the last 10 years arterial roadways need to be widened and improved for vehicles, bicycles and pedestrians. The areas of concern are as follows:</p> <p>- Key # : RD202-31 - With growth this needs to be a top priority and should be improved as 20/26 is done.</p> <p>- Key # : RD202-32 - With growth this needs to be a top priority to improve traffic flow from the ten mile exit.</p> <p>- Linder (Franklin - Pine) - Key # : RD213-16 - Needs to truly be widened up to Ustick to connect with the recently completed section.</p> <p>- Locust Grove (Fairview - Chinden) - Don't see Locust Grove on the draft at all which is a heavily traveled and heavily congested roadway through a dense part of Meridian.</p> <p>McMillan Rd (Locust Grove to McDermott) - Don't see McMillan on the draft at all and is a heavily traveled roadway through a dense and rapidly growing part of Meridian.</p> <p>- Eagle - Key # : RD207-33, Key # : RD216-04 (Victory to Lake Hazel) - Growing area but nearly as much of a priority as the north and northwest portion of Meridian</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Meridian, and the City of Eagle.</p> <p>The Transportation Improvement Program does not include a comprehensive view of the Ada County Highway District's project schedule. The Ada County Highway District's Five-Year Work Plan does include funding for Locust Grove improvements, from Fairview to Ustick. You can find that by searching key number RD210-02 on this link: http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx</p>	<p>83646</p>	<p>Online comment form</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 fully support adding the roundabouts on Centennial and Middleton/Ustick. The traffic backs up and it takes so long to make it thru both intersections. Not to mention those people who don't understand how 4 way stops work or don't pay attention to who stopped first. I feel like both roundabouts will improve traffic conditions and lower crashes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the City of Caldwell.</p>	<p>83607</p>	<p>Online comment form</p>
<p>reinstitute the light rail system throughout Treasure Valley with grade separation; coordinated public transport system between light rail and bus/van schedules; extend bus transport system to cover heavily populated areas of Eagle, Meridian, Star, Middleton, Caldwell, Kuna; add more bus stops at major points of interest, such as schools, churches, malls, libraries, office buildings, parks, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online comment form</p>
<p>1. I don't understand why N. Linder Rd. is being prioritized over N. Meridian Rd. for road widening. There is not even a freeway overpass at Linder Rd. Meridian Rd. has a major freeway interchange, yet quickly narrows to 2 lanes a few miles north. It would make more sense from a planning perspective to prioritize widening roads that connect to the interstate for smoother traffic flow. As bad as Eagle Rd is, it now takes me less time to commute to work using Eagle Rd. than taking Meridian Rd. I live near the intersection of Meridian and McMillan. With all the new homes, apartments and schools built over the past 10 years, Meridian Rd. is not equipped to handle the volume of traffic created by the developments.</p> <p>2. Since N. Meridian Rd. is not going to be widened from Ustick to Chinden anytime soon, it might be worth considering a single lane roundabout at the Meridian/McMillan intersection to improve traffic flow for the morning/evening commuters. There is a school on the corner too, so it might improve safety.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p> <p>The Transportation Improvement Program does not include a comprehensive view of the Ada County Highway District's project schedule. Please follow the attached link to see a full list of projects in ACHD's Five-Year Work Plan (Meridian Road, Cherry Lane to Ustick Road, is included for a widening project in FY2020): http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx</p> <p>ACHD's 2016 Capital Improvement Plan (CIP) includes a list of intersections that may be good candidates for a roundabout. The intersection of Meridian Road and McMillan Road did not make it on the list. ACHD's 2016 Capital Improvements Plan can be found here: https://www.achdidaho.org/Documents/Engineering/ImpactFees/Ordinance231/ProjectsByYearTables_A4_A5.pdf</p>	<p>83646</p>	<p>Online comment form</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
New ORN22385 Boise State Greenbelt. What is this project and when do you think it will be completed?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Boise State University.</p> <p>The project makes safety improvements to an existing pathway near Boise State University by widening the multi-use pathway and adding a buffer between the pathway and the roadway. Timing is unknown, but currently expected to be completed after Fiscal Year 2024.</p>	83706	Online comment form
Please install a traffic light on Hwy 45 and Locusts Lane in Nampa	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the Canyon Highway District.</p>	83686	Online comment form
I didn't see anything planned for the McDermott/Ustick vicinities to accommodate the new high school. I know McDermott will eventually tie SH16 to I84, but are no improvements being planned out for Ustick to meet increased traffic?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>The West Ada School District will be required to make road improvements on the roads adjacent to their new school, as will developers of other properties in the area. The extension of State Highway 16 (Key # 20788), from US 20/26 (Chinden) to Interstate 84 (I-84), is in the design and right-of-way acquisition phases of the project. The construction phase of the State Highway 16 project is unfunded and not currently scheduled in the Transportation Improvement Program. The intersection of State Highway 16 and Ustick Road is planned as an interchange, which ACHD will require to be designed to accommodate the future traffic needs of the area.</p>	83646	Online comment form

<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>I appreciate attention to the issues of public transportation both for Ada County and Canyon county. The Treasure Valley is growing so fast, it is essential we have better public transportation, and less congestion on our highways and freeway. I am disappointed to see NOTHING about an HOV lane between Caldwell and Boise on I-84. It works well in other bigger cities. Some even have the HOV lane movable to accommodate morning, then evening commuters. It is a great idea to use less space for a welcome relief to getting stuck behind a slow vehicle in "rush hour" and it promotes car pooling. Seems like a No-Brainer for I-84!</p> <p>We really, really need more safe bike paths/lanes along major through roads like Happy Valley and Robinson Rd so people can utilize alternative transportation. More people would ride bikes and scooters if it was safer. But both of those roads have narrow gravel shoulders that are not safe to ride on with the speed limits posted thereon. Couldn't those right-of-ways along both roads be utilized as wider, smoother shoulders for pedestrians and bikes?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Caldwell, and the City of Boise.</p> <p>Under Idaho law, high occupancy vehicle (HOV) lanes are restricted to counties with populations of less than 25,000. As both Ada and Canyon County populations exceed this amount, HOV lanes are not currently a viable option for the Treasure Valley.</p> <p>According to Nampa Highway District staff, both Happy Valley Road and Robinson Road are arterial roadways with only 50 feet of right-of-way, which does not leave room to build bicycle lanes at this time.</p>	<p>Joyce Lewis 83687</p>	<p>Online comment form</p>

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<p>The widening of Chinden by ITD without consideration for its impacts on already unsafe conditions for pedestrians who use and cross Chinden in Garden City should not be supported by COMPASS through adoption of the TIP.</p> <p>COMPASS data show that the widening of Chinden west of SH55 will induce more traffic on Chinden through Garden City. The sections of Chinden west of 43rd Street to the Garden City western limits lack sidewalks and have no safe places to cross other than at sparsely-spaced intersections.</p> <p>The result is people in wheelchairs being forced to use the two-way left turn lane. https://twitter.com/KostelecPlan/status/996067213403602945?s=20</p> <p>The result is a senior citizen trying to get to a grocery store and only having a shoulder next to high speed traffic for her walk. You can view that image here: https://twitter.com/KostelecPlan/status/1169236040277618688?s=20</p> <p>Further, ITD is proposing to build sidewalks (a pathway) on one side of Chinden until a future additional widening takes place. This is counter to prevailing FHWA guidance on this type of high speed, high volume arterial. ITD's District 3 Engineer asserted in emails that they feel this is somehow safe. The above picture of the senior citizen walking on a shoulder is what ITD said would be safe on Chinden through Meridian.</p> <p>The ITD projects for Chinden that COMPASS is approving in this TIP clearly prioritize the convenience of motorists over the safety of people. COMPASS has been admonished in the past for failing to properly consider the needs of people outside of vehicle. This occurred by FHWA during its certification review of COMPASS. The approval of this TIP continues</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Garden City.</p>	<p>Donald Kostelec 83716</p>	<p>Online comment form</p>

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<p>the prioritize unsafe investment by ITD and subject to COMPASS approval.</p> <p>I request COMPASS either deny the TIP until ITD can commit to addressing existing pedestrian safety issues in Garden City and incorporate the design of a temporary sidewalk (asphalt?) along the north side of Chinden in the widening projects proposed in this TIP.</p> <p>If COMPASS does not feel empowered to deny the TIP based on safety reasons, then I request COMPASS act immediately upon the approval of the TIP to form a group of COMPASS, ITD, ACHD, and Garden City officials to develop a strategy to complete the sidewalks on Chinden to be as close to concurrent with the Chinden widenings west of SH 55. Otherwise, ITD's actions will only compound the already-unsafe engineering on Chinden through Garden City.</p>			
<p>Chinden does NOT need to be widened. When are wider sidewalks coming? Can Front and Myrtle in Boise be converted to two-way traffic?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Boise.</p> <p>According to the Idaho Transportation Staff, Chinden Road needs to be widened to accommodate both the existing and the projected future growth in the area. Chinden will be widened to two lanes in either direction, a center turn lane and wider sidewalks on the south, from Eagle Rd to SH-16 beginning in 2020. Wider sidewalks will be installed in 2020, also.</p> <p>Additionally, converting Front and Myrtle in Boise would not accommodate the existing peak traffic volumes that the downtown corridor experiences. The couplet allows for better circulation of the heavy volumes of commuter traffic that would otherwise cause significant congestion/delays.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>

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Please include rail between Caldwell and nampa.	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the City of Caldwell.	83651	Online comment form
<p>There is a great need to plan for the re-building of the Five Mile interstate overpass. This antiquated, narrow, two-lane, heavily used overpass in the Boise city limits has no provision for walkers or bicyclists. The roadway is used by perhaps 18 sq. miles of residents for their north-south travel. That is one mile on each side of Five Mile Road for 4 ½ miles north of the interstate (9 sq. mi.) and the same south of the interstate.</p> <p>While planning for the overpass's rebuilding consideration should be given to making this an interchange for these 18 sq. miles of residents. (That is a lot of housetops.) One, of course, would restrict the east-bound on ramp so no left crossover would be allowed to go downtown on the I-184 connector. Those destination travelers would use their current routes thus the interchange would be used mainly by the sole I-84 users. Part of the project could provide for another westbound interstate lane, which is sorely needed leading up to this overpass. That is there are three west-bound I-184 lanes (counting the Franklin Rd west-bound entering lane) that must merge into one lane on I-84 so there is tremendous afternoon congestion there. The east-bound I-184 entering or morning users have two lanes. Now it would seem like our local leaders would provide for interstate access and structure updates for the residents in this west side of Boise as it seems like residents of other areas of Ada County are provided. It is seen the leaders of Meridian seem to get things done for their area; hopefully our leaders can do the same for this center of the four mile stretch of west Boise without central interstate access. That is to have an interchange at the standard two mile interval through our heavy populated areas of the above noted 18 sq. miles of residents as is done through the rest of the</p>	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, the City of Boise, and the City of Meridian.	Ralph Mellin	Online comment form

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heavily populated Ada County through East Canyon County It would seem to be wise for there to be a line item for this above project; however, perhaps it could be a part of the line item of Planning – Metropolitan Planning Funds 2020-24 for \$7,000,000 with perhaps some increase of these funds. But something needs to be done.			
I would like to see any funds approved to help widen road in Ada County require ACHD to design and build bike lanes that meet the requirements of the Bike Facilities Matrix in their Roadways to Bikeways plan.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.	Clancy Anderson 83702	Online comment form
Letter from the Ada County Highway District attached at the end of this table.	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, Valley Regional Transit, the City of Boise, and the City of Meridian.	83642	Letter

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
Comments on the FY2020 federal Program of Projects proposed for funding by Valley Regional Transit			
I favor investing in transit and transit infrastructure	Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.	83702	Online comment form
Absolutely no public transportation. Only degenerates use public transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.	83686	Online comment form
<p>I'm interested in the bus routes, we live on Maple Grove, just off of Maple Grove near Hyatt Hidden Lakes, McMillan and Mitchell area. We've lived here for 10 years and when we first got here, Maple Grove had been cut through down to Chinden from McMillan. And we kept thinking maybe they'd put a bus route down there sometime, but it seems like we're kind of like a little island, it comes down Maple Grove and turns and goes east.</p> <p>And then the other one, the route 8, goes the other direction. The 8X does come down, but it doesn't stop anywhere really close to us.</p> <p>We thought maybe sometime – I'm disabled now – but I had wanted to ride the bus into downtown and to doctor's appointments and things like that. It's just impossible to get there for me, I can't walk that far and it seems like we've got a little island stuck out. Since Five Mile is, turns at Ustick and goes over – the number 8 does.</p> <p>And then the 12 turns and goes the other direction and kind of leaves us up a creek.</p> <p>And if I could cut across, if I <i>could</i> cut across, the Hyatt and Hidden Lakes, which is</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>ValleyConnect 2.0 is Valley Regional Transit's plan for expanded transit service in the Treasure Valley. This plan would improve service around Hyatt Hidden Lakes, but is unlikely to extend service down Maple Grove. Currently, there are two options for people in the identified service gap. In January, Valley Regional Transit began a pilot project with Lyft which allows anyone in this area to schedule a Lyft ride to select bus stops for \$2. From these stops, riders can continue their trip on fixed route transit for their regular fare. Alternatively, persons with disability who live within ¾ mile of fixed route service, which would cover this area may qualify for ACCESS door to door transportation.</p>	83704	Voice mail

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<p>impossible, but that would take us down to Chinden, and it seems to be shut off right now, the 8x. And I would still have to get across and it's just impossible.</p> <p>I know if I'm looking at this area, and there's a lot of people up here that could use this, we'd like to put a word in to maybe look at Maple Grove and take it on down the hill, if possible.</p> <p>Thank you.</p>			
<p>Valley regional transit is a good alternative to driving but must expand service and stops. More importantly treasure valley cities need to collectively work towards providing more alternatives to public transit such as a rail system.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83646</p>	<p>Online comment form</p>
<p>reinstitute the light rail system throughout Treasure Valley with grade separation; coordinated public transport system between light rail and bus/van schedules; extend bus transport system to cover heavily populated areas of Eagle, Meridian, Star, Middleton, Caldwell, Kuna; add more bus stops at major points of interest, such as schools, churches, malls, libraries, office buildings, parks, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We should be thinking about a metro service that links Nampa/Caldwell + downtown Boise + airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, Valley Regional Transit, the City of Caldwell, and the City of Nampa.</p>	<p>Richard Winn 83642</p>	<p>Online comment form</p>
<p>We were out of town so did not get to attend the open house. However we are highly concerned about public transportation and pedestrian/bike paths in rural Nampa. It is becoming a highly URGENT issue we cannot ignore or postpone!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and Valley Regional Transit.</p>	<p>83687</p>	<p>Hard copy comment form</p>
<p>From what I can tell, a lot of the budget goes to fixing / maintaining rolling stock. I would like to see purchase of more rolling stock to satisfy the transit needs of the valley. Not in terms of ridership per se, but availability. Ridership won't go up unless availability goes up.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>

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Comments on the Air Quality Conformity Demonstration for Northern Ada County

