



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING PACKET

June 17, 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	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		
City of Notus: Mayor David Porterfield		
City of Parma: Mayor Nathan Leigh		
City of Star: Mayor Chad Bell		
City of Wilder: De Enrico, 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

2019 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
<p>August 26, 2019 1:30 pm – 3:30 pm</p>	<p>COMPASS 700 NE 2nd Street Meridian, Idaho</p>	<ul style="list-style-type: none"> • Approve FY2020 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects • Approve FY2020 Resource Development Plan • Adopt Resolution Approving the FY2020 Unified Planning Work Program and Budget (UPWP) • Approve COMPASS Workgroup Charters • Accept Transit Asset Management Targets
<p>October 21, 2019 1:30 pm – 3:30 pm</p>	<p>COMPASS 700 NE 2nd Street Meridian, Idaho</p>	<ul style="list-style-type: none"> • Establish 2020 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting • Adopt Resolution Approving FY2020-2024 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration • Adopt Resolution Approving Rural Application Prioritization
<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
JUNE 17, 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.

** AMENDED AGENDA **

I. CALL TO ORDER (1:30)

II. PLEDGE OF ALLEGIANCE

III. OPEN DISCUSSION/ANNOUNCEMENTS

IV. CONSENT AGENDA

- Page 8 *A. Approve April 15, 2019, COMPASS Board Meeting Minutes
Page 12 *B. Receive Approved April 22, 2019, and May 14, 2019, Executive Committee Meeting Minutes
Page 17 *C. Receive Approved March 21, 2019, Finance Committee Meeting Minutes Page
Page 19 *D. Ratify Adoption of Resolution 11-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)
Page 33 *E. Approve FY2021-2027 COMPASS Funding Application Guide
Page 70 *F. Approve Request for Changes to Critical Freight Corridors

V. SPECIAL ITEMS

- 1:35 A. Status Report – Boise State University’s 2019 Treasure Valley Survey Results
Greg Hill and Jeff Lyons will present the results of the 2019 Treasure Valley Survey.

VI. ACTION ITEMS

- 1:55 A. Executive Session – Personnel Matter Idaho Code [74-206 (b)] Chair
The Board of Directors will go into executive session to receive the Executive Committee’s performance evaluation and recommendation for the Executive Director. No action will be taken in the session.
2:05 B. Consider Executive Committee’s Recommendation Regarding Executive Director’s Employment Status
The Board will consider whether to retain the Executive Director and/or adjust the Executive Director’s compensation package.

2:10 *C. **Approve End-of-Year Program and Redistribution** Toni Tisdale
Page 73 **Priorities**
Toni Tisdale will seek COMPASS Board of Directors' approval of End-of-Year Program and redistribution priorities.

2:20 *D. **Approve Work Plan for the Next Long-Range Plan** Liisa Itkonen
Page 82 *Liisa Itkonen will seek COMPASS Board of Directors' approval of the work plan for the next long-range plan update.*

2:40 *E. **Adopt Resolution 12-2019 Approving Revision 3 of the** Megan Larsen
Page 89 **FY2019 Unified Planning Work Program and Budget (UPWP)**
Megan Larsen will seek COMPASS Board of Directors' approval of Revision 3 of the FY2019 UPWP.

2:50 *F. **Adopt Resolution 13-2019 Amending the FY2019-2023** Toni Tisdale
Page 100 **Regional Transportation Improvement Program (TIP)**
Toni Tisdale will seek COMPASS Board of Directors' adoption of a resolution amending the FY2019-2023 TIP to add rural public transportation projects for Valley Regional Transit and Treasure Valley Transit; and remove an ACHD Project.

3:00 **G. Consider Executive Committee Recommendation to Transfer** Matt Stoll
Ada Air Quality Board Operations and Staffing to COMPASS
Matt Stoll will present staff analysis of fiscal implications and other opportunities/challenges of transferring Ada Air Quality Board operational functionality and staff responsibilities to COMPASS. Executive Committee recommends proceeding with transfer.

3:15 *H. **Consider Meridian Development Corporation Offer Notice** Matt Stoll
Page 119 **Regarding Parking Lot**
Matt Stoll will seek COMPASS Board direction regarding the Offer Notice provided by the Meridian Development Corporation (MDC) regarding the parking lot. Per the Right of First Offer and Parking Spaces Use Agreement between COMPASS, Valley Regional Transit and MDC regarding the parking lot, COMPASS will have the opportunity to exercise its right to offer to purchase the parking lot adjacent to the COMPASS/VRT building within 45 days of notice. Staff recommends declining offer.

VII. INFORMATION/DISCUSSION ITEMS

3:25 *A. **Review Draft 2020-2026 Regional Transportation** Toni Tisdale
Page 120 **Improvement Program (TIP) Project List**
Toni Tisdale will seek COMPASS Board of Directors' review of the details of the Draft FY2020-2026 TIP, prior to public comment.

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

Page 129 *A. **Staff Activity Reports**

Page 140 *B. **Status Report – Current Air Quality Efforts**

Page 144 *C. **Status Report – Regional Transportation Advisory Committee Attendance**

Page 145 *D. **Administrative Modifications**

Page 149 *E. **Milestone Report**

IX. ADJOURNMENT (3:45)

*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
APRIL 15, 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
Nichole Baird Spencer, City of Eagle
Sara Baker, Commissioner, Ada County Highway District, **Immediate Past Chair**
Chad Bell, Mayor, City of Star
John Brunelle, Capital City Development Corporation
Elaine Clegg, Councilmember, City of Boise, **Chair Elect**
Tom Dale, Commissioner, Canyon County, **Chair**
Tammy de Weerd, Mayor, City of Meridian
Kendra Kenyon, Commissioner, Ada County,
Debbie Kling, Mayor, City of Nampa, via telephone
Diana Lachiondo, Commissioner, Ada County
David Lincoln, Commissioner, Golden Gate Highway District No. 3
Robb MacDonald for Garrett Nancolas, Mayor, City of Caldwell, **Vice Chair**
Mary May, Commissioner, Ada County Highway District
Andrew Mitzel, Senior Advisor, Governor's Office, Ex officio, via telephone
Brent Orton, City of Caldwell
Amy Revis, Idaho Transportation Department – District 3
Victor Rodriguez, Councilmember, City of Nampa
Charlie Rountree, City of Meridian
Aaron Scheff, Department of Environmental Quality
Joe Stear, Mayor, City of Kuna
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Nikole Zogg, Southwest District Health, Ex officio
Holli Woodings, Councilmember, City of Boise

MEMBERS Treg Bernt, Councilmember, City of Meridian
ABSENT: Dave Bieter, Mayor, City of Boise
Cory Cook, Boise State University
De Enrico, City of Wilder
John Evans, Mayor, Garden City
Jay Gibbons, Commissioner, Canyon Highway District No. 4
Kurt Kopadt, Councilmember, City of Greenleaf
Nathan Leigh, Mayor, City of Parma
David Porterfield, Mayor, City of Notus
Patrick Rice, Greater Boise Auditorium District, Ex officio

Stan Ridgeway, Mayor, City of Eagle, **Secretary-Treasurer**
Parkie Stapleton, Councilmember, City of Melba
Darin Taylor, Mayor, City of Middleton
Leslie Van Beek, Commissioner, Canyon County
Rick Visser, Commissioner, Ada County
Pam White, Commissioner, Canyon County

OTHERS:

Morgan Andrus, City of Meridian
Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Jim Hansen, Commissioner, Ada County Highway District
Ryan Head, Ada County Highway District
Liisa Itkonen, Community Planning Association
Rhonda Jalbert, Valley Regional Transit
Meg Leatherman, Ada County
Amy Luft, Community Planning Association
Mac McOmber, Citizen
Carl Miller, Community Planning Association
Tom Points, City of Nampa
Toni Tisdale, Community Planning Association

CALL TO ORDER:

Chair Dale called the meeting to order at 1:36 pm

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

- A. Approve February 25, 2019, COMPASS Board Meeting Minutes**
- B. Received Approved November 18, 2018, and February 5, 2019, Executive Committee Meeting Minutes**
- C. Received Approved December 13, 2018, Finance Committee Meeting Minutes**
- D. Approve Appointment of City of Star staff member Shawn Nickel and Canyon County staff members Kate Dahl and Dan Lister to the Regional Transportation Advisory Committee, per RTAC Bylaws Article 2, Committee Structure, 2.4**

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

ACTION ITEMS

A. Accept 2019 Population Estimates

Carl Miller presented 2019 population estimates.