<p>We are greatly affected (to the point of wearing face masks!) by the air pollution at Curtis and Chinden on our daily walks and bikes ride to school. Can any further research be put into synchronizing the N/S lights along Curtis at Chinden, Ustick, Northview, the light/school zone at Koelsch, Fairview, and connector onramp please?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>Answer from Ada County Highway District staff:</p> <p>These signals are synchronized from Emerald Street to Adams Street. During the morning commute timing plan, southbound (from Chinden to I-84) is favored, but there is a cycle length difference between the signal at Fairview (and to the south) and Plymouth (and the signals to the north), due to the traffic flow differences between these two areas. Because the cycle length is not the same between these two groupings of signals, there can be some increased congestion between Fairview and Plymouth.</p> <p>During the midday timing plan, the cycle lengths are the same, and because traffic volumes are balanced, we do the best we can to allow flow in both directions. However, because of the inconsistent spacing between the traffic signals, and more vehicles on some side streets than on others, the flow may appear to be "choppy" in either direction on Curtis Road.</p> <p>During the evening commute timing plan, there are quite a number of different issues that occur that make it difficult to provide smooth traffic flow. The signal at Chinden needs a much longer cycle length than is needed for the other signals on Curtis Road to the south. So we operate the signal at Ustick at a cycle length that lines up well every 3rd cycle, but is likely less optimal on the other two cycles. This helps meter the traffic arriving at Chinden and helps traffic move away from Chinden. The remaining signals (from Northview south), operate at the same cycle length, and we primarily favor northbound traffic, but there is also some southbound flow as well.</p> <p>At Chinden, the "synchronized" (and favored) movements are on Chinden. However, we have made every effort to</p>	<p>--</p>	<p>Hard copy comment form</p>
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	<p>provide as optimal of flow as we can for the northbound and southbound traffic while still favoring the higher traffic volumes on Chinden during all of the timing plans.</p> <p>There are also a large number of emergency vehicle preempts on this corridor, as ambulances go to (and from) St. Alphonsus hospital. A preempt is when the emergency vehicle overrides the normal operation of a traffic signal to expedite there travel to and from an emergency situation. When this occurs, it does disrupt the flow along a corridor for a few cycles. Also, when this occurs, the emergency vehicles may not necessarily have their lights and sirens on, so it can be difficult for the average driver to know it is happening.</p> <p>As you can see, there are a number of issues that make this corridor very challenging to operate. We are doing the best that we can within the constraints that we have to work in, to provide the best traffic flow that we can achieve. We do analyze and retime corridors of signals every 5 – 7 years, and this corridor was last done in 2015. It is on the list to be looked at in the next couple of years, and we may find a change that will work better at that time, but that is not guaranteed.</p> <p>We will keep your comments in mind when we begin the next retiming project along this corridor. Your comments and input are appreciated.</p>		
<p>Air quality is always a concern with significant increases in vehicles on the road. Emissions testing and requirements should always be something state and local government should be focusing on and requiring improvements to emission rules.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>use of light rail, electric vehicles or buses fueled by natural gas, if possible</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</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>Why is the PM10 budget increase in 2024-2030 viewed as permission to increase PM10 emissions? Is unhealthy air somehow getting healthier to breathe? Stop widening roads, fund actual transit.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Department of Environmental Quality.</p> <p>The increase in the PM10 budget after 2023 is based on assumed growth in the Treasure Valley and the increase in vehicle miles traveled on the roadways that is anticipated to accompany growth through the year 2050.</p> <p>When the motor vehicle emissions budget is developed, expected future emissions from other sources are also calculated. Modeling must demonstrate that all emissions sources <u>combined</u> (vehicles emissions, emissions from industry, smoke from fireplaces/woodstoves, dust from agricultural tilling, etc.) will produce concentrations of PM10 below the national standards.</p> <p>The US Environmental Protection Agency (EPA) reviews the vehicle emissions budgets and must determine them to be "adequate" to maintain compliance with air quality standards. The EPA has reviewed the PM10 vehicle emissions budget for northern Ada County in light of all anticipated sources of PM10 in the valley and determined that it is adequate to maintain compliance, even with an increase in the budget amount after 2023.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>



Rebecca W. Arnold, President
Mary May, 1st Vice-President
Sara M. Baker, 2nd Vice-President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

August 29, 2019

Matt Stoll, Executive Director
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2020-2026 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. The draft TIP supports the Communities in Motion 2040 maintenance funding policy by dedicating a steady funding source for pavement preservation and Americans With Disabilities Act (ADA) repair projects within the Boise Urbanized Area. The TIP aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for capacity improvement projects. Through experience, ACHD has found that pavement preservation projects are an efficient and effective use of valuable federal funds. These projects also help eliminate substandard ADA infrastructure in the Boise Urbanized Area by ensuring that all curb ramps within the boundaries of a project meet current ADA standards. These improvements support ACHD's efforts to sustain the public's infrastructure in a "very good" condition for motorists, cyclists and pedestrians.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2020-2026 TIP:

- ACHD fully supports the two State Tax Anticipated Revenue (STAR) capacity improvement projects on US 20/26 from Linder Road to Locust Grove (KN 20594), advanced to FY2020, and from SH-16 to Linder Road (KN 21858), programed in FY2020. These improvements will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways. In addition, the advancement from PD to FY2023 for the Transportation Expansion and Congestion Mitigation (TECM) funded US 20/26 from Star Road to SH-16 (KN 20367) will support the improvements being funded by the above-mentioned STAR projects.
- It is noted that the widening of SH-44, between Star Road and SH-16 (KN20574) has been delayed from FY2023 to FY2024. This capacity project remains a vital project that will benefit the growing cities of Eagle and Star.
- The advancement of all FY2026 Pavement Preservation and ADA Phase I and II projects (ORN22390 and ORN22391) and FY2024 Pavement Preservation and ADA Phase I and II projects

(KN20674 and KN 20538) supports ACHD's efforts to use federal funds for pavement preservation and ADA projects.

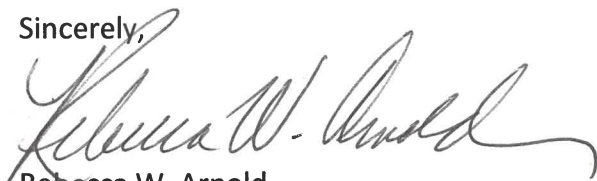
- The addition of Interstate Maintenance projects, East Boise Entry, Ada County (ORN22237) and I-84, Interchange Ramp Rehabilitation, Boise (ORN22246) benefit the regional needs of Treasure Valley residents and complement ACHD's transportation network.
- The Transit Asset Management (TAM), Boise Area, VRT, projects (FY2020 to FY2025) support ACHD's efforts to maintain the Commuteride fleet in good condition for all users. The continued support of the Rideshare program with the advancement of Urban funds in FY2023 and FY2024 (CPA3 15914,) and FY2025 (CPA3 ORN22386) is valuable to the commuters of the Treasure Valley.
- ACHD appreciates the highlighting of locally funded and regionally significant ACHD road capacity projects (RD216-04, RD207-29 and RD207-30). In addition, the locally funded FY2024 and FY2026 Pavement Preservation and ADA projects (KN 20683 and ORN22392) provide funding flexibility within the Boise Urbanized Area.

As the Treasure Valley rapidly grows, the complexity of the region's transportation problems increase along with the public's desire for solutions. ACHD appreciates ITD's extra efforts to fund and support large capacity projects on the state highway system in the Treasure Valley. These significant improvements to the regional highway system are critically needed and help relieve congestion on ACHD's network. ACHD will continue to work with its city and county partners, COMPASS and ITD to maintain the network and plan for necessary capacity improvements in growth areas across the county.

Thank you again for the opportunity to provide these comments.

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

Sincerely,



Rebecca W. Arnold
ACHD Commission President

Cc: COMPASS Executive Committee

Public comments received by the Idaho Transportation Department related to Ada and Canyon Counties, June 2019 (extracted from list of all comments)

District 3 Comments

District 3 received two comments. They expressed support for additional entrances and exits on I-84, beautifying the entrances and exits on I-84 in Canyon County and improvements to Idaho 16 between Idaho 44 and Emmett.

I was just reading the Idaho Press Tribune newspaper and saw an ad about commenting on ITD projects, so I thought I would voice my opinion. My husband was in the military for many years, so we've lived in numerous places, and have driven many miles traveling around the country. We are both Idaho natives, and moved back here after he retired. One thing that is very frustrating is the lack of exits and entrances on the freeway. Other states have ramps at almost everywhere there is an overpass. It seems logical for traffic issues, as well as people not having to go so far out of their way because of how few and far the exits are, especially in Canyon County. Since there are lanes being added, and bridges being reconstructed to make space, it seems like an ideal time to consider this possibility of more ramps. Middleton and Ustick are both busy roads, and it would be wonderful to have ramps at least at one of those overpass areas.

I think the brick work by the exits and decor on the overpasses in Ada County on I-84 is beautiful and would like to see some of the same in Canyon County. It seems like Ada County is the main priority to beautify, but it would be nice to have it in Canyon County as well.

One other thing I would like to share is that it may be cost efficient to research how the autobahn was made, and how little upkeep is needed because they make a quality road with thicker concrete, rather than having to worry about potholes and repaving so often. Obviously with the speeds that people drive on the autobahn, it has to be a quality made road, but I feel it would be better to spend the money up front for quality, rather than quantity.

Lisa B
Resident

Why is it nothing is planned on SH 16 from SH 44 to Emmett? One of the deadliest stretches of roadway in the treasure valley and always ignored.

Anonymous Commenter

COMPASS BOARD AGENDA ITEM V-C

Date: October 21, 2019

Topic: FY2020 Resource Development Plan

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of the FY2020 Resource Development Plan. The Regional Transportation Advisory Committee (RTAC) recommended approval of the plan on August 28, 2019.

Background/Summary:

The COMPASS Bylaws specify that one of the Board of Directors' primary responsibilities is to "approve the annual development plan which identifies: a) grants and other funding sources for COMPASS; and b) resource development activities which will be pursued by COMPASS staff."

Prior to April 25, 2019, COMPASS members submitted applications for FY2020-2026 federal funding or for FY2020 local funding. These applications form the basis for the Resource Development Plan, which guides staff resource development efforts throughout the year. To provide flexibility to allow staff to accommodate varied requests for assistance, the plan also includes major focus areas that encompass each agency's needs. The Draft FY2020 Resource Development Plan is included in Attachment 1.

Applications were grouped based on the funding sources for which they were eligible, then projects in each group were ranked by RTAC using the paired comparison process. Projects were funded based on ranking results. However, as needs far exceed resources, many projects were left unfunded or partially funded. Resource Development staff will focus their efforts on seeking funding for those projects that were NOT fully programmed for funding, as well as on projects that fall within the major focus areas for each agency.

COMPASS resource development staff efforts will include, but are not limited to:

- Finding and sharing grant opportunities
- Matching projects with funding sources
- Determining funding eligibility and interpreting guidelines
- Reviewing grants prepared by members prior to submittal
- Writing grants
- Managing grants
- Generating letters of support

Implications (policy and/or financial):

The Resource Development Plan furthers the goals of *Communities in Motion 2040 2.0* by increasing opportunities for funding local projects within regional priorities.

More Information:

- 1) Attachment 1: Draft FY2020 Resource Development Plan
- 2) For detailed information, contact: Kathy Parker, Principal Planner, at (208) 475-2240 or kparker@compassidaho.org.

COMPASS Resource Development Plan DRAFT FY2020



The intent of COMPASS' resource development efforts is to increase the amount of outside funding being invested in the Treasure Valley to implement the regional long-range transportation plan, *Communities in Motion 2040 2.0* (CIM 2040 2.0). The Resource Development Plan describes member agency and COMPASS needs that will be the focus of COMPASS' efforts to obtain additional funding. It is generated annually to provide transparency and obtain COMPASS Board of Directors approval of funding pursuits for the year.

This plan includes projects submitted for FY2020 through Apply software in response to COMPASS' annual "Call for Projects," as well as general funding focus areas specified by each COMPASS member. Members who request resource development assistance for a project not included or referenced in the plan, will be required to submit a written request to the COMPASS Executive Director for approval.

To further the implementation of CIM 2040 2.0, COMPASS staff will conduct grant research, maintain a project needs database, refer funding sources to member agencies, provide technical assistance to secure grants, and write or administer grants directly for projects or project areas referenced in the plan.

COMPASS resource development staff efforts will be dedicated to projects in the following order:

1. programmed projects that need additional funding due to partial funding in previous years or increased costs based on new estimates
2. prioritized unfunded needs included in CIM 2040 2.0
3. projects that have gone through the COMPASS Project Development Program
4. projects that fall within each member's focus areas, including those submitted through the COMPASS application process via Apply

Also included in this plan are COMPASS projects needing supplementary funding. Any matching funds required during the current year for funding awarded for COMPASS projects must be approved by the COMPASS Board of Directors prior to acceptance of the award. Match for future years will be addressed through the annual budget process or through Board of Directors approval, depending on the timing of acceptance.

The Resource Development Plan is organized into three sections:

- (A) Member Agency Projects (Page 2)
- (B) COMPASS Projects (Page 9)
- (C) Funding Sources (Page 11)

A. Member Agency Projects

COMPASS staff meets at least annually with members to discuss project needs and COMPASS services. From those and subsequent discussions, resulting in COMPASS funding applications received, the following unfunded needs were identified. Please note that in the tables below, the “Requested” column shows only the dollar amount requested, not the total project cost.



❖ ADA COUNTY

Focus areas related to COMPASS funding assistance: greenbelt connectivity and improvements; planning for roadways, trails, and transit; fiscal impacts; and new facility locations. No new projects submitted.

❖ ADA COUNTY HIGHWAY DISTRICT

Focus areas related to COMPASS funding assistance: pavement preservation, safety, Americans with Disabilities Act compliance, air quality, stormwater, Commuteride vehicles, staff training, road enhancements to improve capacity, and congestion management and relief. No new projects submitted.

❖ BOISE STATE UNIVERSITY

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, multi-modal corridors, and rolling stock and facilities for the Bronco Shuttle. Projects submitted:

Project Title	Description	Requested
Greenbelt Completion, Theater Lane to Broadway Avenue, Estimation Assistance	Develop plan for improvements to Boise Greenbelt to provide bike/ped separation from Cesar Chavez Lane traffic on Boise State campus.	\$10,000 for Project Development Recommended for Partial Funding
Greenbelt Completion, Theater Lane to Broadway Avenue	Enhance Boise Greenbelt to provide bike/ped separation from Cesar Chavez Lane traffic on Boise State campus by replacing unsafe and antiquated path.	\$341,453 Recommended for Funding
Bike Barn Enhancements	Provide security improvements to existing bike barns in campus parking structures to improve perimeter walls and lighting and add video cameras.	\$49,999

❖ CANYON COUNTY


Focus areas related to COMPASS funding assistance: planning (with an emphasis on agricultural lands) and public involvement. No new projects submitted.

❖ CANYON HIGHWAY DISTRICT #4

Focus areas related to COMPASS funding assistance: planning, maintenance, safety, and capacity improvements. No new projects submitted.


❖ **CITY OF BOISE**

Focus areas related to COMPASS funding assistance: Canal Trail Development Plan, smart corridors, economic impact of bicycle/pedestrian infrastructure, bicycle/pedestrian improvements, driver/rider education campaigns, modeling (specific area growth projections), transit improvements, Rail with Trails support, and airport improvements. Projects submitted:

Project Title	Description	Requested
Federal Way/Broadway Avenue Bicycle/Pedestrian Connection	Develop a plan for a critical bike/ped connection between residential areas in southeast Boise and shopping/employment in the commercial activity center on south side of Federal Way, east of Broadway.	\$24,000 for Project Development Recommended for Funding
I-184 Bike/Ped Bridge	Conduct a concept study for bike/ped bridge connection over I-184 on or near the existing Liberty Street alignment, adjacent to St. Alphonsus Regional Medical Center.	\$25,000 for Project Development
I-184 Connector, 23 rd Street On-Ramp	Study the feasibility of a westbound I-184 on-ramp between 17 th Street and 25 th Street, aligned with eastbound River Street off-ramp.	\$25,000 for Project Development
Bike Counter with Digital Display 	Procure and install permanent bike counter with highly visible, digital display of real-time bike counts on Capitol Boulevard's parking-protected bike lane between Front Street and Bannock Street.	\$25,000
Eagle Road Multi-Use Pathway, Segments 14B and 16	Complete final design and construction for a separated pathway on the west side of Eagle Road between the Meridian/Boise City Limits and McMillan Road.	\$1,044,279
Eagle Road Multi-Use Pathway, Segment 18	Complete final design and construction for a separated pathway on the west side of Eagle Road between McMillan Road and Chinden Boulevard.	\$839,499

❖ **CITY OF CALDWELL**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements to roadways and pathways, intersection improvements, and alternative fuel infrastructure. Projects submitted:

Project Title	Description	Requested
<p>Montana Avenue Widening and Pedestrian Improvements</p> 	<p>Widen road and build curb, gutter, and sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue. Adds Rectangular Rapid Flashing Beacon crossing protection at the Alder Street and Spruce Street crossings of Montana Avenue.</p>	<p>\$529,731</p>
<p>Indian Creek Multimodal Pathway</p>	<p>Connect downtown Caldwell with the College of Idaho along Arthur Street from South Kimball Avenue to 21st Street.</p>	<p>\$318,853</p>
<p>Pedestrian Pathway – Plymouth Street to Boise River</p>	<p>Construct an asphalt pedestrian pathway from East Plymouth Street north to the Boise River to open the area to pedestrian traffic to access recreation and park areas.</p>	<p>\$71,112</p>

❖ **CITY OF EAGLE**


Focus areas related to COMPASS funding assistance: bicycle/pedestrian access across state highways, downtown circulation and redevelopment, and greenbelt/park connectivity. No new projects submitted.