After discussion, **Charlie Rountree moved and Holli Woodings seconded to accept the 2019 Population estimates with a regional total of 712,200 and with city and county estimates as presented. Motion passed unanimously.**

B. Approve FY2020 General and Special Membership Dues

Matt Stoll presented the FY2020 General and Special membership dues.

After discussion, **Elaine Clegg moved and Nichoel Baird Spencer seconded approval of the FY2020 General and Special membership dues as presented. Motion passed unanimously.**

C. Adopt Resolution 09-2019 Approving Revision 2 of the FY2019 Unified Planning Work Program and Budget

Matt Stoll presented Resolution 09-2019 Approving Revision 2 of the FY2019 Unified Planning Work Program and Budget.

After discussion, **Rebecca Arnold moved and Sara Baker seconded adoption of Resolution 09-2019 Revision 2 of the FY2019 Unified Planning Work Program and Budget as presented. Motion passed unanimously.**

D. Adopt Resolution 10-2019 Amending the FY2019-2023 Regional Transportation Improvement Program (TIP)

Toni Tisdale presented Resolution 10-2019 amending the FY2019-2023 TIP.

After discussion, **Brent Orton moved and Mary May seconded adoption of Resolution 10-2019 amending the FY2019-2023 Regional Transportation Improvement Program as presented. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review Draft Work Plan for the Communities in Motion (CIM) Update

Liisa Itkonen reviewed the draft work plan for the CIM update, which is due December 2022. Staff will review the draft plan with the Regional Transportation Advisory Committee in April 2019 and seek a recommendation in May 2019 for COMPASS Board action in June 2019.

B. Status Report - State and Federal Legislative Issues

Ken Burgess provided a status report on state legislative issues during the 2019 session.

C. Status Report - Finance Committee

Matt Stoll provided a status report on the March 21, 2019, Finance Committee meeting.

ADJOURNMENT

The meeting was adjourned at 2:55 pm.

Approved this 17th day of June 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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**SPECIAL EXECUTIVE COMMITTEE MEETING
APRIL 22, 2019
COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

****MINUTES****

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

MEMBERS ABSENT: Tammy de Weerd, Mayor, City of Meridian

OTHERS PRESENT: Morgan Andrus, Community Planning Association
Nancy Brecks, Community Planning Association
Meg Larsen, Community Planning Association
Amy Luft, Community Planning Association
Matt Stoll, Executive Director, Community Planning Association

CALL TO ORDER:

Acting Chair Sara Baker called the meeting to order at 4:02 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

ACTION ITEM

A. Consider Ada Air Quality Board request to explore transferring Ada Air Quality Board to COMPASS

Matt Stoll reviewed Ada Air Quality Board request to explore transferring the Ada Air Quality Board operational functionality and staff responsibilities to COMPASS.

After discussion, **Elaine Clegg moved and Garret Nancolas seconded to direct staff to go forward in doing due diligence to explore what it would mean to bring the Ada Air Quality Board into the COMPASS organization physically, understand how it would work logistically in terms of both the JPAs, and to include all of the subjects that were discussed today. Motion passed unanimously.**

ADJOURNMENT

Acting Chair Sara Baker adjourned the meeting at 4:30 p.m.

Approved this 14th day of May 2019.

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

Attest:

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

**EXECUTIVE COMMITTEE MEETING
MAY 14, 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**, via telephone
Tammy de Weerd, Mayor, City of Meridian
Debbie Kling, Mayor, City of Nampa
Meg Leatherman for Kendra Kenyon, Commissioner, Ada County
Nathan Leigh, Mayor, City of Parma, via telephone
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**
Jay Gibbons, Commissioner, Canyon Highway District #4

OTHERS PRESENT: Morgan Andrus, Community Planning Association
Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Liisa Itkonen, Community Planning Association
Megan Larsen, Community Planning Association
Amy Luft, Community Planning Association
Tom Points, City of Nampa
Matt Stoll, Executive Director, Community Planning Association
Toni Tisdale, Community Planning Association
David Wallace, Ada County Highway District

CALL TO ORDER:

Acting Chair Garrett Nancolas called the meeting to order at 1:32 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

General announcements were made.

CONSENT AGENDA

- A. Approve March 12, 2019, Executive Committee Meeting Minutes and April 22, 2019, Special Executive Committee Meeting Minutes**

Tammy de Weerd moved and Joe Stear seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEMS

- A. Establish June 17, 2019, COMPASS Board Meeting Agenda**

Matt Stoll presented staff proposed Agenda Items 1-17 and requested to add Action Item 17b, Adopt Resolution Amending the FY2019-FY2023 Regional Transportation Improvement Program, and a Consent Agenda Item 17c, Approve Changes to Idaho Transportation Department's Critical Freight Corridors for the June 17, 2019, COMPASS Board of Directors' meeting.

After discussion, **Joe Stear moved and Debbie Kling seconded to approve Agenda Items 1-17 and 17b and 17c for the June 17, 2019, COMPASS Board of Directors' meeting as presented. Motion passed unanimously.**

- B. Adopt Resolution 11-2019 Amending FY2019-2023 Regional Transportation Improvement Program (TIP)**

Toni Tisdale presented Resolution 11-2019 amending the FY2019-2023 TIP.

After discussion, **Debbie Kling moved and Nathan Leigh seconded approval of Resolution 11-2019 Amending FY2019-2023 TIP. Motion passed unanimously.**

- C. Executive Session - Personnel Matter Idaho Code [74-206 (b)]**

Sara Baker moved and Debbie Kling seconded to move into Executive Session pursuant to Idaho Code [74-206 (b)] at 1:56 p.m.

Matt Stoll called roll. The following Executive Committee members were present and voted in the affirmative: Sara Baker, Elaine Clegg, Tammy de Weerd, Meg Leatherman, Debbie Kling, Nathan Leigh, Garret Nancolas, Stan Ridgeway, and Joe Stear.

Convened back into regular session at 2:34 p.m. No action was taken in Executive Session.

After discussion, **Tammy de Weerd moved and Joe Stear seconded to recommend the COMPASS Board of Directors retain the employment of the COMPASS Executive Director, Matt Stoll, following a discussion in Executive Session at the June 17, 2019, COMPASS Board of Directors' meeting. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEM

- A. Status Report – Regional Transportation Advisory Committee (memo only)**

ADJOURNMENT

Acting Chair Garrett Nancolas adjourned the meeting at 2:37p.m.