❖ **CITY OF GARDEN CITY**

Focus areas: bicycle/pedestrian infrastructure, parks, open space preservation for flood capacity, greenbelt or roads as levees. No new projects submitted.

❖ **CITY OF GREENLEAF**

Focus areas related to COMPASS funding assistance: road surface, signs, safety improvements, bicycle/pedestrian improvements, and planning/map assistance. Projects submitted:

Greenleaf Project Title	Description	Requested
<p>Friends Road Collector Improvements</p> 	<p>Create a plan to take existing road to functional collector status by increasing road width and include safety accommodations for trucks and pedestrians.</p>	<p>Requested Project Development</p>

Greenleaf Project Title	Description	Requested
Crack Seal	Crack seal local roads in the community except Harmony Lane and Peckham Road, which are scheduled for resurfacing.	\$10,000

❖ **IDAHO TRANSPORTATION DEPARTMENT**

Focus areas related to COMPASS funding assistance: capacity, congestion mitigation, safety (Highway Safety Improvement Program [HSIP]), and pavement preservation/restoration. No new projects submitted.

❖ **CITY OF KUNA**

Focus areas related to COMPASS funding assistance: downtown revitalization, parking, and greenbelt pathways. Projects submitted:

Project Title	Description	Requested
Parkhouse Greenbelt Pathway	Purchase materials to prep and complete pathway along Indian Creek at east end of the city greenbelt, connecting existing greenbelt to new development.	\$8,000 Recommended for Funding
4 th Street Planning	Develop a plan for revitalization of 4 th Street in downtown to include critical lighting, curb, gutter, and streetscape improvements.	\$19,000 Recommended for Funding
Phase II-A & B of Downtown Kuna Revitalization	Build Americans with Disabilities Act (ADA) ramps, sidewalks, drainage, and roadway improvements along Main Street from Avenue C to Avenue A, linking current revitalization project to the new roundabout at Linder Road and Main Street.	\$500,000 Recommended for Partial Funding
Downtown Park Parking Lot, 2 nd Street and Avenue B	Engineer and construct sidewalk, asphalt parking, lighting, bulb outs, and pedestrian crossings adjacent to Bernie Fisher Park, downtown businesses, and senior center.	\$1,077,172
Sidewalk, Senior Center to Main Street	Construct curb, gutter, and sidewalk on west side of Avenue B between Main Street and the senior center, and remove obstructing power pole.	\$76,000

❖ **CITY OF MELBA**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, road and park signs, downtown vitalization. No new projects submitted.

❖ CITY OF MERIDIAN

Focus areas related to COMPASS funding assistance: bicycle and pedestrian infrastructure and safety improvements. Projects submitted:


Project Title	Description	Requested
SH-55/Eagle Road Pedestrian and Bicycle Improvements	Construct a continuous sidewalk/pathway detached from vehicular travel with (optional) historic lighting and ADA compliant ramps between Franklin Road and Ustick Road.	\$2,655,000
Roadway Lighting – SH-55/Eagle Road	Design and construct continuous roadway lighting between Overland Road and the northern city limits.	\$935,000


❖ CITY OF MIDDLETON

Focus areas related to COMPASS funding assistance: improve pedestrian access from neighborhoods to elementary schools, State Highway 44 - alternate route and congestion mitigation, and Boise River bridge crossings. No new projects submitted.

❖ CITY OF NAMPA

Focus areas related to COMPASS funding assistance: safety, system maintenance, connectivity of off-street pathways, sidewalks, technology, and on-street bicycle access. Projects submitted:

Nampa Project Title	Description	Requested
Indian Creek Pathway, Shortline Drive to 15 th Avenue North	Extend from existing pathway terminus near Sugar Street heading west along the creek to Indian Creek Park, the highest priority in the city's master plan.	\$20,000 for Project Development Recommended for Funding
Cherry Lane Rebuild, Franklin Boulevard to 11 th Avenue North	Rebuild failed roadway surface with new base material and asphalt surfacing, adding shoulders for bike lanes.	\$1,205,000 Recommended for Funding
Garrity and Stamm Intersection Safety Improvements 	Improve Flamingo Avenue, Stamm Lane, Happy Valley Road, and Garrity Boulevard operations, safety, and mobility. Includes widening, concrete medians, and intersection reconstruction to accommodate all modes of travel. Completed Project Development Program.	\$2,253,000
Stoddard City Pathway, Sherman Avenue to 2 nd Street South	Extend Rails to Trails Stoddard City Pathway along the abandoned Union Pacific Railroad corridor from the existing pathway at Sherman Avenue to 2 nd Street South near downtown.	\$500,000

Nampa Project Title	Description	Requested
<p>Grimes City Pathway, McDonagh Park to Birch Elementary</p> 	<p>Create a new asphalt multi-use pathway connection between Grimes Pathway and Birch Elementary, including a culvert that allows the path to cross Grimes Creek.</p>	<p>\$514,000</p>
<p>Midland and Marketplace Intersection Safety Improvements</p>	<p>Improve a high-accident, congested intersection with signal upgrades, road widening, and channelization improvements.</p>	<p>\$1,325,000</p>
<p>Downtown Nampa Wall Street Alley Pedestrian Connectivity, Phase 1A and Phase 2</p>	<p>Develop a plan for extending existing Wall Street alleyway pedestrian improvements for two additional blocks from 1st Street South to 3rd Street South between 12th Avenue South and 13th Avenue South, including adding a new crosswalk and a Rectangular Rapid Flashing Beacon.</p>	<p>\$25,000 for Project Development</p>
<p>Downtown Nampa Wall Street Alley Pedestrian Connectivity, Phase 1B</p>	<p>Develop a plan to create a final pedestrian link from existing Wall Street alleyway to Nampa Train Depot Historical Museum, working with UPRR and Historical Society.</p>	<p>\$391,952</p>
<p>Wilson and Stoddard Pathway Safe Crossings at Sunnyridge Road and Locust Lane</p>	<p>Install Rapid Flashing Beacon safe crossings on Sunnyridge Road at the intersection of Wilson Pathway and on Locust Lane at the intersection of Stoddard Pathway, and add a small paved and striped parking lot for pathway users and others.</p>	<p>\$509,200</p>
<p>Lone Star Middle School Student Safety</p>	<p>Implement pedestrian improvements on Lone Star Road, including sidewalks, widened shoulders, extruded curbs, Americans with Disabilities Act pedestrian ramps, signage, and striping.</p>	<p>\$453,200</p>

❖ **CITY OF NOTUS**

Focus areas related to COMPASS funding assistance: preserve/extend life of city streets - chip seal or overlay, patching, crack seal, and street signs. Projects submitted:

Project Title	Description	Requested
<p>Street Rebuilds with Stormwater Improvements</p>	<p>Rebuild streets in downtown area that affect the main connectors, to include Notus Road, 1st Street, and if budget allows, 2nd Street.</p>	<p>\$25,000 for Project Development Recommended for Funding</p>

❖ **CITY OF PARMA**


Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, including sidewalks, and roadway improvements, including culvert replacement and a potential roundabout. No new projects submitted.

❖ **CITY OF STAR**

Focus areas related to COMPASS funding assistance: Bike Master Plan update and connecting and updating sidewalks. No new projects submitted.

❖ **CITY OF WILDER**

Focus areas related to COMPASS funding assistance: road repair, drainage, and safety. Projects submitted:

Project Title	Description	Requested
Guard Rails, Phase 2 	Complete remainder of project by installing guard rails at two corners at intersection of D Avenue and Huff Road.	\$6,900 Recommended for Funding
D Avenue Paving, 5 th Street to 6 th Street	Grade, level, widen, and pave D Avenue to enable two oncoming vehicles to pass without leaving paved area.	\$25,000 Recommended for Partial Funding
2nd Street East Sidewalk Installation	Construct sidewalk along east side of street for pedestrian safety, as it is located across from Wilder Elementary School.	\$25,000
Irrigation Upgrade	Install pressurized irrigation line on 5 th Street between C and D Avenues, to include the corner of 4 th Street and B Avenue as funding permits, to eliminate flooding into roadways and sink holes resulting from broken pipes under roadways.	\$25,000

❖ **GOLDEN GATE HIGHWAY DISTRICT #3**

Focus areas related to COMPASS funding assistance: intersection safety, freight mobility, small structure maintenance and improvements, warning signs, and safety/roadway improvement design. Projects submitted:

Project Title	Description	Requested
Drain Ditch Large Diameter Culverts Replacement or Rehabilitation	Replace or rehabilitate ten corrugated metal pipes at various rural road crossings near the City of Wilder beyond what the Golden Gate Highway District crew and budget can provide.	\$951,671 Funded with Strategic Initiatives
Peckham Road Rehabilitation (Key#13964)	Rehabilitate 4.5 miles of Peckham Road and provide curb, gutter, sidewalk, and storm drains for	\$888,914 Self-Funding

Project Title	Description	Requested
	portions of the Cities of Wilder and Greenleaf along that roadway.	
Intersection Safety and Freight Improvements	Reconstruct 10 intersections to increase sight distance and provide truck turning radius.	\$1,851,000

❖ VALLEY REGIONAL TRANSIT

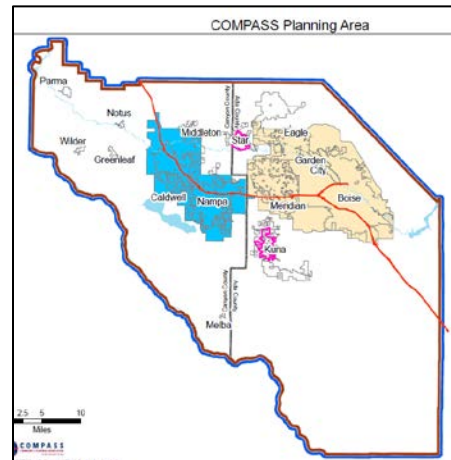
Focus areas related to COMPASS funding assistance: transit maintenance, facilities, and vehicles; integrated marketing; technology enhancements; and implementing ValleyConnect 2.0 including Bus Rapid Transit, Transit Oriented Development, services, and facilities. Projects submitted:

Project Title	Description	Requested
Treasure Valley YMCA Safe Routes to School, Ada County	Provide pedestrian, bicycle, and scooter education and encouragement activities to almost 67,000 youth in Boise and West Ada School Districts and YMCA to promote safety and security.	\$198,292 Recommended for Funding
Public Transportation Assets	Upgrade all public transportation assets within the Large Urban area to include: rolling stock, equipment and facilities for ACHD Commuteride, Boise State Department of Public Safety, and Valley Regional Transit.	\$20,736,175 Recommended for Partial Funding

B. COMPASS Projects

Census 2020 Regional Outreach

Project Description: The decennial census determines how funding for federal programs is distributed to state and local governments based on census participation; approximately \$14,000 per person counted in the census. This project would fund COMPASS-led regional outreach efforts in English and Spanish to raise awareness of Census 2020 and encourage participation through means such as radio, digital, and print promotional materials, displays and booths at public events, billboards on Valley Regional Transit buses, and more. Funds needed for FY2020 (October 2019 – April 2020).
Estimated Project Cost: \$35,000 - \$50,000.



"Big Data" Purchase

Project Description: "Big data" is a commonly used term to describe a large volume of data that has the potential to be mined for information by various industries and provides other advanced analytical applications. This project would

purchase data from vendor(s) to supplement the household travel survey data (2021) and census data. Examples of how big data will be used are 1) update the “external” trip (trips to / from the surrounding counties) rates and characteristics in the regional model 2) provide a more detailed analysis of non-motorized travel 3) allow for review of trips, travel time, time of day, and mode to and from sub areas (smaller than cities) in the region to help refine specific parameters in the regional model. Funds needed in FY2026. **Estimated Project Cost:** \$150,000. Recommended for funding.

Transit Oriented Development and Infill Analysis

Project Description: This project provides quantifiable data to assess the impacts of infill and transit oriented developments (TODs) on existing neighborhoods. The end product will be a catalog of existing infill and TODs in the region with statistical analysis conveyed in data and graphics on the impact (traffic, property values, crime, school crowding) of the infills/TODs, as well as outreach to land use decision-makers (e.g., planning and zoning commissions, city councils) and the public on the results. This project will incorporate findings from the State Street TOD study.

Estimated Project Cost: \$30,000.

Fiscal Impact Analysis with Calculator

Project Description: To better implement the goals of *Communities in Motion*, this project will provide information on the fiscal impact of various growth patterns. Work will develop a fiscal impact analysis calculator by conducting a workshop with stakeholders, analyzing the public costs and revenues of various land use patterns, building an economic model that can be used in the COMPASS development checklist for highlighting the costs of development, and conducting outreach and training for local decision-makers so that fiscal analysis is used in local land use decision-making. **Estimated Project Cost:** \$60,000. Recommended for funding.



Smart Corridors

Project Description: Evaluate intelligent transportation systems, traffic signal system upgrades, and access management improvements that allow for the adaptability of signals to change to traffic patterns and provide for transit signal prioritization. The goal of this project is to evaluate/devise strategies to enhance safety and operations of roadways, improve vehicle travel times, relieve congestion, reduce incidents, improve emergency access, and improve freight and transit travel times. This project will be coordinated with the *Transportation System Management and Operations Plan* update. Funds needed in FY2021. **Estimated Project Cost:** \$140,000.

Bicycle/Pedestrian Permanent Automated Counter Purchase

Project Description: Purchase additional permanent bicycle/pedestrian counters with data processing to further expand the regional count effort. Final locations to be determined pending Active Transportation Workgroup input. **Estimated Project Cost:** \$70,000.

Bicycle/Pedestrian Safe Routes to School (SR2S) Challenge

Project Description: SR2S programs promote safety for children as they journey to school. This project provides additional resources to SR2S coordinators to market and promote walking school buses, bicycle rodeos, and national walk and bike days. This could include purchasing swag to provide to participating students, providing stipends or incentives to get more school and parental participation, and/or providing resources to collect and analyze data. Additional resources such as mobile bicycle and pedestrian counters could be deployed by staff in the data collection efforts. **Estimated Project Cost:** \$20,000.