Approved this 4th day of June 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

**FINANCE COMMITTEE MEETING
MARCH 21, 2019
COMPASS, 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES: John Evans, Mayor, City of Garden City, **Vice Chair**
Jay Gibbons, Commissioner, Canyon Highway District #4
Mary May, Commissioner, for Rebecca Arnold, Commissioner, Ada County
Highway District
Garrett Nancolas, Mayor, City of Caldwell, via telephone
Stan Ridgeway, Mayor, City of Eagle, **Chair**
Pam White, Commissioner, Canyon County

MEMBERS ABSENT: Diana Lachiondo, Commissioner, Ada County

OTHERS PRESENT: Nancy Brecks, Community Planning Association
Keith Holmes, Community Planning Association
Liisa Itkonen, Community Planning Association
Meg Larsen, Community Planning Association
Matt Stoll, Community Planning Association

CALL TO ORDER:

Chair Stan Ridgeway called the meeting to order at 12:00 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve December 15, 2018, Finance Committee Meeting Minutes

Jay Gibbons moved and John Evans seconded approval of the Consent Agenda as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Review Report of Disbursements Made in the Reporting Period

Meg Larsen noted the Report of Disbursements for the period December 6, 2018 to March 5, 2019, is included in the meeting packet for information.

B. Discuss Five Year Revenue and Expense Projections

Meg Larsen reviewed the five year revenue and expense projections.

ACTION ITEMS

A. Elect Finance Committee Vice-Chair

Chair Ridgeway opened the nominations for Finance Committee Vice-Chair.

Pam White nominated and Jay Gibbons seconded John Evans as Vice-Chair. There were no other nominations. Motion passed unanimously.

B. Approve Variance Report for October 1, 2018 – December 31, 2018

Meg Larsen presented the October 1, 2018 – December 31, 2018 variance report.

After discussion, **John Evans moved and Pam White seconded approval of the October 1, 2018 – December 31, 2018, variance report as presented. Motion passed unanimously.**

C. Recommend COMPASS Board Approval of the FY2020 General and Special Membership Dues

Meg Larsen presented the FY2020 membership dues, in preparation for development of the FY2020 Unified Planning Work Program and Budget.

After discussion, **John Evans moved and Jay Gibbons seconded to recommend COMPASS Board of Directors' approval of the FY2020 General and Special membership dues as presented. Motion passed unanimously.**

D. Recommend COMPASS Board Approval of Revision 2 of the FY2019 Unified Planning Work Program and Budget

Meg Larsen presented Revision 2 of the FY2019 Unified Planning Work Program and Budget.

After discussion, **John Evans moved and Pam White seconded to recommend COMPASS Board of Directors' approval of Revision 2 of the FY2019 Unified Planning Work Program and Budget as presented. Motion passed unanimously.**

ADJOURNMENT

Meeting was adjourned at 12:35 p.m.

Approved this 23rd day of May 2019.

By: _____
Stan Ridgeway, Chair

Attest:

By: _____
John Evans, Vice Chair

COMPASS BOARD AGENDA ITEM IV-D

Date: June 17, 2019

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

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' ratification of Resolution 11-2019 (Attachment 1) amending the FY2019-2023 TIP. The Regional Transportation Advisory Committee (RTAC) recommended approval (except where noted) on April 24, 2019. The Executive Committee approved the resolution on May 14, 2019.

Background/Summary:

This amendment includes three changes, requested by Canyon Highway District No. 4 (CHD), the Ada County Highway District (ACHD), and the Idaho Transportation Department (ITD). A summary of the proposed actions are provided below; budgeting details are provided in Attachment 1.

CHD request:

In FY2015, CHD applied for federal funding to rehabilitate 3.4 miles of Old Highway 30, near Goodson Road, to Oasis Road, in Canyon County. The project was not recommended for funding, so CHD budgeted local funds to rehabilitate approximately 2.4 miles of roadway. Federal funds became available in FY2017 to fund the original request on Old Highway 30; however, 2.4 miles were already scheduled using local dollars.

Funds are available to continue improvements on Old Highway 30 in Canyon County (Key Number 19951); however, the project termini need to be adjusted. The revised scope for the project includes the remaining mile of rehabilitation work, from SH-44 to Galloway Road and from Goodson Road to just south of Sand Hollow Road, as well as safety improvements to the intersections at Farmway Road and Goodson Road including turn lanes and/or increasing intersection radii. CHD's request for the scope change is provided in Attachment 2, and a map depicting the change is provided in Attachment 3.

A public comment period was open April 1-15, 2019, to gather comment, as this is a significant change in the scope of the project. Verbatim comments are provided in Attachment 4.

Transportation Management Area (TMA) Balancing:

The Surface Transportation Program (STP)-TMA currently has \$2,587,382 available using "one-time" funds provided in the FY2019 federal appropriations bill. These funds are limited to highways, bridges, tunnels, and elimination of hazards and the installation of protective devices at railway-highway crossings.

On April 24, 2019, RTAC reviewed all requested needs to budget these funds. One of their recommendations requires action through the amendment process — increase construction costs by \$128,000 to meet the final engineer’s estimate on ACHD’s **Capital Maintenance, Phase 3, Boise Area – FY2019** (Key Number 20091). This is a 37% overall cost increase, which requires COMPASS Board of Directors’ approval. The recommendation is based on a request from ACHD, provided in Attachment 2.

ITD request:

Costco has begun design and land acquisition on **the US 20/26 (Chinden), SH-16 to Linder Road, Ada County** project (Key Number 21858). Costco requested changes to include more realistic phasing costs. Negotiations are already underway with certain land owners for land acquisition, which, if successful, will require payment within 90 days. This project is funded using State Tax Anticipated Revenue (STAR) financing, which begin as developer funding and reimbursed with state tax dollars in the future. The overall increase is \$4.3 million, which requires approval by the COMPASS Board of Directors.

Due to timing constraints, RTAC did not receive this item for review or recommendation.

Implication (policy and/or financial):

This amendment allows obligation of design funds for a project with an amended scope of work and obligation of costs increases for two other projects.

More Information:

- 1) Attachment 1: Resolution 11-2019
- 2) Attachment 2: Request Letters
- 3) Attachment 3: Maps
- 4) Attachment 4: Public comments
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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RESOLUTION NO. 11-2019

**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, a public comment period was held April 1-15, 2019;

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 14th day of May 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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COMPASS Amendment #5
FY2019-2023 Regional Transportation Improvement Program

Per Canyon Highway District, March 19, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
19951	Highway 30, Goodson Road to Oasis Road Sand Hollow Road to SH-44 , Canyon County	2019	75	243					318
	Funding Source: STP-R	2020							0
	Rehabilitate Old Highway 30 from the vicinity of Goodson Road to Oasis Road, located north of the City of Caldwell in Canyon County, with a cement recycled asphalt base to improve the road condition. SH-44 to Galloway Road, and Goodson Road to south of Sand Hollow Road. Work also includes improvements to the intersections at Farmway Road and Goodson Road. (Federal = \$2,250,000) Update the scope of work, termini, and title of project. No change to project cost. Previous expenditures = \$0 Total cost = \$2,428,000	2021							0
		2022							0
		2023							0
		PD					487	1623	2110
		SUM	75	243	0	0	487	1623	2428

Per Regional Transportation Advisory Committee, April 24, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
20091	Capital Maintenance, Phase 3, Boise Area – FY2019	2019					39	261 389	300 428
	Funding Source: STP-TMA	2020							0
	Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on Cherry Lane, Shoshone Street to Broxon Street; Elder Street, Owyhee Street to Vista Avenue; and Owyhee Street, Elder Street to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online: http://www.achdidaho.org/Projects/DCR/DCR.pdf . (Federal = \$397,000) Increase CN by \$128,000 to cover final engineer's cost estimate. (37% increase) Previous expenditures = \$50,000 Total cost = \$478,000	2021							0
		2022							0
		2023							0
		PD							0
		SUM						39	261 389

Per ITD, May 7, 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	10						10
	Funding Source: State	2020							0
	Widen US 20/26 (Chinden Boulevard) from Tree Farm Way 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)	2021							0
		2022							0
		2023							0
		PD							0
		SUM	10	0	0	0	0	0	10
	No changes to this funding source. Previous expenditures = \$0 Total cost = \$18,526,675								
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	2019	<u>0</u> 75	<u>0</u> 3055	<u>1250</u> 3087		<u>10</u> 710	<u>6500</u> 5100	<u>7760</u> 12027
	Funding Source: STAR	2020						<u>0</u> 6500	<u>0</u> 6500
	Same as above. (Federal = \$0) In FY2019, increase PE by \$75,000, PEC by \$3,055,000, RW by \$1,837,000, increase CE by \$700,000. Decrease CN by \$1,400,000. In FY2020, increase CN by \$6,500,000. In FY2021, decrease CN by \$6,500,000. (29.8% increase)	2021						<u>6500</u> 0	<u>6500</u> 0
		2022							0
		2023							0
		PD							0
		SUM	<u>0</u> 75	<u>0</u> 3055	<u>1250</u> 3087	0	<u>10</u> 710	<u>13000</u> 11600	<u>14260</u> 18527

ACHD = Ada County Highway District
 CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 PE = Preliminary Engineering
 PEC = Preliminary Engineering Consultant
 PD = Preliminary Development
 R = Rural
 SH = State Highway
 STAR = State Tax Anticipated Revenue
 STP = Surface Transportation Program
 TMA = Transportation Management Area (Boise Urbanized Area)
 US = United States (highway)
 UT = Utilities
 RW = Right-of-Way

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From: [Tim Richard](#)
To: [Toni Tisdale](#)
Cc: [Chris Hopper](#); [Scott Ellsworth PE PLS](#); [Daniel Hernandez](#); [Lenny Riccio](#)
Subject: FW: KN 19951, project changes
Date: Monday, March 18, 2019 2:24:31 PM
Attachments: [image001.png](#)
[image007.png](#)

Toni,

Yes, we made the request and agree with the changes proposed. In explanation:

In 2015 the original KN19951 project request included rehabilitation pavement on approximately 3.4 miles of Old Hwy 30 between Goodson Rd and Oasis Rd. The project was not initially included in the funded rankings that year, so CHD4 locally funded approximately 2.4 miles of overlay and SALSA within the project limits in conjunction with other work in the vicinity. The revised project includes rehabilitation of the remaining 1.0 mile of asphalt pavement on Old Hwy 30 south of Sand Hollow Rd, improvement of two public road intersections within the original project, and pavement repairs and surface treatment along the continuation of the Old Hwy 30 corridor from SH 44 to Galloway Road. Both intersections being considered have undesirable horizontal alignments and improvements being considered to improve safety at these locations include realignment of a skewed intersection, adding turn lanes, and/or increasing intersection radii. The portion proposed for pavement repairs and surface treatment serves as an important local freight corridor, particularly agricultural freight, is exhibiting wheel path failures throughout the segment length, and would complete pavement rehabilitation along the full length of this corridor in Canyon County.

Please let me know if this explanation is adequate or if you need any further information on this project.

Thanks.

Timothy Richard
District Engineer
Canyon Highway District No. 4
(208)454-8135

From: Toni Tisdale <TTisdale@compassidah.org>
Sent: Friday, March 15, 2019 11:44 AM
To: Chris Hopper <CHopper@canyonhd4.org>
Cc: Scott Ellsworth PE PLS <sellsworth@lhtac.org>; Daniel Hernandez <dhernandez@compassidah.org>
Subject: FW: KN 19951, project changes

Hi Chris:

I got notification for a change to your project “Highway 30, Goodson Road to Oasis Road, Canyon County” last week.

Please let me know if you agree with the changes, as suggested. Also provide an explanation of the changes to include in our materials.

If so, the change to the scope is more than ¼ mile, which requires public involvement and Board approval through an Amendment. We will get started on setting up public comment if you agree.

Thank you!

Toni G. Tisdale
Principal Planner
Community Planning Association (COMPASS)
700 NE 2nd Street, Suite 200
Meridian, ID 83642
Direct: 208-475-2238 | Main: 208-855-2558
Fax: 208-855-2559 | Cell: 208-440-1109
ttisdale@compassidaho.org
<http://www.compassidaho.org>



From: Toni Tisdale
Sent: Thursday, March 7, 2019 1:47 PM
To: 'Jeanette Finch' <Jeanette.Finch@itd.idaho.gov>
Cc: Daniel Hernandez <dhernandez@compassidaho.org>
Subject: RE: KN 19951, project changes

Hi Jeanette:

Our policy (attached) has specific requirements on scope change. Admin Mod must be within a ¼ mile (as does the ITD amendment policy). This requested change is much greater than that. We also need to find out if the change is consistent with the environmental documentation. This will have to be an amendment and it will include public comment as well. This will take us some time to get completed.

Daniel and I are in a workshop all day today. We'll get back with you as soon as possible.

By the way... our policies were updated in February. There are a few changes on the document. Here is a [link](#) to all our policies for your information.

Toni

From: Jeanette Finch [<mailto:Jeanette.Finch@itd.idaho.gov>]
Sent: Thursday, March 7, 2019 10:24 AM
To: Toni Tisdale <TTisdale@compassidaho.org>; Daniel Hernandez <dhernandez@compassidaho.org>
Subject: KN 19951, project changes

LHTAC has requested name and milepost changes to this project.

Original STC-3856, OLD HWY 30; GOODSON TO OASIS, CANYON HD MP 4.459 to 7.859 Length = 3.4 miles

Revised STC-3856, OLD HWY 30; SH 44 TO SAND HOLLOW RD, CANYON HD MP 0.0 to 5.5 Length = 5.5 miles

Can you add this in to pending Ad Mod?

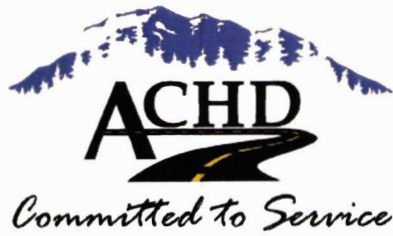
Thanks

Jeanette Finch

Financial Planning & Analysis
Idaho Transportation Department
Phone (208) 334-4419
Jeanette.finch@itd.idaho.gov



YOUR Safety ••• ► YOUR Mobility ••• ► YOUR Economic Opportunity



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

April 18, 2019

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

Dear Mr. ^{Matt}Stoll:

ACHD would like to request a total of \$128,000 in federal funds to cover the Engineer's Estimate for KN 20091 (FY2019 Capital Maintenance Phase III/Local). The Engineer's Estimate for the segments designed was in excess of the original project goal.

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

Sincerely,

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

From: [Jeanette Finch](#)
To: [Daniel Hernandez](#); [Toni Tisdale](#)
Subject: KN 21858 Changes
Date: Tuesday, May 7, 2019 3:33:31 PM
Attachments: [image005.png](#)
[image006.png](#)

Here is district changes for KN 21858, US 20, SH 16 TO LINDER RD, ADA COUNTY. This is 100% private funding by COSTCO.