Regional Waterway/Pathway Analysis and Feasibility Study

Project Description: Conduct a feasibility study to expand waterways and pathways that connect the region, including along the Boise River from the City of Eagle to the Snake River; along the Indian Creek Canal through Kuna, Nampa, and Caldwell; along the Garden City West Canal from W 30th Street to Ustick/Five Mile Road; and along the New York Canal from the City of Kuna to south Boise. The scope includes an analysis of potential routes, property, and right-of-way ownership; connections to nearby cities; implementation strategies; cost estimates; and funding options. Data from the permanent and portable bicycle and pedestrian counters and other sources are necessary components to this study. **Estimated Project Cost:** \$150,000

Economic Impact of Bicycle/Pedestrian Infrastructure



Project Description: Perform before-and-after analyses of the economic impact of bike lanes, pathways, and other bicycle/pedestrian infrastructure on local businesses and communities, including effects on housing prices. Create a report and a quick guide, along with a distribution plan to reach decision makers and elected officials. **Estimated Project Cost:** \$45,000

C. Funding Sources


Funds Distributed through COMPASS



Funding Type	Typical Uses of Funds In Ada and Canyon Counties	Who can use this funding
Surface Transportation Program – Urban	Populations in urbanized areas between 5,000 and 200,000. Funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Jurisdictions in the Nampa Urbanized Area
Surface Transportation Program – Transportation Management Area	Projects in urbanized areas of 200,000 or greater population. Funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Generally, jurisdictions in the Boise Urbanized Area

Transportation Alternatives Program – Transportation Management Area	Projects that support “alternative” (non-auto) transportation options in urbanized areas of 200,000 or greater population. Note that while these funds are programmed as a priority for use in the TMA, entities in the TMA may also apply for non-TMA TAP funds through the Idaho Transportation Department.	Generally, jurisdictions in the Boise Urbanized Area
Communities in Motion (CIM) Implementation Grant	COMPASS program for locally important projects that reinforce the regional goals established in <i>Communities in Motion</i> such as 1) better access to public transportation, bike, and pedestrian facilities to offset congestion, 2) investment in town centers, main streets, and existing infrastructure as identified in CIM, and 3) developing specific area plans for activity centers consistent with CIM and planned integration of alternative transportation systems.	COMPASS Members
Project Development Program	COMPASS program that transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plans to ensure readiness for funding applications.	COMPASS Members
Unified Planning Work Program	COMPASS budget detailing projects and tasks to support members and fulfill federal requirements. Members can request staff assistance days.	COMPASS Members

Funds Distributed by Other Agencies

Agency/Source	Types and Typical Uses of Funds in Ada and Canyon Counties	Who can use this funding
Local Highway Technical Assistance Council (LHTAC) 	<u>Federal-Aid:</u> <ul style="list-style-type: none"> • Bridge – projects to replace or rehabilitate bridge structures over 20 feet in any local jurisdiction • Rural – projects on arterial or collector roadways in areas of population under 5,000 • Federal Lands Access Program (FLAP) – projects to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands 	Varies

<p>Local Highway Technical Assistance Council (LHTAC) (continued)</p>	<p>Local Rural Highway Investment Program (LRHIP): – projects in areas of population under 5,000 for the following programs (non-federal funding):</p> <ul style="list-style-type: none"> • Construction – for roadway improvements • Federal-Aid Match – to assist local agencies with required local match for federal-aid projects • Transportation Plans – for agency transportation plans and plan updates; eligible for funds every ten years • Signs – for traffic sign replacements to bring to national standards <p>Local Highway Safety Improvement Program (LHSIP): – projects in local areas to improve safety and eliminate crashes</p>	<p>Varies</p>
<p>LHTAC and COMPASS</p>	<p>Federal Aid Urban – projects on arterial or collector roadways in areas of population 5,000 to 50,000.</p>	<p>Varies</p>
<p>Idaho Transportation Department</p> 	<p>Freight Program-Federal: freight-related projects on the designated National Freight System</p> <p>Transportation Alternatives Program-State (TAP-State): projects for alternative, non-auto, transportation projects</p> <p>ADA Ramp Program-State: projects to bring sidewalk ramps up to standards under the Americans with Disabilities Act along state highways</p>	<p>Varies</p>
<p>Idaho Transportation Department or Valley Regional Transit</p> 	<p>5307: planning, developing, improving, and operating public transportation services in urbanized areas</p> <p>5310: providing public transportation services and purchasing equipment that directly benefit the elderly and people with disabilities</p> <p>5311: planning, developing, improving, and operating public transportation services in areas with a population less than 50,000</p> <p>5339: replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, and constructing bus-related facilities</p>	<p>Public transportation providers</p>
<p>Technical Assistance</p>	<p>Expertise provided from outside sources; not a financial contribution</p>	<p>Varies</p>

Foundations and Other Miscellaneous Sources	Focus areas and eligibility vary depending on funder. Some available to nonprofit 501(c)(3) organizations only, requiring partnership. Large grant amounts are rare.	Varies
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COMPASS resource development staff maintain a database of potential funding sources and frequently add additional sources as they are identified. Regular “Funding News” is sent out to members via email to keep them informed of current funding opportunities, including foundations and other sources.

COMPASS BOARD AGENDA ITEM VI-A

Date: October 21, 2019

Topics: *Communities in Motion* Implementation Grant Program and Project Development Program

Request/Recommendation:

COMPASS staff will review the *Communities in Motion* (CIM) Implementation Grant Program and the Project Development Program, and provide an overview of projects completed during FY2018 and FY2019. This is an information item only.

Background/Summary:

CIM Implementation Grant Program

The CIM Implementation Grant Program provides direct support to COMPASS member agencies for local priority projects consistent with regional goals in *Communities in Motion 2040 2.0*. Projects must be located in a downtown or major activity center and may be a plan, regulatory tool, construction or maintenance project, or a concept/design. They may be either a stand-alone project or a phase/component of a larger project.

The COMPASS Board of Directors approved \$100,000 in FY2014, and \$50,000 in all subsequent fiscal years for the CIM Implementation Grant Program. A summary of the projects funded since the program began in 2014 is provided in Attachment 1.

Project Development Program

The goal of the Project Development Program is to transform member ideas into well-defined projects with purpose and need statements, environmental scans, public involvement plans, and cost estimates. This program was created to prepare projects for competitive funding applications.

The COMPASS Board of Directors approved \$125,000 in FY2015, \$100,000 in FY2016, and \$75,000 for each fiscal year thereafter for the Project Development Program. A summary of projects funded since the program began in 2015 is provided in Attachment 2.

More Information:

- 1) Attachment 1 – CIM Implementation Grant Program Summary
- 2) Attachment 2 – Project Development Program Summary
- 3) For more detailed information, contact Kathy Parker at (208) 475-2240 or kparker@compassidaho.org.

CIM Implementation Grant Program Summary - Attachment 1

FY	Member Agency	Project	Grant Award	Amount Used
FY2014	City of Kuna	Greenbelt extension	40,000	23,381
	City of Middleton	Concord St Sidewalk and Willow Dr Trail Connection	30,000	29,998
	City of Wilder	Chip Sealing	27,427	27,427
	Total		\$97,427	\$80,806
FY2015	City of Eagle	Plaza Street Extension Trail and Landscape design	14,266	13,450
	City of Nampa	Library Block Bike Corral	4,605	1,428
	City of Parma	Grove St Pedestrian Accessibility Sidewalk Repair	5,946	5,946
	City of Parma	Grove Avenue (Downtown) Plan	8,683	Cancelled
	City of Wilder	3rd St Improvement Project	16,500	16,500
	Total		\$50,000	\$37,324
FY2016	Ada County	Greenbelt Bollard Signage and Safety Striping	9,210	9,210
	Boise State Univ.	Surface Mount Bike Pumps	3,767	3,767
	Boise State Univ.	Contraflow Bike Lane - Cesar Chavez Blvd	10,729	10,729
	Boise State Univ.	Covered Bike Parking	13,919	13,919
	Kuna	Downtown Revitalization/Econ Development Plan	16,000	16,000
	Total		\$53,625	\$53,625
FY2017	City of Kuna	Greenbelt Paving Behind Indian Creek School	19,700	14,037
	Valley Reg. Transit	Boise GreenBike System Enhancements	19,920	19,920
	City of Garden City	Pathway Design/Wayfinding Signs	10,380	10,380
	Total		\$50,000	\$44,337
FY2018	City of Parma	Walker Road Culvert Replacement	1,125	Cancelled
	City of Wilder	Avenue B and C Sidewalk Project	25,000	Cancelled
	City of Parma	Fisk Street Culvert Replacement	2,400	Cancelled
	City of Parma	Grove Avenue New Sidewalk and Repair	10,800	9,902
	City of Kuna	Downtown Parking Lot Project	10,675	10,675
	Total		\$50,000	\$20,577
FY2019	City of Wilder	Guard Rails along Deep Canals Near Schools	19,246	17,605
	City of Middleton	Sidewalk Design - W 9th St to Heights Elementary	8,000	7,413
	City of Notus	Road Signs within City Limits	4,170	4,170
	City of Middleton	Sidewalk Design - Estates and Meadow Park Elem	16,667	Cancelled
	City of Eagle	Bike/Ped Crossing Plan for 1/2 CFI at SH-44 and 55	8,000	0
	City of Garden City	Bike Work Stations	3,957	3,398
	Total		\$60,040	\$32,585
FY2020	City of Wilder	Guard Rails, Phase 2	6,900	
	City of Kuna	4th Street Planning	19,000	
	City of Kuna	Parkhouse Greenbelt Pathway	8,000	
	City of Wilder	D Avenue Paving, 5th Street to 6th Street	16,100	
	Total		\$50,000	\$0

Project Development Program Summary - Attachment 2

FY	Agency/ Consultant	Project	Amount	Status
FY2015	Boise/ Forsgren	Eckert Road Underpass-Greenbelt	32,879	Complete
	Parma/ Horrocks	Main Street Drainage - 5th to Roswell	30,769	Complete
	Eagle/ JUB	Bike/Ped Bridge over N Channel of Boise River - Phases I/II	21,651	Complete
	Caldwell/ Six Mile	Ustick Road - Montana to Indiana Widening	39,207	Complete
	Total			\$124,506
FY2016	Eagle/ JUB	Bike/Ped Bridge over N Channel of Boise River - Phase III	14,000	Complete
	Garden City/ Kittleson	Bike/Ped Improvements - Chinden Glenwood to I-184	44,883	Complete
	Meridian/ Keller	Bike/Ped Improvements - Eagle Road Phases I/II	46,955	Complete
	Total			\$105,838
FY2017	Meridian/ Parametrix	Five Mile Creek Pathway Black Cat to Ten Mile	23,500	Complete
	Nampa/ HDR	Happy Valley/Stamm/ Garrity/Flamingo Safety Improvements	31,985	Complete
	Boise/ Keller	Bike/Ped Improvements - Eagle Road Phase III	18,405	Complete
	Total			\$73,890
FY2018	Canyon HD#4/ JUB	Orchard Ave and Indiana Ave Shared Roadway	38,560	Complete
	Nampa/ Lochner	Holly St/NNU Roadway Reconfiguration	36,419	Complete
	Total			\$74,979
FY2019	Ada County WC&E	Plantation Island Bridge/Path Replacement	49,992	In Process
	City of Eagle/ The Land Group	Grade Separated Bike/Ped Crossing of SH-44	25,000	In Process
	Total			\$74,992
FY2020	City of Nampa/ TBD	Indian Creek Pathway, Shortline Drive to 15th Avenue South	20,000	
	City of Notus/ TBD	Street Rebuilds with Stormwater Improvements	25,000	
	City of Boise/ TBD	Federal Way/Broadway Bike/Ped Connection	24,000	
	Boise State University/TBD	Greenbelt Completion Plan, Theater Lane to Broadway Ave	6,000	
	Total			\$75,000

AUGUST 2019 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="310 212 1406 275">UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p data-bbox="1300 281 1511 310" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 317 1487 556" style="list-style-type: none"> • Presented Revision 4 of the FY2019 UPWP to the COMPASS Board for approval. • Presented the FY2020 UPWP to COMPASS Board for approval. • Processed and tracked revenues and expenditures associated with Revision 3 of the FY2019 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p data-bbox="310 569 1057 598">DEMOGRAPHICS AND GROWTH MONITORING</p> <p data-bbox="1292 604 1511 634" style="text-align: right;">CARL MILLER</p> <ul data-bbox="331 640 1503 1052" style="list-style-type: none"> • Completed 4 development checklists for cities of Boise, Kuna, Star, and for Canyon County. • Surveyed DAWG members regarding expected birth, mortality, and migration rates to develop a cohort component population forecast. • Acquired econometric population forecast data. • Met with representatives from "Blue House," Boise State University's student-staffed public relations firm, to discuss potential 2019/2020 student projects in support of outreach for the 2020 Census. • Continued to develop outreach templates for local agencies to promote the 2020 census. • Attended a City of Boise 2020 Census Complete Count Committee meeting on August 7, 2019.
653	<p data-bbox="310 1064 894 1094">COMMUNICATION AND EDUCATION</p> <p data-bbox="1349 1100 1511 1129" style="text-align: right;">AMY LUFT</p> <ul data-bbox="331 1136 1511 1791" style="list-style-type: none"> • Posted 20 Facebook messages, 16 Tweets, 21 Instagram messages, 13 LinkedIn messages, and 2 blogs. • Opened the nomination period for the 2019 COMPASS Leadership in Motion awards on August 5; nominations will be accepted through noon, September 23, 2019. • Tracked issues related to COMPASS and transportation in the news media; issued three news releases, facilitated two interviews, and responded to two media requests for data and other information via email. • Updated the COMPASS website. • Distributed the monthly "Keeping Up With COMPASS" newsletter. • Hosted education series presentations on August 5 and 6, 2019, on creating pilot programs. • Continued preparations for September 9 and 10, 2019, education series events on distracted driving; coordinated with ITD staff to bring distracted driving presentations to area schools. • Meet with Valley Regional Transit staff to discuss potential transportation options for the August 2020 Tools of the Trade conference on August 7, 2019. COMPASS will be the local host of this national conference. • Began work on the FY2019 annual report.

PROGRAM NO.	
661	<p data-bbox="305 163 719 197">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1515 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 239 1515 1010" style="list-style-type: none"> • Attended ACHD Bicycle Advisory Committee on August 5, 2019. • Attended Nampa’s Bicycle and Pedestrian Master Plan Update open house August 8, 2019. • Hosted an Association of Pedestrian and Bicycle Professionals (APBP) webinar, “Getting the Green Light: Improving Actuation and Detection for Cyclists and Pedestrians” on August 21, 2019. • Continued preparations for an outreach survey and related marketing to help develop growth and land use assumptions for <i>Communities in Motion 2050</i>; reviewed the draft survey with the Public Participation Workgroup on August 14 and the COMPASS Board of Directors on August 26, 2019. • Installed four pyro-box bicycle and pedestrian counters for the City of Kuna. • Installed one bicycle tube counter for the City of Boise. • Uninstalled four pyro-box bicycle and pedestrian counters for the City of Kuna. • Hosted an Active Transportation Workgroup meeting on August 20, 2019. • Hosted a Public Transportation Workgroup meeting on August 14, 2019. • Hosted the Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.) meeting on August 28, 2019. • Presented 2020 Transit Asset Management targets to the COMPASS Board of Directors on August 19, 2019 for their approval. • Began analysis of a public transportation funding scenario for <i>Communities in Motion 2050</i>.
685	<p data-bbox="305 1014 919 1050">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1054 1515 1087" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1092 1515 1997" style="list-style-type: none"> • Held the final Project Team meeting on August 6, 2019 to wrap up the City of Eagle’s Grade Separated Bicycle/Pedestrian Crossing of SH-44, between Palmetto Avenue Extension and Eagle Road project, part of our Project Development Program. • Hosted a meeting of the Grant Professionals Association – Idaho Chapter on August 7, 2019. • Opened the public comment period on the draft FY2020-2026 TIP update on August 7 and held an open house on the TIP update on August 13, 2019. The comment period will remain open through September 5, 2019. • Met with the Idaho Association of Highway Districts on August 14, 2019, to discuss ways to assist highway districts in accessing project funding. • Held the final Project Team meeting for the Ada County Plantation Island Bridge/Path Replacement project on August 19, 2019, to review the draft of the final pre-concept report. • Met with Valley Regional Transit on August 22, 2019, regarding recently available opportunities for funding VRT projects. • Held MPO and LHTAC directors meeting regarding ways to improve coordination on August 23, 2019. • Participated in a Transportation Alternatives Program coordination meeting with Idaho Transportation Department staff on August 27, 2019. • Met with Ada County Highway District, Local Highway Technical Assistance Council, and Idaho Transportation Department on August 29, 2019, regarding partnering with COMPASS for the fall agency outreach meetings. • Received notice that Valley Regional Transit was awarded \$3 million for the purchase of battery-electric buses for their public transportation fleet as the result of a COMPASS-led grant application process.