Phases	2019	2020	Grand Total
PE	75,000	-	
PC	3,055,000	-	
RW	25,000	-	
LP	3,061,675	-	
UT	-	-	
CE	10,000	-	
CC	700,000	-	
CN	5,100,000	6,500,000	
Total	12,026,675	6,500,000	18,526,675

Jeanette Finch

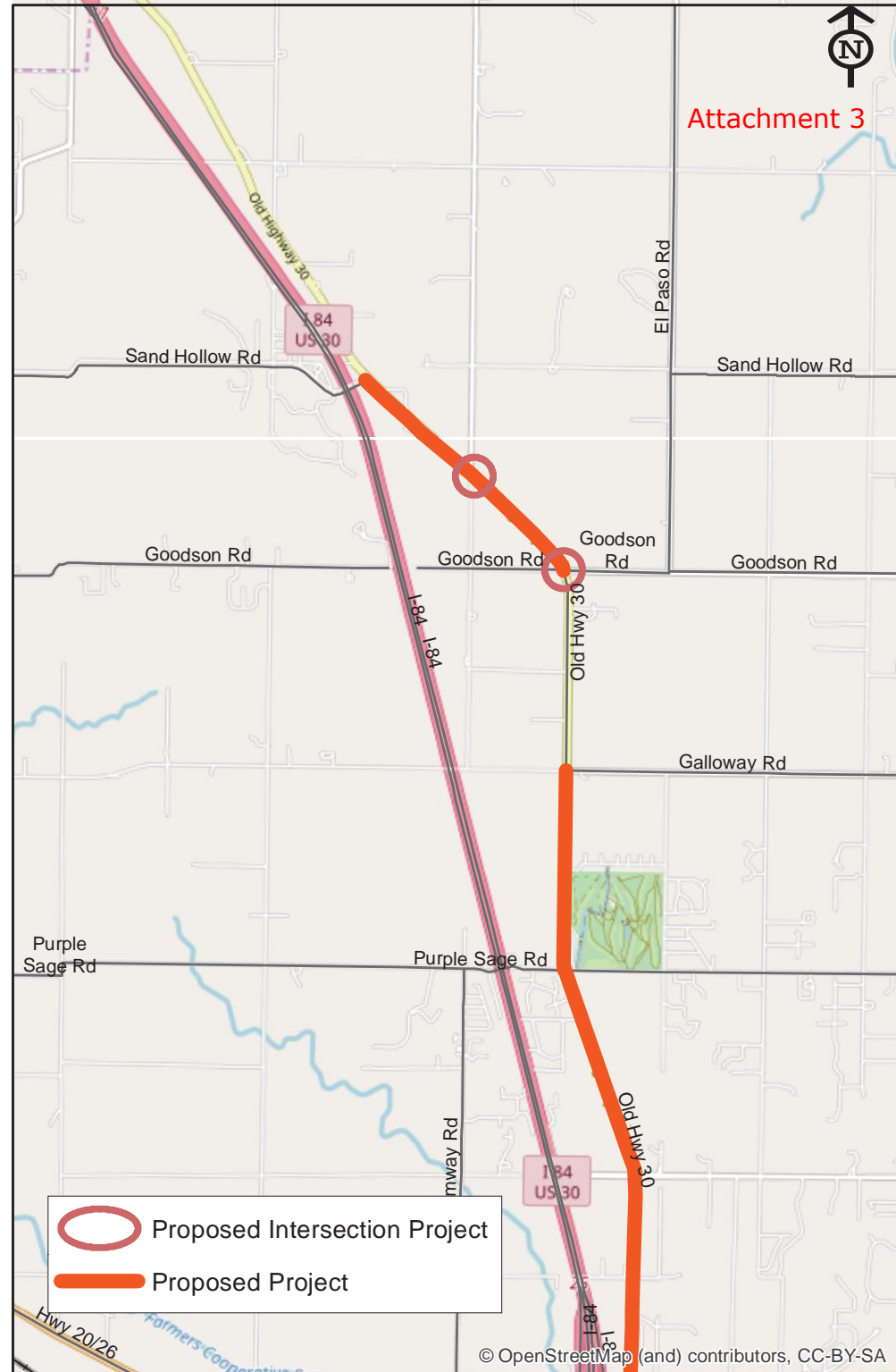
Financial Planning & Analysis
 Idaho Transportation Department
 Phone (208) 334-4419
Jeanette.finch@itd.idaho.gov



Current Project - Oasis to Goodson



Proposed Project Changes - Sand Hollow to SH 44



Attachment 3

Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: April 1-15, 2019

Total number of comments received by COMPASS: 3

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

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Ms. Tisdale,</p> <p>I support the proposed TIP amendment to change the scope of work and termini for the roadway rehabilitation project on Old Highway 30 in Canyon County.</p> <p>Arlene McCarthy Eagle, ID</p>	<p>Ms. McCarthy:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>83616 Arlene McCarthy Eagle, ID</p>	Email
<p>It is great to hear that the state recognizes the safety hazards on this highway. As a truck driver for a local farmer, I can tell you that there are numerous close calls between trucks, tractors and cars. The area still has a large agricultural presence as well as a big increase in residential traffic. This last fall (2018) there was a fatality at Goodson and HY 30. The woman, who died there, was trying to beat on come traffic coming from one direction and didn't see the car coming the other way. With widening the road and turn lanes, the out come could have been different. But you also can't plan for the none thinkers.</p> <p>Robert Thacker</p>	<p>Mr. Thacker:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Robert Thacker</p>	Email

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>A bypass for I-84 should be built from west of Caldwell to south of Gowen Road — south of Lake Hazel and Columbia; maybe as far south as Deer Flat. This road should run through the middle of the section along a new alignment, instead of following an existing road. This would help with right of way, as things are not as developed when they aren't along existing roads. Call this new road I-284. When State Highway 16 is completed, it should be divided highway and extend to this I-284 bypass to allow for a north/south connection through the valley. Eagle Road, 12th Avenue South in Nampa, and Simplot Boulevard could also connect to the bypass. This would provide a detour route for I-84 and allow through traffic to avoid I-84, thus reducing gridlock, especially during rush hour. We might be able to get federal funding to pay for it, especially if the economy crashes again.</p> <p>We need to have plans that are “shovel ready” to be prepared in case federal funding becomes available so that we are able to act quickly — whether for a bypass project or something else so we're ready to spend it if it comes our way.</p> <p>We need to build roads with the potential to expand many years into the future so we're not as far behind as we have been.</p>	<p>Thank you for your comments. We will share them with the COMPASS Board of Directors.</p>	<p>John</p>	<p>Phone</p>

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COMPASS BOARD AGENDA ITEM IV-E

Date: June 17, 2019

Topic: FY2021-2027 COMPASS Funding Application Guide

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of the FY2021-2027 COMPASS Funding Application Guide (Attachment 1), as recommended by the Regional Transportation Advisory Committee (RTAC) on May 22, 2019.

Background/Summary:

Each year, in preparation for soliciting funding applications, COMPASS staff updates the application guide to incorporate timely dates and other information for the application process. Staff proposes only minor updates for the FY2021-2027 COMPASS Funding Application Guide including updating deadlines and estimated available amounts of funding. The process outlined in the FY2021-2027 COMPASS Funding Application Guide will remain the same as the process for the FY2020-2024 funding cycle, including the online vendor for the application and ranking processes.

COMPASS staff also updated the interactive estimating worksheet to include all aspects of a federal-aid project to help members determine an accurate budget for federal-aid projects.

Staff anticipates that more objective criteria will be needed in the future to further the focus on performance-based planning measures, which are a high priority for federal programs. COMPASS staff are currently updating the COMPASS Complete Streets Policy, which we anticipate will be a driving factor in future ranking of federal-aid projects. However, approval of the updated Complete Streets Policy is not anticipated until spring 2020, at the earliest.

RTAC will be requested to assist in updating the overall ranking process next year to include performance-based planning measures for the FY2022-2028 application cycle.

Implication (policy and/or financial):

Approval of the FY2021-2027 COMPASS Funding Application Guide will allow COMPASS staff to assist member agency staff in applying for projects to further *Communities in Motion* goals.

More Information:

- 1) Attachment 1: Draft FY2021-2027 COMPASS Funding Application Guide
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or Kathy Parker, Principal Planner, at 208/475-2240 or kparker@compassidaho.org.

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Funding Application Guide

FY2021-2027

(Recommended by RTAC 5/22/19 for Board Approval)



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Introduction

The Community Planning Association of Southwest Idaho (COMPASS) serves as a regional forum for making decisions about transportation and related planning, and sets priorities for spending federal transportation funds. COMPASS accepts applications annually for funding for transportation projects; the FY2021-2027 funding period begins October 1, 2020.

Eligibility

Any agency with a transportation project that is in, runs through, or touches Ada and/or Canyon Counties is eligible to apply.

Application Process

Applications to COMPASS are accepted in two phases.



Phase I Application

A Phase I application is a simple preliminary application requesting very basic information and is **mandatory for all** applications for funding sources managed through COMPASS for:

- Large or small projects
- Projects requesting federal or non-federal funding
- Projects ready to compete for funding
- Projects in need of assistance to prepare to compete for funding (Project Development Program)
- Projects in need of any other COMPASS staff assistance

All Phase I applications are due no later than midnight, Monday, December 2, 2019. An additional opportunity to submit a Phase I application for a *Communities in Motion* (CIM) Implementation Grant or Project Development Program assistance only will be available during April 2020. See more details below in the schedule starting on page 4.

Phase I applications provide COMPASS staff with information on the transportation-related needs in each community. Those projects are then included in the COMPASS Resource Development Plan, which guides grant-seeking efforts throughout the year.

Phase I Content

Phase I applications may include, but are not limited to:

- Project Title
- Local Ranking (if multiple applications are submitted)
- Project Type
- Project Location (map/sketch is a required attachment)

- Project Description
- Purpose and Need for Project
- Estimated Cost (including how cost was determined)
- Previous Attempts at Funding, and Available Match
- Phasing
- Right-Of-Way Ownership/Status
- Project Partners
- Support Letter (an optional attachment)
- Project Readiness
- Conformance with Plans
- Compliance with CIM 2040 2.0 Performance Measures

Required Attachments*:

Project Map/Sketch

Optional Attachments:

Cover Letter

Support Letters

*All required attachments must be received by the due date or the application will not be considered for funding. Match commitment letters are required for federal-aid applications in December, but not until April for non-federal applications (even if the application is submitted in December).

See the **"Application Supplemental"** for a sample application and guidance. COMPASS staff can provide technical assistance in completing project applications prior to the December 2 and April 23 deadlines (see "Schedule," page 4).

Projects/Funding Source Match

COMPASS staff reviews all Phase I applications to determine eligibility for various funding sources. If a project is eligible for a federal funding source, the applicant will be directed by COMPASS staff to submit a **Phase II** application to provide the additional details needed for a federal-aid project.



Phase II Application

Phase II applications require additional project information (see page 3).

- Required for projects eligible for federal funding sources
- **Due no later than noon on Tuesday, January 21, 2020.**

Information requested varies depending on project types, which include:

- Roadways and Bridges
- Alternative Transportation
- Planning and Special Projects

Links to forms and other information required to complete the application are provided within the online application.

Phase II Content

Information requested in Phase II depends on the type of project and may include, but is not limited to:

All Projects:

- Local or regional scope
- Modes and connectivity
- Complete Streets
- Safety improvements
- Traffic volumes (road, bicycle, pedestrian)
- Congestion mitigation
- Environmental Justice areas
- Economically Distressed areas
- Environmental considerations

Alternative Transportation:

- Trip purposes
- Land ownership
- Appropriate contacts
- Vehicle replacement
- Customer service and mobility support

Planning and Special Projects:

- Federal requirements

Roadways/Bridges:

- Functional classification
- Life cycle cost
- Pavement condition index
- Bridge sufficiency rating
- Freight corridors
- Intelligent Transportation System (ITS) Improvements

Required Attachments*:

- Match commitment letter
- Idaho Transportation Department forms 0414, 1150, 2435
- COMPASS form A100

Optional Attachments:

- Project estimating worksheet
- Additional maps, photos, or letters of support not included in Phase I application (Please ensure graphics make sense to someone not familiar with your project.)

*All required attachments must be received by the due date or the application will not be considered for funding.

Online Application

All applications must be submitted through the designated online system which tracks all steps of the application process, including correspondence and submittals.



Application Assistance

COMPASS staff provides assistance to COMPASS members for all types of funding applications, whether or not the funding source is managed by COMPASS. Non-COMPASS sources include, but are not limited to: various federal funding programs, Idaho Transportation Department, the Local Highway Technical Assistance Council,

and Valley Regional Transit, as well as foundations and other funding sources. See **“Application Assistance Supplemental”** for details.

Schedule

General Application Schedule	
October 15, 2019	Call for Projects
December 2, 2019	Phase I Applications Due by midnight
December 9, 2019	COMPASS Staff requests Phase II Applications
January 21, 2020	Phase II Applications Due by noon
April 3, 2020	Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
April 23, 2020	Phase I Applications Due (second opportunity) by midnight

Federal-Aid Funding	
February 5, 2020	Optional Regional Transportation Advisory Committee (RTAC) workshop for detailed application information and discussion of federal-aid applications
February 3-14, 2020	RTAC completes an online paired comparison process for federal-aid funding
February 26, 2020	RTAC recommends federal-aid rankings
February 28, 2020	Federal obligation deadline for existing projects in programs managed by COMPASS
March 4, 2020	Optional RTAC workshop to review staff recommendations for federal-aid funding based on initial RTAC ranking
March 18, 2020	RTAC recommends draft federal-aid programming (budget)
September 23, 2020	RTAC recommends Draft FY2021-2027 TIP, including federal-aid programs
October 19, 2020	COMPASS Board of Directors approves FY2021-2027 TIP, including federal-aid programs

CIM Implementation Grant and Project Development Programs:	
April 3, 2020	Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
April 23, 2020	COMPASS Funding Phase I Applications Due

CIM Implementation Grant and Project Development Programs:	
May 6, 2020	Optional RTAC workshop for detailed application information and discussion of CIM Implementation Grant and Project Development Program applications
May 11-21, 2020	RTAC completes paired comparison process for CIM Implementation Grants and Project Development Program
June 24, 2020	RTAC reviews rankings and recommends CIM Implementation Grants and Project Development Program projects
August 17, 2020	COMPASS Board of Directors approves CIM Implementation Grants and Project Development Program projects

Please note that dates could change due to scheduling conflicts or as new information becomes available.

Ranking

RTAC members review and rank all applications using a paired comparison process, which evaluates each project individually against every other project eligible for a specific funding source. See the **“Ranking Supplemental”** for details.



Funding Sources and Programming

COMPASS manages many different funding sources, both federal and non-federal. Applications are matched with appropriate funding sources based on eligibility for each source and project readiness. RTAC then makes recommendations for funding based on the ranking order resulting from paired comparisons.

Federal Funding

Federal funding is programmed for up to five years, plus “preliminary development” (PD) in the sixth and seventh year to fund design for projects scheduled to be constructed in later years. Most available funds are in preliminary development.

See **“Federal Funding Sources Supplemental”** for details on federal funding, including the amount of funds estimated to be available (not yet programmed) for each year, as well as links to federal program guidance.