PROGRAM NO.	
	<ul style="list-style-type: none"> • Informed the Regional Transportation Advisory Committee and member staff of available funding sources through <i>Funding News</i> emails. • Contacted consultants from the Project Development Program's On-Call Consultants list regarding their interest in participating in this program for the coming year. • Processed the final reimbursement request from the City of Garden City for the completion of installation of two Bike Work Stations funded through the <i>Communities in Motion</i> Implementation Grant program. • Processed one amendment and two administrative modifications to the FY2019-2023 TIP. • Continued developing improved reporting methods for the TIP Achievement, congestion management process, and financial sections of the FY2020-2026 TIP. • Met with member agency staff as needed regarding project-specific issues. • Continued working on updates to the studies coordination website.
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> • Provided data on county-wide population and growth to Ada County. • Assisted with evaluation of rideshare platform proposals for ACHD Commuteride. • Met with VRT about the Ada County Master Facilities Plan Public Transportation Access project on August 27, 2019.
702	<p>AIR QUALITY OUTREACH</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. • Aired television and radio public service announcements. • Drafted a letter to extend COMPASS' agreement with a media buyer for air quality outreach for FY2020.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Responded to questions from the public. • Attended the Urban Land Institute Urban Plan steering committee on August 4, 2019. • Map request for a series of Custom maps.

PROGRAM NO.		
705	TRANSPORTATION LIAISON SERVICES	<p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Attended the Valley Regional Transit (VRT) Board and Executive Board meetings on August 5, 2019. • Provided COMPASS updates at the Caldwell Chamber Transportation Committee meeting on August 5, 2018. • Attended the Meridian Transportation Commission on August 5, 2019. • Attended the WTS Lunch and Learn session on August 27, 2019, regarding the Ada County Emergency Management System. • Attended a coordination meeting for an “Every Day Counts” initiative on virtual public involvement on August 14, 2019. • Attended an open house for the Western Canyon/Owyhee Counties Corridor Study (US-95, US 20/26, and SH-19) at Notus City Hall on August 19, 2019. • Met with the City of Caldwell’s new communication coordinator, Chelsea Wilson Duncan, to share information on COMPASS on August 22, 2019. • Attended the Idaho Transportation Board meeting on August 22, 2019. • Met with ITD staff for an update of I-84 projects on August 30, 2019. • Met with various COMPASS Board members regarding COMPASS, its members and regional issues. • Attended the Boise Chamber of Commerce Transportation Committee meeting on August 15, 2019.
720	STATE STREET CORRIDOR	<p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • This project was completed in July 2019.
760	LEGISLATIVE SERVICES	<p style="text-align: right;">MATT STOLL</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 Boise State University Transportation Study “Kick Off” meeting on August 26, 2019.
761	GROWTH INCENTIVES	<p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • No significant activity this month.

PROGRAM NO.	
801	<p data-bbox="310 163 667 197">STAFF DEVELOPMENT</p> <p data-bbox="1300 201 1515 235" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="358 239 1511 764" style="list-style-type: none"> • Attended the COMPASS Education Series on Next Generation Planning on August 5 and 6, 2019. • Attended Leadership Meridian on August 9 and 23, 2019. • Attended the “NARC Transportation Reauthorization Bill Analysis” webinar on August 13, 2019. • Attended the Census Transportation Planning Products Annual Board Meeting in Little Rock, AR on August 20 and 21, 2019. • Attended the “Talking Freight” webinar presented by the Federal Highway Administration on August 21, 2019. • Attended the “TREDPLAN: Robust Long-Range Transportation Planning for an Uncertain Future” webinar on August 22, 2019. • Attended the Association of Pedestrian and Bicycle Professionals Conference in Portland, OR on August 25 - 28, 2019. • Attended the WTS Lunch and Learn on Ada County Emergency Management on August 27, 2019.
820	<p data-bbox="310 764 675 798">COMMITTEE SUPPORT</p> <p data-bbox="1300 802 1515 835" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="358 840 1433 909" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p data-bbox="310 909 899 942">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1130 947 1515 980" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="358 984 1507 1478" style="list-style-type: none"> • Continued to provide general modeling assistance to member agencies. • Completed three area of influence model runs for proposed developments – one in Meridian, one in Star and one in Nampa. • Completed the air quality conformity demonstration process for the FY2020-2026 Transportation Improvement Program. • Provided eight special model runs for ITD’s SH 69 Corridor Study. • Provided three special model runs for ITD’s SH 55 (Karcher Rd) environmental study. • Provided draft segment-level analysis to Canyon Highway District #4 for the update of the transportation plan. • Began refinement of a new model network to accommodate over 400 additional Transportation Analysis Zones and roadways. • Completed outreach with transportation agencies and review of roadways designated on the National Highway System.
842	<p data-bbox="310 1478 938 1512">CONGESTION MANAGEMENT PROCESS</p> <p data-bbox="1130 1516 1515 1549" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="358 1554 1466 1686" style="list-style-type: none"> • Completed the draft Congestion Management Annual Report (2018 data). • Completed the draft Congestion Management Plan. • Completed the update to the ITS inventory. • Completed the draft TSMO Projects List.

PROGRAM NO.	
860	<p data-bbox="310 163 1524 233">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="329 233 1524 909" style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Preliminary 6" orthophotography data made available for use by member agencies. • Began IT support of PMF improvement project. • Attended Ada County SIG GIS group. • Finished first QC of the first group of 3" orthophotography data. • Finished updating Demographic Areas data. • Provided data for a number of consultants working on member agency projects. • Obtained and evaluated Location Affordability Data. • Finished Custom map request for CapED. • Created online map of the Regional ITS inventory. • Determined pathways for testing of roughness index software tools. • Regional Centerline data update with PMIDs. • Historic housing by type for Eagle pre 1970-1980. • Hotspot analysis of pedestrian/bicycle crashes in the last five years. • Delivered raster data from CIM 2040 to Ada County. • Began data construction for Complete Streets Policy work.
991	<p data-bbox="310 909 1524 978">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="329 978 1524 1050" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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SEPTEMBER 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"> • Shepherded FY2020 UPWP through the approval process by Idaho Transportation Department, Federal Transit Administration, and Federal Highway Administration. • Processed and tracked revenues and expenditures associated with Revision 4 of the FY2019 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"> • Represented COMPASS at an Idaho Census State Complete Count Committee Subcommittee meeting on September 10, 2019. • Met with "Blue House" (Boise State University's student-run public relations "firm") to discuss the 2020 Census and work they will be doing on behalf of COMPASS to reach out to university students on September 19, 2019. • Managed Treasure Valley Census social media platforms. • Completed 3 development checklists for Ada County and the city of Meridian. • Began work on the Census Bureau New Construction Program. • Submitted appeal regarding invalidated addresses to the Census Bureau Local Update of Census Addresses (LUCA) program.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 14 Facebook messages, 12 Tweets, 14 Instagram messages, 10 LinkedIn messages, and 2 blogs. • Tracked issues related to COMPASS and transportation in the news media; submitted one "reader's opinion," issued two news releases, facilitated five interviews, and responded to three media requests for data and other information via email. • Updated the COMPASS website. • Distributed the monthly "Keeping Up With COMPASS" newsletter. • Hosted Joel Feldman, End Distracted Driving, on September 9 and 10, 2019, as part of the COMPASS education series. Over the two days, Mr. Feldman gave 9 presentations to over 400 individuals. • Presented to the Meridian Chamber of Commerce Economic Development Committee on COMPASS and <i>Communities in Motion</i> on October 5, 2019. • Closed Leadership in Motion award nominations on September 23, 2019; began preparations to select award recipients. • Prepared for, and recorded, an interview for the Idaho Transportation Department's "Drive Idaho" podcast on September 19, 2019. • Hosted Bill Frawley, Texas Transportation Institute, for a site visit in preparation for the August 2020 national "Tools of the Trade" conference. COMPASS is the local host for the conference.

PROGRAM NO.	
661	<p data-bbox="310 163 716 195">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1511 233" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 237 1511 1224" style="list-style-type: none"> • Received completed Rails with Trails Feasibility and Probable Cost Study on September 4, 2019. • Published RFP for Fiscal Impact Analysis on September 3, 2019. Received three proposals. • Published RFP for Fixed Guideway Study on September 12, 2019. • Published RFP for "What If" scenario support on September 16, 2019. • Hosted the Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.) meeting on September 25, 2019. • Hosted Freight Advisory Workgroup meeting on September 30, 2019. • Attended the Nampa Bike & Ped Advisory Committee on September 12, 2019. • Hosted an Association of Pedestrian and Bicycle Professionals (APBP) webinar, "Can We Talk About the Street? Building Support for Controversial Projects" on September 18, 2019. • Opened, and began promoting, a public survey on September 11, 2019, to help develop growth and land use assumptions for <i>Communities in Motion 2050</i>. Hosted booths at five events and held one open house as part of the survey promotion. The survey will remain open until November 3, 2019. • Continued working on an analysis of a public transportation funding scenario for <i>Communities in Motion 2050</i>. • Hosted Complete Network RTAC Subcommittee to review the process for updating the COMPASS Complete Streets policy on September 25, 2019. • Presented Fiscal Impact Analysis for the joint Ada County/Star meeting on September 5, 2019, the joint Ada County/Meridian meeting on September 17, 2019, and the Ada County/Garden City meeting on September 30, 2019. • Uninstalled two JAMAR tube counters for the City of Boise. • Installed two trail bicycle and pedestrian counters for Boise Parks and Recreation.
685	<p data-bbox="310 1224 915 1255">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1266 1511 1297" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1302 1511 1965" style="list-style-type: none"> • Closed the public comment period on the FY2020-2026 TIP update on September 5, 2019; responded to comments received. • Attended a City of Eagle Council meeting on September 10, 2019, where the COMPASS Project Development Program results for the grade separated bicycle/pedestrian crossing of SH-44 were presented. • Hosted a meeting of the Grant Professionals Association – Idaho Chapter on September 11, 2019. • Met with Idaho Transportation Department staff to discuss challenges in the TIP amendment process on September 13, 2019. • Met with Valley Regional Transit on September 18, 2019, regarding current grant opportunities for public transportation. • Met with the City of Notus on September 18, 2019, regarding wrap-up of their CIM Implementation grant project for street signs, and on September 30, 2019 to finalize the scope of work for their upcoming Project Development Program project for street rebuilds with storm water improvements. • Informed Regional Transportation Advisory Committee and member staff of available funding sources through <i>Funding News</i> emails. • Completed update of Survey Monkey Apply program application process.

PROGRAM NO.	
	<ul style="list-style-type: none"> • Processed the final billing for the City of Middleton’s FY2019 CIM Implementation Grant project for design of a sidewalk from 9th Street to Heights Elementary School. • Completed closeout of the City of Notus FY2019 CIM Implementation Grant project for street signs. • Determined timeline for developing new TIP project selection criteria in coordination with the Complete Network Policy and the <i>Communities in Motion 2050</i> funding policy. The process to update the project selection criteria is expected to begin in fall 2021. • Processed one amendment and one administrative modification to the FY2019-2023 TIP. • Continued developing the FY2020-2026 TIP. • Met with member agency staff as needed regarding project-specific issues. • Started the preparation for the Milestone Report for the October COMPASS Board meeting packet.
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> • Finalized the Ada County Master Facilities Plan Public Transportation Access project. • Provided data on in-migration to Ada County.
702	<p>AIR QUALITY OUTREACH</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. • Aired television and radio public service announcements.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Responded to questions from the public. • Met with a graduate student in landscape architecture to discuss her master’s project. • Attended Urban Land Institute UrbanPlan Steering Committee meeting on September 9, 2019.

PROGRAM NO.		
705	TRANSPORTATION LIAISON SERVICES	<p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in the Meridian Transportation Commission on September 9, 2019. • Provided COMPASS updates at the Caldwell Chamber Transportation Committee meeting on September 9, 2019. • Attended the Interagency Working Group of the Idaho Transportation Department's Public Transportation Division on September 10, 2018. • Attended the Valley Regional Transit (VRT) Regional Advisory Council meeting on September 17, 2019. • Attended the VRT Board and Executive Board meetings on September 23, 2019. • Attended the Idaho Transportation Department (ITD) Open House for the Intercity Bus Services study on September 24, 2019. • Attended Canyon County Local Emergency Planning Committee meeting on September 11, 2019. • Attended the Idaho Transportation Board meeting on September 12, 2019. • Attended Boise State Hazard and Climate Resiliency Consortium meeting on September 13, 2019. • Met with various COMPASS Board members regarding COMPASS, its members and regional issues. • Attended the Greater Boise Chamber of Commerce Transportation Committee meeting on September 19, 2019. • Attended a City Club of Boise luncheon on transportation issues in the Treasure Valley. • Met with Cecelia Awusie, the Idaho Transportation Department's new metropolitan planning organization coordinator, on September 26, 2019, to discuss ways to work together. • Attended Ada County Local Emergency Planning Committee meeting on September 26, 2019.
720	STATE STREET CORRIDOR	<p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • This project was completed in July 2019.
760	LEGISLATIVE SERVICES	<p style="text-align: right;">MATT STOLL</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 Sponsors Meeting for Boise State Transportation Study on September 16, 2019.
761	GROWTH INCENTIVES	<p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • No significant activity this month.

PROGRAM NO.	
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Attended “American Fact Finder Goes Away in 2020” webinar presented by the Census Bureau on September 5, 2019. • Attended Rail-Volution Conference in Vancouver, BC, on September 7 to 11, 2019. • Attended COMPASS education series presentations on September 9 and 10, 2019, on distracted driving. • Attended a “Virtual Public Involvement” webinar presented by the Federal Highway Administration on September 26, 2019.
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 general modeling assistance to member agencies. • Completed five area of influence model runs for proposed developments – four in Meridian and one in Boise. • Presented a preliminary list of recommended changes to the National Highway System to RTAC.
842	<p>CONGESTION MANAGEMENT PROCESS</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Continued to work on the draft Congestion Management Annual Report (2018 data). • Continued to work on the draft Congestion Management Plan. • Received ITS Architecture training provided by DKS. • Held a Regional Operations Workgroup meeting on September 16, 2019. • Presented the draft TSMO Projects List. • Developed ITS inventory Web Map Application.
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. • Completed QC of the first and second groups of 3” orthophotography data. • Updated Demographic Areas data. • Began QC for third group of 3” orthophotography data. • Began work on Census New Construction Program. • Began data and applications work to support for Long Range Functional Class edits and update process. • GIS support for PMF improvement project. • Continued Regional Pathway and sidewalk data update using member agencies’ data. • Met with ESRI representatives on industry trends. • Continued cleanup of traffic count data and development of online traffic count data application.
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.