While COMPASS coordinates all funding for inclusion in the Regional Transportation Improvement Program, Valley Regional Transit (VRT), as the designated Federal Transit Administration recipient, prioritizes all Federal Transit Administration funds. RTAC reviews VRT’s proposed program priorities for recommendation of COMPASS Board of Directors approval. Contact VRT’s Planning Programmer for assistance.

COMPASS Funding

COMPASS provides funding directly to COMPASS member agencies for transportation projects. These programs have much less stringent rules than federal programs and include:

- **Communities in Motion Implementation Grants** of up to \$25,000 for projects that implement the goals and vision of CIM 2040 2.0.
Projected annual available amount: \$50,000
- The **Project Development Program** which 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.
Projected annual available amount: \$75,000

Funding Policy

The COMPASS Board of Directors has provided policy and guidance information to assist COMPASS staff in programming federal and non-federal funds. See "**Funding Policies and Procedures Supplemental**" for details.



More Information

To learn more about the COMPASS application process, please contact:

- Toni Tisdale at ttisdale@compassidaho.org or 208/475-2238
- Kathy Parker at kparker@compassidaho.org or 208/475-2240
- Daniel Hernandez at dhernandez@compassidaho.org or 208/475-2237

Supplemental Information Attachments

- Application Supplemental (Sample application)
- Application Assistance Supplemental
- Ranking Supplemental
- Federal Funding Sources Supplemental
- Funding Policies and Procedures Supplemental

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Application Supplemental

FY2021-2027 COMPASS Application Guide

Phase I – Page 1

Phase II – Page 8

2021 COMPASS Funding Application Phase I

Note: If submitting prior to October 15, 2019, application must be submitted in Word format (not pdf) to ttisdale@compassidaho.org, kparker@compassidaho.org, or dhernandez@compassidaho.org.

Please answer all questions on this form, not on a separate sheet; do not change font size (use black, non-bold for responses). DO NOT EXCEED character limits for each section and note that **all character limits include spaces!** Only Phase I Applications can be submitted in Word format.

COMPASS staff will enter the application into the online portal on behalf of the applicant only if the application is received before October 15, 2019 (date online application will open). After that date, all applications must be submitted through the online portal.

Guidance language is provided below. If you are unsure how to answer a question, see the blue text below each question.

Project Title:

Provide a brief, but descriptive title that accurately reflects your project.

PRIORITY

- 1. Indicate the priority of this application compared to all of your agency's other applications submitted through COMPASS during the current grant cycle:**

This project is ranked #___ of #___ applications submitted to COMPASS during the current year.

If your agency has multiple applications, the application reviewers want to know what your local priorities are in order to respect your wishes in the final ranking (i.e., we do not want your #10 local priority to end up as the #1 project for the region).

PROJECT TYPE

2. Select all that apply:

Place an X next to all that apply.

Capital/Construction: Road/Bridge/Design/Signs, etc.	<input type="checkbox"/>
Public Transportation: Vehicles/Equipment/Maintenance/Operations	<input type="checkbox"/>
Active Transportation: Bicycle/Pedestrian	<input type="checkbox"/>
Planning: Plans/Studies/Education/Outreach	<input type="checkbox"/>
Special Groups: Youth/Seniors/Disabled/Environmental Justice (Race/Income)	<input type="checkbox"/>
Technology/Data	<input type="checkbox"/>
Project Development Program	<input type="checkbox"/>
Staff Assistance Only	<input type="checkbox"/>
Other (If Other, please describe - 140 character limit):	<input type="checkbox"/>

This question is determining the type of project you are submitting. The project may only fit into one category type but please review all of them. This information feeds into the grants database, where special groups and specialty funding may exist.

PROJECT LOCATION

3. Describe the location of the project:

Be specific and indicate if in a downtown, a major activity center, or other. **(1,000 character limit)**

Details here are important. Pretend you are explaining the location to your mother, who has visited a lot, but lives elsewhere. Remember, the application reviewer probably does not know as much about your jurisdiction as you might think!

PROJECT DESCRIPTION

4. Describe the total project in detail:

Specify which parts this funding will cover. **(3,000 character limit)**

This is the introduction to your project's story...make it count! Keep in mind that the application reviewer will likely know nothing about this project. Why is it important? Is your jurisdiction putting a lot of "skin in the game"? If not, there is probably a reason. Explain that. Will the funding be used for design and construction? Maybe you just have an idea that you need developed? Describe the project in such a way that the application reviewer will understand what the project includes and what it will accomplish.

Provide a brief project description to be used in the Paired Comparison Matrix. (200 character limit)

PURPOSE AND NEED

5. Describe why this project is important to your agency, as well as the region: (1,000 character limit)

You should have a clear purpose and need statement for your project. Why is this project important to your agency or the region? How did you figure out that it was important? What problem will the project correct? Be very clear and concise.

PROJECT FUNDING

6. Provide a total cost estimate and amount requested for the following project tasks or activities:

*No cost estimates required for Project Development Program.
Amount Requested should be the total cost estimate minus the anticipated match.
(125 character limit for each "How Cost was Determined" section)*

Task	Cost Estimate	Amount Requested	How Cost was Determined
Design (including environmental/ planning)	\$	\$	
Right-of-Way acquisition	\$	\$	
Construction/ Procurement	\$	\$	
Non-Construction projects only (studies/plans)	\$	\$	
TOTALS	\$	\$	

With this question, you should demonstrate that you have a good idea about the project cost and explain how the cost was derived. However, this is a preliminary budget. If you continue in the process for federal-aid funding, you will provide a much more detailed budget in Phase II.

If your intent is to obtain Project Development Program funds, estimate the cost of the project development, or put "0" in the cost cells and "N/A" in the cell regarding how cost was determined. Limit your characters in How Cost was Determined to 50. If your intent is to obtain federal dollars, remember to include costs for Idaho

Transportation Department/Local Highway Technical Assistance Council review time, environmental aspects, etc.

Please use the COMPASS Estimating Worksheet to help determine costs, especially if the project is expected to be funded with federal funds. The worksheet can be found online: <http://www.compassidaho.org/prodserv/resourcedev.html>.

7. Provide the amount of match that you anticipate will be available and its source:

A minimum match of 7.34% is required for most programs. No match is required for Project Development Program. Please contact COMPASS if you need match information specific to your project. (300 character limit)

This information will determine that you, as the applicant, understand local match requirements, as well as provide a chance for your agency to make your project even more competitive by providing more local funding than is required.

Provide how much local funding your agency will provide towards the project. In some cases there is a minimum requirement, but your agency can put as much local funding towards a project as it desires. Be sure to include the source, such as city general budget, Community Development Block Grant (CDBG), or other sources. Many times, another federal source is not eligible to be used as local match, but it depends. Contact COMPASS staff if you have questions.

8. Is this the first time your agency has requested funding for this project?

If not, list any other sources you have applied to for funding (or plan to apply to in the next six months) for this same project, and the outcome.

9. Indicate whether your project can be phased:

If yes, briefly explain and provide amounts. (300 character limit)

Sometimes, a project ranks very high, but there is just not enough funding to fund the project as requested. If we run into this issue, could we partially fund your project? We are trying to determine if you can accept less than what you asked for either by phasing the project or by your agency providing more local/other funding, if necessary.

PARTNERS/SUPPORT

The following four questions demonstrate the level of support you already have for the project.

10. Describe jurisdictional agencies and their role in the project: (300 character limit)

To determine agency support and how others will be involved in the project. The answer could include multiple departments within your agency as well as multiple agencies with a defined role in project development or use.