COMPASS BOARD AGENDA ITEM VII-B

Date: October 21, 2019

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

August Air Quality Monitoring:

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

- Four days were attributable to ozone (O₃) recorded in Ada County.
- One day was attributable to ozone (O₃) and coarse particulate matter (PM₁₀) recorded in Ada County.
- One day was attributable to ozone (O₃) and fine particulate matter (PM_{2.5}) recorded in Ada County.
- One day was attributable to coarse particulate matter (PM₁₀) recorded in Ada County.
- One day was attributable to ozone (O₃) recorded in Ada County and coarse particulate matter (PM₁₀) recorded in both Ada and Canyon County.
- One day was attributable to ozone (O₃) recorded in Ada County, coarse particulate matter (PM₁₀) and fine particulate matter (PM_{2.5}) recorded in both Ada and 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	270	97	8	365
2019	220	22	1	243

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

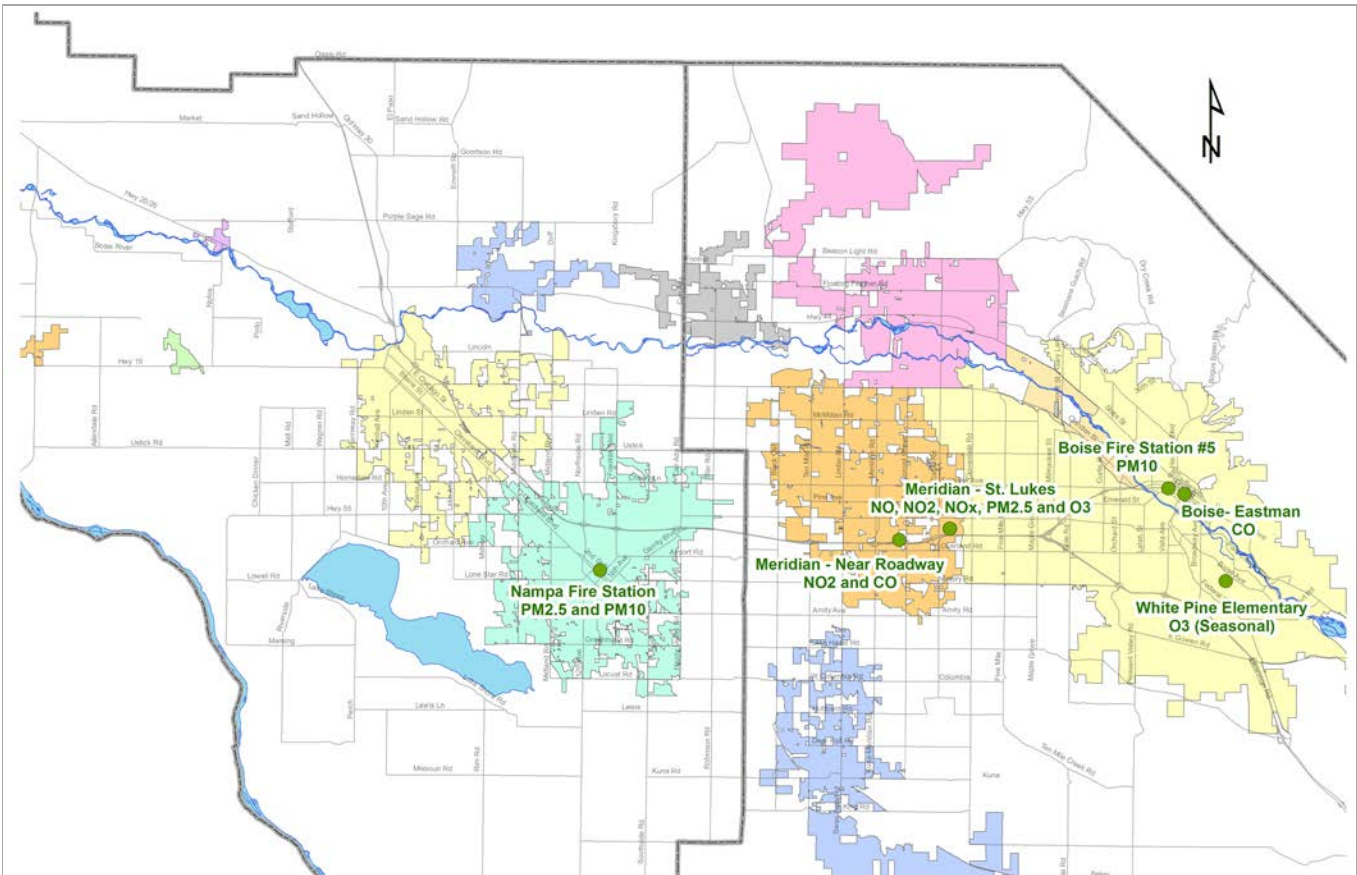


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

- 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 VII-B

Date: October 21, 2019

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

September Air Quality Monitoring:

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

- Two days were attributable to coarse particulate matter (PM₁₀) recorded in Canyon County.
- One day was attributable to fine particulate matter (PM_{2.5}) recorded in Ada County.
- One day was attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County.
- One day was attributable to fine particulate matter (PM_{2.5}) recorded in both Ada and Canyon County and Ozone (O₃) recorded in Ada County.

YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 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	270	97	8	365
2019	245	27	1	273

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):

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

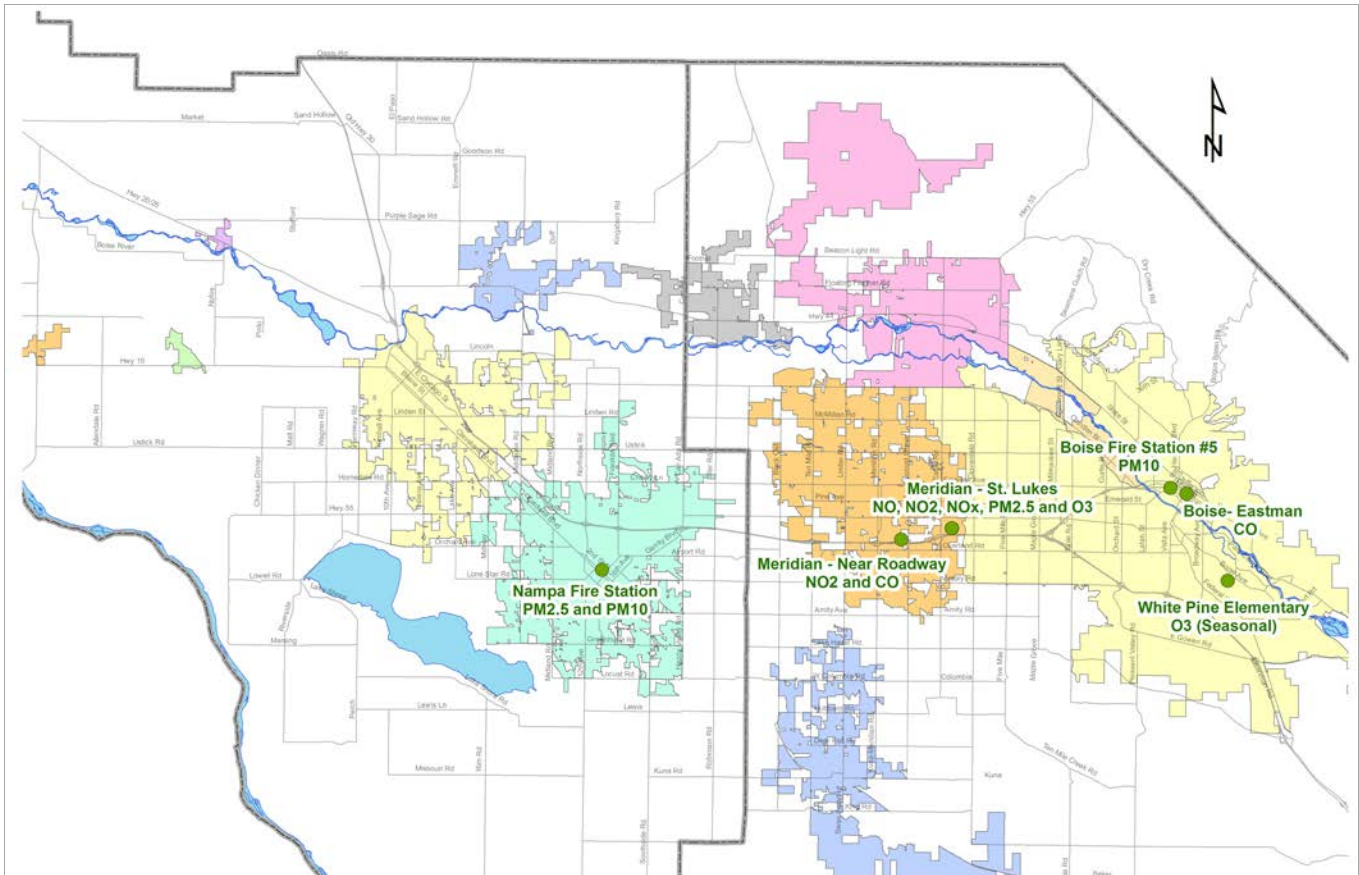


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

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 NO ₂ (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

VII-C

Attendance List

Member Agency/Name	Jan '19	Feb '19	Mar '19	Apr '19	May '19	June '19	July '19	Aug '19	Sept '19	Oct '19	Nov '19	Dec '19	TOTAL
ACHD/T.Ferch/ M.Gresham/J. Lucas	1	1	1	1	1	1	1	1	1				9
Ada County/M. Leatherman/M. Mehta-Cooper/K. Woodworth	1	1	1	1	1	1	1	1	1				9
Boise State/D. Alexander	1	1	1	1		1	1	1	1				8
Canyon County/K.Dahl/P. Nilsson/D.Lister	1	1		1	1	1	1	1	1				8
Canyon Highway District #4/L. Riccio	1	1	1		1	1	1	1	1				8
City of Boise/D. Fluke/K. Gallagher/Z. Piepmeyer	1	1	1	1	1	1	1	1	1				9
City of Caldwell/R. MacDonald/ S. Tipuric	1	1	1	1		1	1	1	1				8
City of Eagle/N. Baird Spencer/B. Vaughan	1	1	1	1		1	1	1	1				8
City of Garden City/J. Thornborrow							1						1
City of Greenleaf/ L. Belt	1	1		1		1		1	1				6
City of Kuna/W. Howell	1	1	1	1	1	1	1	1	1				9
City of Melba/P. Bandy	1	1	1	1	1	1	1		1				1
City of Meridian/C. Hood/B. McClure/R.Simison	1	1	1	1	1	1	1	1	1				9
City of Middleton/Vacant as of March 8, 2019	1												1
City of Nampa/J. Barnes/C. Bowman	1	1	1	1	1	1	1	1	1				9
City of Notus/R. Wallace Jr.													0
City of Parma/N. Leigh	1		1	1	1		1		1				6
City of Star/S. Nickel			1	1	1			1					4
City of Wilder/D. Enrico		1			1	1							5
Golden Gate Highway District. # 3/G. Bates	1	1	1	1	1		1	1	1				8
IDEQ/M. Toole						1			1				2
ITD/Caleb Lakey	1	1	1	1	1	1	1	1	1				9
Public Participation Committee/D. Smith	1	1	1	1	1	1	1		1				8
Valley Regional Transit/R. Jalbert	1	1	1	1	1	1		1	1				8
Central District Health/R. Howarth	1						1		1				3
Governor's Office/Z. Hague													0

ITEM VII-D



Community Planning Association (COMPASS)
Administrative Modification #15 for FY2019-2023 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						
20315	I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (Design)	ITD	\$33,217,000	\$33,230,427	0.04%	Restoration	2019	Decrease PC by \$34,426.	GARVEE Balancing	To match ITD budget adjustments. Overall change to the I-84 Nampa "suite of projects" is a decrease of \$13,041 (overall 0.01% decrease).
						Restoration	2020	Increase ROW by \$187,427 and LP by \$432,617.		
						TECM	2019	Decrease LP by \$4,819,666.		
						TECM	2020	Increase LP by \$4,258,962.		
						INFRA	2019	Decrease LP by \$11,487.		
20797	I-84, Karcher Overpass, Nampa	ITD	\$4,913,000	\$5,033,800	2.46%	TECM	2019	Increase CC by \$120,800.	GARVEE Balancing	To match ITD budget adjustments. Overall change to the I-84 Nampa "suite of projects" is a decrease of \$13,041 (overall 0.01% decrease).
20798	I-84, Franklin Boulevard to Northside Boulevard, Nampa	ITD	\$77,359,000	\$77,212,393	-0.19%	TECM	2019	Increase CC by \$84,960 and CN by \$4,115,039.	GARVEE Balancing	To match ITD budget adjustments. Overall change to the I-84 Nampa "suite of projects" is a decrease of \$13,041 (overall 0.01% decrease).
						TECM	2020	Decrease CN by \$4,258,962.		
						INFRA	2019	Increase CN by \$11,347.		
						Restoration	2019	Decrease CE by \$98,991.		
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County	-ITD	\$17,800,000	\$17,814,553	0.08%	Restoration	2019	Increase PC by \$447,170.	GARVEE Balancing	To match ITD budget adjustments. Overall change to the I-84 Caldwell to Nampa "suite of projects" is an increase of \$514,553 (overall 0.27% increase).
						Restoration	2020	Decrease PC by \$432,617.		
						GARVEE	2020	Decrease CN by \$552,830.		
						GARVEE	2020	Increase PC by \$552,830.		

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	ITD	\$169,697,000	\$170,197,000	0.29%	GARVEE	2019	Increase PE by \$1,000,000 and PC by \$500,000.	GARVEE Balancing	To match ITD budget adjustments. Overall change to the I-84 Caldwell to Nampa "suite of projects" is an increase of \$514,553 (overall 0.27% increase).
						GARVEE	2019	Decrease ROW by \$500,000 and UT by \$500,000.		

CC = Construction Engineering Consultant I = Interstate PC = Preliminary Engineering Consultant UT = Utilities
 CE = Construction Engineering INFRA = Infrastructure for Rebuilding America PE = Preliminary Engineering
 CN = Construction ITD = Idaho Transportation Department ROW = Right-of-Way
 GARVEE = Grant Anticipation Revenue Vehicle LP = Land Purchase TECM = Transportation Expansion and Congestion Mitigation

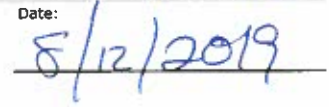
Staff Recommendation:


 Toni G. Tisdale, Principal Planner
 COMPASS

Approval:


 Matthew J. Stoll, Executive Director
 COMPASS

Date:


 8/12/2019

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**Community Planning Association (COMPASS)
Administrative Modification #16 for FY2019-2023 Transportation Improvement Program (TIP)**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Program Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						
12368	Franklin Road, Black Cat Road to Ten Mile Road, Ada County	ACHD	\$11,917,608	\$12,055,732	1.16%	Local Participating	2019	Increase CN by \$138,124.	Local	Project is in closeout. Funds are needed to cover change orders.
20315	I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (Design)	ITD	\$33,233,000	\$33,778,691	1.64%	INFRA	2019	Increase LP by \$548,117.	20798	Offset from KN 20798 to balance total funds.
						Restoration	2019	Decrease PC by \$2,426.		
20798	I-84, Franklin Boulevard to Northside Boulevard, Nampa	ITD	\$77,212,000	\$76,663,883	-0.71%	INFRA	2019	Decrease CN by \$548,117.	20315	Offset to KN 20315 to balance total funds.
20799	I-84, Northside Boulevard to Karcher Road Interchange, Nampa	ITD	\$29,072,000	\$29,052,000	-0.07%	TECM	2020	Decrease CN by \$20,000.	Statewide Balancing	To match correction for ITD correcting error in previous action.

* Includes federal and local portions.

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

ACHD = Ada County Highway District
CN = Construction
FY = Fiscal Year

I = Interstate
INFRA = Infrastructure for Rebuilding America
ITD = Idaho Transportation Department

KN = Key Number
LP = Land Purchase
PC = Preliminary Engineering Consultant

TECM = Transportation Expansion and Congestion Mitigation

Staff Recommendation:

Daniel Hernandez, Assistant Planner
COMPASS

Approval:

Matthew J. Stoll, Executive Director
COMPASS

Date:
8/27/2019

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**Community Planning Association (COMPASS)
Administrative Modification #17 for FY2019-2023 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						
13903	Capital Maintenance, Phase 1, Boise Area - FY2019	ACHD	\$6,198,000	\$6,198,000	0.00%	STP-TMA	2019	Increase CC by \$45,602, CN (contingency) by \$29,817, and CN by \$373,571.	End-of-Year	To convert local participating funds to federal-aid.
						Local	2019	Decrease CC by \$45,602, CN (contingency) by \$29,817, and CN by \$373,571.		
19571	Planning, Communities in Motion Update, COMPASS	COMPASS	\$262,000	\$724,509	176.53%	STP-TMA	2019	Increase PC by \$462,509.	End-of-Year	To cover increased costs for consultant assistance based on final scope of work.
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	Canyon Highway District	\$1,279,000	\$1,290,101	0.87%	STP-U	2019	Increase LP by \$11,101.	End-of-Year	To cover increased costs in project design.
20430	Middleton Road and Cornell Street, Intersection Improvements, Middleton	City of Middleton	\$303,000	\$303,000	0.00%	HSIP (Local)	2019	Increase PE by \$12,000 and PC by \$40,000.	End-of-Year	Advance design from FY2020 to FY2019. No change to total.
						HSIP (Local)	2020	Decrease PE by \$12,000 and PC by \$40,000.		
20613	Lone Star Road and Middleton Road, Intersection Improvements, Nampa	City of Nampa	\$1,515,000	\$1,515,000	0.00%	HSIP (Local)	2019	Increase CE by \$216,000 and CN by \$1,069,000.	End-of-Year	Advance construction from FY2020 to FY2019. No change to total.
						HSIP (Local)	2020	Decrease CE by \$216,000 and CN by \$1,069,000.		
20315	I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (Design)	ITD	\$33,779,000	\$34,144,375	1.08%	TECM	2019	Increase PE by \$115,413 and LP by \$249,962.	GARVEE Balancing	To cover increased costs in project design oversight.

* Includes federal and local portions.

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

ACHD = Ada County Highway District
 CC = Construction Engineering Consultant
 CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year

GARVEE = Grant Anticipation Revenue Vehicle
 HSIP = Highway Safety Improvement Program
 I = Interstate
 ITD = Idaho Transportation Department
 LP = Land Purchase

NHPP = National Highway Performance Program
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 SH = State Highway
 STP = Surface Transportation Program

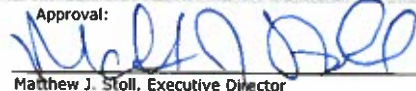
TECM = Transportation Expansion and Congestion Mitigation
 TMA = Transportation Management Area
 U = Urban
 US = United States (highway)

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Offset	Brief Explanation
			*Current Total	*Revised Total						

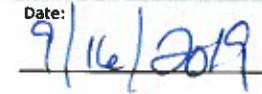
Staff Recommendation:


 Daniel Hernandez, Assistant Planner
 COMPASS

Approval:


 Matthew J. Stoll, Executive Director
 COMPASS

Date:


 9/16/2019

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COMPASS BOARD AGENDA ITEM VII-E

Date: October 21, 2019

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 February 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.

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Project Milestone Report

As of 9/29/19

Reporting obligations for FY2019, projects in FY2019-2023 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, Local, Boise Area - FY2020 (KN 19847)	ACHD	2017	\$362,000	2018	N/A	2020
Design and most of construction is funded with federal funding. Finalizing plans, specifications, and engineer's estimate, and preparing to bid.		\$320,000		Obligated	N/A	
Capital Maintenance, Phase 1, Boise Area - FY2019 (KN 13903)	ACHD	2014	\$6,198,000	2017	N/A	2019
Contractor selected and preparing for construction.		\$5,921,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2020 (KN 18728)	ACHD	2015	\$5,804,000	2018	N/A	2020
Plans, specifications, and engineer's estimates package is under final review. Bidding will occur in fall of 2019.		\$6,259,000		Obligated	N/A	
Capital Maintenance, Phase 1, Boise Area - FY2021 (KN 18701)	ACHD	2014	\$5,442,000	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
Contractor selected and preparing for construction.		\$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 is under final review. Bidding will occur in fall of 2019.		\$2,489,000		Obligated	N/A	
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 fall of 2019.		\$320,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 3 Boise Area - FY2021 (KN 20159)	ACHD	2017	\$391,000	2019	N/A	2021
Funded with local funds that could convert to federal if funding is available in order to keep goals for maintenance projects. Design scope of work is underway with federal funds.		\$320,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Cole Road, McGlochlin Street to Victory Road, Boise (KN IN205-97)	ACHD	N/A	\$3,063,000	N/A	2019	2020
Design is complete and project is out to bid.		N/A		N/A	Obligated	
Commuteride, Rideshare Program, Boise and Nampa Areas (CPA3)	ACHD	2019	\$1,650,000	N/A	N/A	2019-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	2019 Obligated
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	\$1,062,000	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	\$4,515,000	2018	2019	2020
In right-of-way acquisition process.		N/A		Obligated	Obligated	
Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)	ACHD	2013	\$4,641,000	2013-2019	2018	2020
Plans, specifications, and engineer's estimates package is under final review. Bidding will occur in fall of 2019.		\$1,936,000		Obligation in Process	Obligated	
Linder Road, Franklin Road to Pine Avenue, Meridian (RD213-16)	ACHD	2015	\$3,425,000	2016	2017	2020
Design is complete and project is out to bid.		\$3,026,000		Obligated	Obligated	
State Street and Collister Drive Intersection, Boise (KN 13481)	ACHD	2012	\$13,702,000	2015	2017	2018
Construction is nearly complete.		\$5,000,000		Obligated	Obligated	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
State Street Lighting, 16th Street to 23rd Street, Boise (KN 20275)	ACHD	2017	\$490,000	2018	N/A	2019
Contractor can begin construction between now and spring 2020.		\$360,000		Obligated	N/A	Obligated
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian (KN RD202-31)	ACHD	2016	\$3,310,000	2020	2020	2020
STAR agreement - Bidding is complete		\$3,310,000				
Ten Mile Road, Ustick Road to McMillan Road, Meridian (RD202-32)	ACHD	2016	\$3,850,000	N/A	N/A	PD
Design is complete and project is out to bid.		\$3,850,000		N/A	N/A	
Pathway, Fairview Avenue Greenbelt Ramp, Boise (KN 20639)	Boise	2018	\$201,000	2018	N/A	2020
Design is complete. Expect to bid project in fall 2019, with construction scheduled in FY2020.		\$81,000		Obligated	N/A	
Bicycle Parking, Covered Bicycle Facility, Boise State (KN 21913)	Boise State	2018	\$38,000	2019	N/A	2019
State and Local Agreement complete, along with right-of-way and environmental certifications. Working on plans, specifications, and engineer's estimates package with LHTAC in preparation of bidding.		\$30,000		Obligated	N/A	Obligated
Bicycle Parking, Secure Bicycle Facilities, Boise State (KN 20095)	Boise State	2017	\$115,000	2019	N/A	2018-2019
Working on plans, specifications, and engineer's estimates package with LHTAC in preparation of bidding.		\$72,000		Obligated	N/A	Obligated
10th Avenue Bridge, Caldwell (KN 13055)	Caldwell	2011	\$3,436,000	2013	N/A	2019
Construction is approximately 55% complete, with anticipated completion in October 2019.		\$595,000		Obligated	N/A	Obligated
10th Avenue ITS and Overlay, Caldwell (KN 13905)	Caldwell	2014	\$1,422,000	2018	N/A	PD
Design is almost underway.		\$1,196,000		Obligated	N/A	
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	2013	\$3,206,000	2014-2018	2020	PD
Design is underway. Awaiting permits from the railroad.		\$2,231,000		2014-2018 Obligated		
Middleton Road and Ustick Roundabout, Caldwell (KN 13487)	Caldwell	2013	\$1,356,000	2014-2016	2020	2021
Design is underway.		\$950,000		2014-2016 Obligated		

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell (KN 20076)	Caldwell	2017	\$556,000	2017-2018	N/A	2019
Construction is underway, with anticipated completion in late September 2019.		\$473,000		2017-2018 Obligated	N/A	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	Canyon Highway District / Caldwell	2019	\$1,279,000	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	\$10,814,000	2015-2019	2020	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	\$262,000	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	2019	\$1,887,000	2019-PD	N/A	N/A
Project funds total \$331,000 each year in the Boise Urbanized Area and the Nampa Urbanized Area.		\$1,887,000		2019 Obligated	N/A	N/A
Planning, Metropolitan Planning Funds, COMPASS (KN CPA2)	COMPASS	2019	\$7,438,000	2019-2023	N/A	N/A
Project is underway.		\$7,438,000		2019 Obligated	N/A	N/A
Planning, Transportation Operations and ITS Plan Update, COMPASS (KN 18694)	COMPASS	2015	\$250,000	2019	N/A	N/A
Study is underway. Expect completion in December 2019.		\$250,000		Obligated	N/A	N/A
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle (KN 20841)	Eagle	2018	\$1,400,000	2018-2019	2020	2023
Design is underway.		\$1,299,000		Obligated		

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Peckham Road, US-95 to Notus Road, Canyon County (KN 13964)	Golden Gate HD	2014	\$3,801,000	2016	2019	2020
Final plans and specifications pending any impacts from R/W 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 in early summer 2021. (Construction delayed to FY2021 in the FY2020 TIP.)		\$2,194,000		Obligated	Obligated	Moving to FY2021
Bridge Rehabilitation, Ada and Canyon Counties - FY2019 (KN 19442)	ITD	2015	\$3,806,000	2016	N/A	2019
Approaching winter shutdown of work. Projects will finish in Spring 2020.		\$3,575,000		Obligated	N/A	Obligated
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
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	\$1,795,000	2018	N/A	2021
Design is complete.		\$1,760,000		Obligated	N/A	
I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore Counties (KN 20203)	ITD	2019	\$2,168,000	2017-2019	N/A	2020
Sealcoat project that will advertise bidding in fall 2019 for summer 2020 construction.		\$2,168,000		2017-2019 Obligated	N/A	
I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell (KN 19696)	ITD	2016	\$3,728,000	2016-2018	N/A	PD
Project removed from the FY2020 TIP update.		\$730,000		2016-2018 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.		\$87,600,000		Obligated	N/A	Obligated
I-84, Franklin Interchange to Karcher Interchange, Canyon County (KN 22196)	ITD	2019	\$159,997,000	2019	2019	2020-2021
Design is underway. (split from Key Number 20351)		\$169,697,000		Partially Obligated		

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Garrity Interchange to Ten Mile Interchange, Ada County (KN 20212)	ITD	2017	\$4,802,000	2017-2019	N/A	2021
Design is underway.		\$4,770,000		2017 - 2019 Obligated	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		2017 - 2018 Obligated	Obligated	(Utilities) Obligated
I-84, Karcher Overpass, Nampa (KN 20797)	ITD	2018	\$5,034,000	N/A	N/A	2018-2019
Construction is underway. Expect completion in November 2019.		\$5,500,000		N/A	N/A	2018-2019 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
I-84, Middleton Road and Ustick Road Overpasses. Canyon County (KN 22154)	ITD	2018	\$17,815,000	2019-2020	N/A	2020
Design is complete. Project will be bid in winter 2019, with construction expected to begin in Spring 2020.		\$15,500,000		2019 Obligated	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 late 2020.		\$37,400,000		N/A	N/A	Obligated
I-84, Oregon State Line to City of Caldwell, Bridge Rehabilitation (KN 19442)	ITD	2016	\$3,817,000	2016-2017	N/A	2019
Companioned with KN 20251.		\$3,795,000		2016-2017 Obligated	N/A	Obligated
I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon (KN 20060)	ITD	2016	\$1,036,000	2017-2019	N/A	2021
Design is complete.		\$1,015,000		2017-2019 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	2018-2019 Obligated
Microseals, Ada and Canyon Counties (KN 20536)	ITD	2018	\$7,725,000	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		2018 Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
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	\$98,440,000	2018-2019	2019-2021	N/A
Updating design and new construction costs to accommodate new developments.		\$6,200,000		2018-2019 Obligated	2019 Obligated	N/A
SH-21, Technology Way to Surprise Way, Boise (KN 20428)	ITD	2018	\$5,650,000	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	\$7,036,000	2013-2019	N/A	2021
Advertisement for construction bid is expected in late 2020, with construction scheduled in FY2021.		\$5,750,000		2013 - 2019 Obligated	N/A	
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	\$7,700,000	2018	2020	2023
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
Changes to contract with consultant to reflect updated conditions.		\$2,500,000		1999-2018 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
Construction is underway. Estimated completion in fall 2019, but is weather dependent.		\$2,100,000		2017-2018 Obligated	N/A	Obligated
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		2013-2016 Obligated	N/A	Obligated
SH-55 and Farmway Road Intersection, Canyon County (KN 18841)	ITD	2014	\$1,119,000	2015-2016	2017	2017
Construction underway. Companion projects KN 19414, 12383, and 13025.		\$3,000,000		2015-2016 Obligated	Obligated	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-55 (Eagle Road), Meridian Towne Center, Meridian (KN 13349)	ITD	2012	\$5,145,000	2014-2016	N/A	2017 & 2022
Adding 3rd lane southbound on Eagle Road between Franklin Road and Leslie Drive. Final design is complete. Construction is expected to begin in summer 2020.		\$6,623,000		Obligated	N/A	2017 Obligated
SH-55 (Karcher Road) and Florida Road Intersection, Canyon County (KN 20174)	ITD	2017	\$1,370,000	2018	N/A	PD
Project removed from the FY2020 TIP update.		\$1,420,000		Obligated		
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation (KN 20506)	ITD	2018	\$11,267,000	2018	N/A	2023
Design is underway.		\$11,050,000		Obligated	N/A	
SH-55, Snake River Bridge, Marsing (KN 13387)	ITD	2012	\$17,710,000	2014-2018	2016	2019-2020
First half of the bridge is complete. The entire project is estimated to be complete in fall 2020.		\$8,074,000		2014-2018 Obligated	Obligated	2019-2020 Obligated
Study, Mores Creek Bridge Asset Plan, Ada County (KN 21968)	ITD	2019	\$275,000	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
Consultant selected, and study is underway. Expectation completion in 2021.		\$2,337,000		Obligated	N/A	N/A
US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle (KN 20594)	ITD	2018	\$13,600,000	2018	2020	2021
State Tax Anticipated Revenue (STAR) agreement. Irrigation work beginning in December 2019. Construction expected to begin spring 2020.		\$14,350,000		Obligated		
US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) (KN 19944)	ITD/ACHD	2017	\$14,172,000	2017-2019	2019	2020
Design complete. Still working on right-of-way acquisition. Advertising for bids is expected to occur in fall 2019.		\$10,625,000		2017-2019 Obligated	Obligated	
US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian (KN 20227)	ITD	2016	\$3,475,000	2017-2018	N/A	2021
Design is underway.		\$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.		\$5,550,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
US 20/26 (Chinden), SH-16 to Linder Road, Ada County (KN 21858)	ITD	2019	\$21,027,000	2019	2019	2019-2020
State Tax Anticipated Revenue (STAR) agreement. Construction is scheduled to begin in fall 2019, with completion expected in fall 2020.		\$7,770,000		Obligated	Obligated	2019 Partially Obligated
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (KN 20143)	Kuna	2017	\$2,547,000	2018	N/A	2020-2021
Plans, specifications, and engineer's estimates package is submitted. Project ready to obligate when FY2020 funds are available.		\$1,010,000		Obligated	N/A	
Pathway, Rail with Trail, Meridian (KN 13918)	Meridian	2014	\$716,000	2016-2018	N/A	PD
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		2016-2018 Obligated	N/A	
South Cemetery Road, SH-44 to Willow Creek, Middleton (KN 12048)	Middleton	2009	\$3,326,000	2010-2018	2019	2021
City obtaining right-of-way based on approved right-of-way plans. Final design is underway.		\$2,231,000		2010-2018 Obligated	Obligated	
Colorado and Holly Signal and Pedestrian Improvements, Nampa (KN 13486)	Nampa	2013	\$1,287,000	2014-2015	N/A	2020
The State/Local Agreement is in place to submit for construction obligation, once funds are available.		\$675,000		2014-2015 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, 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
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	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa (KN 22050)	Nampa	2019	\$539,000	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, 11th Avenue North, Nampa (KN 20692)	Nampa / ITD	2018	\$200,000	2019	N/A	N/A
Project funds were swept.		\$200,000		Not Obligated	N/A	N/A
Railroad Crossing, Midland Boulevard, Nampa (KN 22034)	Nampa / ITD	2019	\$50,000	2019	N/A	2019
FY2019 funds were not obligated, but ITD staff believes FY2020 funds will be available.		\$50,000		Not Obligated	N/A	Not Obligated
Smith Avenue and Middleton Road, Signals, Nampa (KN 20167)	Nampa	2017	\$596,000	2018	N/A	2019
The construction award letter was sent in August 2019. Construction will be underway soon.		\$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 - Purchase of Service, Rural Areas, TVT (KN 19981a)	TVT	2019	\$268,000	N/A	N/A	2019-2020
		\$268,000		N/A	N/A	
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	
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	2018-2019 Obligated
Capital Maintenance, VRT, Boise- FY2019 (KN 18847)	VRT	2015	\$1,317,000	N/A	N/A	2019
		\$1,145,000		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
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. Funds will carry over to FY2019.		\$590,000		N/A	N/A	Obligation in Process
Planning and Mobility Implementation, VRT, Nampa Area (18842)	VRT	2019	\$2,401,000	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	\$6,048,000	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
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. FY2018 funds are not obligated - agreement will start on October 1, 2019.		\$1,596,000		N/A	N/A	2017 Obligated
Transit - Acquisition of Service, Boise Area (KN 19691)	VRT	2019	\$1,680,000	N/A	N/A	2019-2021
FY2017 funds are still being spent down, FY2018 will be carried forward to FY2019.		\$1,008,000		N/A	N/A	Pending Obligation
Transit - Acquisition of Service, Nampa Area (KN 19464)	VRT	2019	\$179,000	N/A	N/A	2019-2021
These funds are passed through from ITD.		\$179,000		N/A	N/A	Pending Obligation
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

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area (KN 19122)	VRT	2019	\$2,785,000	N/A	N/A	2019-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.		\$2,364,000		N/A	N/A	Pending Obligation
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	2019	\$4,284,000	N/A	N/A	2019-PD
		\$4,998,000		N/A	N/A	Pending Obligation
Transit - Operations, Fixed Route, and Mobility Management, Nampa Area (KN 18786)	VRT	2019	\$8,358,000	N/A	N/A	2019-PD
		\$8,108,000		N/A	N/A	Pending Obligation
Transit - Operations, Preventive Maintenance, and Paratransit, Boise Area (KN 19137)	VRT	2019	\$14,208,000	N/A	N/A	2019-PD
		\$14,208,000		N/A	N/A	Pending Obligation
Transit - Preventive Maintenance, Paratransit, Fixed Route, Nampa Area (KN 18914)	VRT	2019	\$1,854,000	N/A	N/A	2019-PD
		\$1,854,000		N/A	N/A	Pending Obligation
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 - Rolling Stock, Infrastructure, and Technology, Boise Area (KN 18788)	VRT	2019	\$1,970,000	N/A	N/A	2019-PD
FY2018 funds carried over to FY2019.		\$1,770,000		N/A	N/A	Pending Obligation
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area (KN 18781)	VRT	2019	\$7,445,000	N/A	N/A	2019-PD
FY2018 funds carried over to FY2019.		\$7,255,000		N/A	N/A	Pending Obligation

Project Milestone Report

As of 9/29/19

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
ADA Ramps, Caldwell (KN 19885)	Caldwell	2017	\$60,000	N/A	N/A	2018
No end date provided (State funds).		\$60,000		N/A	N/A	Obligated
Amity Avenue, Robinson Road to Kings Corner, Nampa (KN 10541)	Nampa	2006	\$9,336,000	2009	2012	2015
End Date: 7/31/2018.		\$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		2017 Obligated	N/A	2018-2019 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, ACHD - FY2016 (KN 13907)	ACHD	2013	\$590,000	2014	N/A	2016
End Date: 9/30/19.		\$700,000		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	\$12,056,000	2011	2014	2016
End Date: 7/7/2020.		\$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	\$2,246,000	2017	N/A	2017
End Date: 11/1/2020.		\$3,073,000		Obligated	N/A	Obligated
I-84, Garrity Interchange Eastbound On-Ramp, Nampa (KN 13934)	ITD	2013	\$851,000	2014	N/A	2016
End Date: 12/31/2018.		\$594,000		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	2018-019 Obligated
I-84B, Canyon Street to Grant Avenue, Nampa (KN 13931)	ITD	2013	\$6,112,000	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	2017-2018 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		2014-2016 Obligated	N/A	2017-2019 Obligated
Pathway, Garden City to Americana Boulevard, Boise (KN 13514)	Boise	2012	\$3,707,000	2013	2015	2016
End Date: 12/31/2019.		\$777,000		Obligated	Obligated	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	\$194,000	2014	N/A	2017
End Date: 12/31/2019.		\$194,000		Obligated	N/A	Obligated
Railroad Crossing, Academy Road, Greenleaf (KN 19461)	ITD/ Greenleaf	2018	\$92,000	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	\$2,099,000	2015	2016	2017-2018
End Date: 2/29/2020.		\$1,000,000		Obligated	Obligated	2017-2018 Obligated
SH-19, Oregon State Line to Caldwell, Seal Coat, Canyon and Owyhee (KN 19856)	ITD	2016	\$1,210,000	2017-2018	N/A	2019
End Date: 8/31/2020.		\$1,285,000		2017-2018 Obligated	N/A	Obligated
SH-44, ADA Ramp Improvements, Middleton (KN 19008)	Middleton	2014	\$47,000	N/A	N/A	2016
End Date: 12/31/2016.		\$43,000		N/A	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		2015-2017 Obligated	N/A	2018-2019 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	2017-2018 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: 12/31/2018.		\$1,723,000		Obligated	Obligated	Obligated
SH-55 (Karcher Road) and Lake Avenue Intersection, Canyon County (KN 12383)	ITD	2011	\$3,886,000	2011	2016-2017	2017
End Date: 4/30/2022.		\$4,600,000		Obligated	2016-2017 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	\$3,526,000	2012	2016-2017	2017-2018
End Date: 11/1/2020.		\$4,600,000		Obligated	2016-2017 Obligated	2017-2018 Obligated
SH-55, Pride Lane in Canyon County to Middleton Road, Nampa (KN 19414)	ITD	2015	\$3,832,000	2016	N/A	2017-2018
End Date: 11/15/2020.		\$4,300,000		Obligated	N/A	2017-2018 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	\$4,749,000	2017	N/A	2018
End Date: 11/1/2020.		\$4,810,000		Obligated	N/A	Obligated
Study, Intersection at SH-44 (State Street) and Glenwood Street, Boise (KN 20049)	ITD/ACHD	2016	\$267,000	2017-2018	N/A	N/A
End Date: 11/1/2018.		\$200,000		2017-2018 Obligated	N/A	N/A
US 20/26 and Farmway / Kent Ranch Road Intersection, west of Caldwell (KN 18852)	ITD	2016	\$569,000	2017	N/A	2018
End Date: 5/31/2019.		\$1,085,000		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		2016-2018 Obligated	N/A	Obligated
US 20/26, Broadway Bridge, Boise (KN 11588)	ITD	2008	\$22,177,000	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	\$4,030,000	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 20/26, Parma Junction to I-84, Seal Coat, Canyon County (KN 19332)	ITD	2015	\$616,000	2016	N/A	2017
End Date: 11/1/2020.		\$830,000		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		2018-2019 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	\$2,052,000	2018	N/A	2019
End Date: 11/1/2020.		\$3,135,000		Obligated	N/A	Obligated

Construction Completed - Awaiting Closeout						
				Funding Obligation Milestones (FY)		
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Design	Right-of-Way	Construction
US-95, Wilder to Parma, Seal Coat, Canyon County (KN 19407)	ITD	2015	\$387,000	2016	N/A	2016
End Date: 12/31/2020.		\$660,000		Obligated	N/A	Obligated

Trip Report

Attachment 2a

International Airport Trips and Freight

Boise Air Terminal	July 2019	July 2018	% Change
Monthly Air Passengers (inbound and outbound)	374,226	359,065	4.22%
Monthly Air Freight (inbound and outbound) (tons)	3,442	3,308	4.07%

Public Transportation Trips

Public Transportation High Ridership	July 2019	July 2018	% Change
Public Transportation Ada County Fixed Route	83,204	85,417	-2.59%
Public Transportation Medium Ridership	July 2019	July 2018	% Change
Boise State University (Bronco Shuttle)	5,604	3,169	76.84%
Boise Greenbike	3,792	4,341	-12.65%
Commuteride (ACHD Vanpool)	15,380	12,975	18.54%
Metro (Canyon County)	1,753	1,650	6.24%
Public Transportation Ada County Demand Response	3,700	3,417	8.28%
Public Transportation Canyon County Fixed Route	3,457	4,323	-20.03%
Public Transportation Intercounty	6,365	7,169	-11.21%
Sub-Total	40,051	37,044	8.12%
Public Transportation Low Ridership	July 2019	July 2018	% Change
Eagle Senior Center	1,078	668	61.38%
Kuna Senior Center	269	N/A	N/A
Meridian Harvest	755	700	7.86%
Meridian Rides 2 Wellness	754	754	0.00%
Meridian Senior Center	364	271	34.32%
Nampa Grocery Shuttle	N/A	97	N/A
Parma Senior Center	164	509	-67.78%
Public Transportation Canyon County Demand Response	235	211	11.37%
Shared Vehicle	1,433	1433	0.00%
SHIP (Supportive Housing Innovation Partnerships)	769	745	3.22%
Star Senior Center	296	275	7.64%
Village Vans	751	751	0.00%
Volunteer Drivers	292	292	0.00%
Sub-Total	7,160	6,706	6.77%
Total	130,415	129,167	0.97%

Some information is not available.

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Yearly Alternative Transportation Trip Report

*Some reporting is on a quarterly basis.

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

FY2019	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jul	To Date % 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			192,549	2.93%
Boise GreenBike	3,400	1,448	611	955	622	1,909	2,093	3,378	3,268	3,792			21,476	-18.75%
Commuteride (ACHD Vanpool)	14,513	13,063	13,041	17,626	15,402	15,597	15,059	14,255	11,449	15,380			145,385	1.81%
Eagle Senior Center	1,056	1,022	863	1,009	925	1,074	1,118	1,094	1,126	1,078			10,365	71.41%
*Kuna Senior Center	258	223	191	199	158	211	183	295	206	269			2,193	-32.85%
Metro (Canyon County)	2,042	1,780	1,643	1,891	1,868	1,989	2,189	1,919	1,464	1,753			18,538	10.68%
Meridian Harvest	773	740	674	675	657	746	763	881	1,421	755			8,085	12.20%
Meridian Rides 2 Wellness	900	760	723	937	912	1038	926	989	726	754			8,665	14.54%
Meridian Senior Center	397	280	261	323	258	318	366	315	363	364			3,245	-4.78%
Nampa Grocery Shuttle	67	86	99	89	88	118	53						600	
Parma Senior Center	294	369	313	387	310	321	479	327	209	164			3,173	-15.66%
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			42,781	3.53%
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			905,799	-5.40%
Public Transportation Canyon County Demand Response	257	207	172	169	170	166	172	160	207	235			1,915	-23.49%
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			38,453	-17.78%
Public Transportation Intercounty	9,342	7,487	5,669	7,416	6,793	7,174	8,054	7,133	6,270	6,365			71,703	-0.09%
Shared Vehicle	1,047	804	983	1,219	1,273	1,158	1,557	994	1,616	1,433			12,084	13.43%
SHiP (Supportive Housing Innovative Partnerships)	793	791	675	774	716	776	899	866	690	769			7,749	3.68%
Star Senior Center	280	244	222	256	251	279	259	360	347	296			2,794	16.66%
Village Van	1,027	1,120	1,135	1,425	1,204	1,162	938	944	758	751			10,464	47.09%
Volunteer Drivers	319	249	263	263	326	273	207	164	287	292			2,643	-2.00%
Total Ridership	178,943	151,392	129,265	161,659	158,725	160,266	172,996	144,922	122,076	130,415	0	0	1,510,659	-2.66%

FY2018	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jul	Total Annual	To Date % Change 2017-2018
Boise State University (Bronco Shuttle)	23,122	21,446	13,756	26,820	31,208	27,874	29,418	6,607	3,649	3,169	12,623	21,804	187,069	221,496	32.32%
Boise GreenBike	2,020	1,388	662	857	891	1,872	2,625	6,812	4,964	4,341	4,470	4,658	26,432	35,560	56.65%
Commuteride (ACHD Vanpool)	14,869	14,516	13,316	15,624	14,504	15,880	14,322	14,037	12,754	12,975	14,691	14,458	142,797	171,946	-4.42%
Eagle Senior Center	608	654	665	594	417	621	607	559	654	668	937	882	6,047	7,866	23.56%
*Kuna Senior Center	805			812			859			790			3,266	3,266	-13.00%
Metro (Canyon County)	1,682	1,631	1,573	1,747	1,621	1,776	1,764	1,704	1,601	1,650	1,772	1,700	16,749	20,221	24.29%
Meridian Harvest	509	458	676	589	857	897	797	806	917	700	835	686	7,206	8,727	201.25%
Meridian Rides 2 Wellness	762	736	746	860	742	722	669	848	726	754	909	790	7,565	9,264	77.33%
Meridian Senior Center	335	294	294	359	341	422	349	403	340	271	439	322	3,408	4,169	8.57%
Nampa Grocery Shuttle					88	165	93	97	122	97	95	76	662	833	
Parma Senior Center	415	336	337	370	315	491	273	376	340	509	447	322	3,762	4,531	
Public Transportation Ada County Demand Response	4,878	4,396	4,065	4,218	3,973	4,349	4,351	4,192	3,485	3,417	4,140	3,903	41,324	49,367	-2.39%
Public Transportation Ada County Fixed Route	102,595	92,671	89,140	99,022	94,331	100,651	97,891	106,699	89,053	85,417	97,992	90,373	957,470	1,145,835	-4.04%
Public Transportation Canyon County Demand Response	277	258	230	262	259	236	221	299	250	211	227	216	2,503	2,946	-18.04%
Public Transportation Canyon County Fixed Route	5,506	4,844	4,532	4,391	4,373	4,504	4,281	5,424	4,593	4,323	4,980	4,771	46,771	56,522	-63.87%
Public Transportation Intercounty	7,980	6,755	5,849	7,421	6,894	7,257	7,397	7,894	7,149	7,169	8,401	7,773	71,765	87,939	
Shared Vehicle	1,077	1,006	646	779	1,125	796	1,193	982	1,616	1,433	1,362	902	10,653	12,917	
SHiP (Supportive Housing Innovative Partnerships)	720	718	619	800	798	808	803	722	741	745	884	710	7,474	9,068	38.25%
Star Senior Center	157	218	235	248	234	277	237	271	243	275	286	218	2,395	2,899	19.51%
Village Van	649	637	772	720	756	734	590	747	758	751	883	696	7,114	8,693	76.75%
Volunteer Drivers	327	226	105	215	231	281	376	357	287	292	273	212	2,697	3,182	-16.24%
Total Ridership	168,488	153,188	138,218	165,896	163,958	170,613	168,257	159,836	134,242	129,167	156,646	155,472	1,551,863	1,867,247	1.56%

FY2019