11. Describe ownership and status of right-of-way: (300 character limit)

To determine who actually owns the right-of-way. For instance, in Ada County, most sidewalks are owned by the Ada County Highway District. In Canyon County, a sidewalk or other facility may be owned by a school district, other public agency, or a private organization or citizen. If an agency submits an application that includes a facility they do not own, we want to make sure the agency, person, or organization who actually owns the facility is involved.

12. Describe all project partners: (300 character limit)

These could include non-governmental agencies...maybe a retail establishment, a church, or non-profit organization, and those providing additional match.

13. Describe the general public support generated: (300 character limit)

Has some sort of public support been generated for this project? Explain how that process occurred and what type of support was generated. Is it a group of businesses, a developer, a citizens group, etc., or general public outreach?

READINESS TO PROCEED

14. Indicate which of the following elements are required for this project by stating the PERCENT COMPLETE:

PROJECT READINESS	%
Idea/concept only	
Identified in local or regional plan	
Public/stakeholder involvement	
Formal approval by agency leaders	
Preliminary design (up to 30% of design)	
Concept report	
Environmental evaluation is approved	
Right-of-way or easements	
Final design	
Plans, Specifications, and Engineering (PS&E)	

Answer these as best as possible based on how much work has already been done on your project. For example, if you are seeking Project Development Program funds, you would put 100% in Idea/concept only and 0% in all the others unless you have completed some work in those areas. However, if you have already had a Project Development Program pre-concept report completed for your project, you would mark 100% for idea and preliminary design, and possibly other categories as well.

Maybe you have already reached out for public involvement because the project will help alleviate a public concern – determine the percentage of public involvement completed. If you have already designed the project, and now want construction dollars, you may be able to include 100% on all phases. However, make sure the design work meets federal standards, if necessary (depends on the type of funds you are seeking).

15. List the earliest year your project could start and the latest year it could start and still be beneficial: (300 character limit)

In an ideal world, when would be the best year to fund your project (design and/or construction)? And, when is the very latest that it would still make sense to fund your project? There are situations where a project no longer makes sense if it does not occur within a certain time frame. We are trying to determine if we can make your project funding work within our programs.

Keep in mind that the federal-aid programs are typically already fully programmed at least four to five years out and our local COMPASS programs are only for the upcoming fiscal year. If RTAC prioritizes your project highly, we will do what we can to fund the project in the year requested, or as close as possible. If you need help managing expectations on possible timing of your project, please contact COMPASS staff.

PLANNING DOCUMENTS

16. Indicate whether this project conforms with a local or regional plan: If yes, list the plan and the date approved. (300 character limit)

This information will provide the knowledge of how well thought-out the project is. If it is important to your jurisdiction, it should be a high priority and included in a local or regional plan. However, some projects are really too small to be specifically included by name. If this is the case, it may still be “consistent with” the goals or concepts included in a plan. Provide references to those plans. Be sure to include the approval dates.

If it is available, you might even include that this project or concept has been included in the plan for many years - include the date it was first added to the plan.

MEASURING PROJECT SUCCESS

17. Select the performance measures that apply to this project:
(These are examples only and not exhaustive.) Place an X in no more than five boxes that represent your project. More details about performance measures can be found in the [Performance Measure \(TIP Achievement\) section of the TIP \(page 10\)](#).

CATEGORY	EXAMPLES (not limited to these)	
Maintenance	<ul style="list-style-type: none"> • Overlays or chip seals • Preventive maintenance on vehicles 	
Transportation Infrastructure	<ul style="list-style-type: none"> • Bridge repair or rebuild • Bus or van replacement • Increased bus service 	
Congestion Reduction/ System Reliability	<ul style="list-style-type: none"> • Add park and ride spaces • Increase vanpool service • Increase opportunities to walk and ride bicycles 	
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> • Safety or capacity improvements to decrease congestion for freight 	
Transportation Safety	<ul style="list-style-type: none"> • Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations) 	
Environmental Sustainability	<ul style="list-style-type: none"> • Additional public transportation service • New sidewalks or pathways • Signalization improvements to improve traffic flow 	
Land Use	<ul style="list-style-type: none"> • Improve quality of living in downtown, major activity center, or infill areas 	
Housing	<ul style="list-style-type: none"> • Widen a congested road to increase access to employment opportunities 	
Community Infrastructure	<ul style="list-style-type: none"> • New sidewalks in urban areas 	
Health	<ul style="list-style-type: none"> • Add connectivity and accessibility option to parks, schools, grocery stores 	
Open Space	<ul style="list-style-type: none"> • New or improved connections or access to parks and pathway amenities or the greenbelt 	
Farmland	<ul style="list-style-type: none"> • Does not negatively impact farmland 	
Support	<ul style="list-style-type: none"> • Planning projects • Staff salary • Technology improvements • Public transportation operations 	
Other		

This section helps tie your project to the *Communities in Motion 2040 2.0* (CIM 2040 2.0) performance measures. Your project should have ties to at least one of

these categories in order to fit the intent of CIM 2040 2.0. Be sure to go to the link because more information is included than just the examples provided here. Limit your selections to the top five categories (or preferably fewer).

NOTE:

- **Attach no more than two map/sketch pages (required)**
 - Please ensure graphics make sense to someone not familiar with your project.
- **Attach no more than five one-page support letters (optional)**
- **Cover letters may not exceed one page (optional)**

Please note that if you are not submitting an application you want to be considered for the funding cycles due December 3,2 2019 or April 23, 2020, but are providing information for future COMPASS assistance only, no attachments are required at this time. However, please send what you can.

2021 COMPASS Funding Application Phase II

Project Title:

Agency Name:

1. Select whether the scope of the project is local or regional in nature:

Place an X in the box that represents your project.

Local	
Regional	

Check one or the other, depending on the nature of the project. Local is within your own jurisdiction. Regional is a project that spans multiple jurisdictions.

2. Indicate which modes of transportation your project will include or connect with:

Place an X in the boxes that represent your project.

Mode	Primary (Focus)	Secondary
Automobile		
Freight		

Bicycle		
Pedestrian		
Public transportation		
Other		

These are the modes that will be accommodated by your project. Primary and secondary options are provided in case one mode is more or less of a focus than others. You could have one to two selections for primary (for example: bicycle and pedestrian).

3. Explain how the project will support or connect with the mode(s) selected in Question #18:

Provide proximity to public transportation or other existing transportation services. (1000 character limit)

With this answer you are explaining how and to what extent multiple modal connections are made. It helps you tell the story about the modal aspect of your project. Depending on proximity to a public transportation stop, a project may be eligible for multiple funding sources. This information will also help COMPASS staff determine funding eligibility.

4. Describe how the COMPASS Complete Streets Policy is incorporated into this project: ([COMPASS Complete Streets Policy](#)) (500 character limit)

Please review the COMPASS Complete Streets Policy and explain how this project complies, in detail. If the project does not contain any aspects of the Complete Streets Policy, explain why not.

5. Explain how this project maintains or improves safety and security of the transportation system:

Provide information on crashes or incidents at this location. In addition, list all applicable Crash Modification Factors (CMF) ([Crash Modification Factor Clearinghouse](#)). (300 character limit)

You have already described your project. Focus on safety and security in this section, especially related to crashes. Be sure to note the severity of crashes and the mode(s) affected. Especially provide information related to crashes that resulted in fatalities and severe injuries. Any details you can share will provide more of the background of this project and help others understand why it is important to your jurisdiction.

Also, list any Crash Modification Factors that apply to this project. At a minimum please include the CMF ID. This information will help you determine if your project is really making the impact you believe it will, based on how the same type of improvements affected other projects.

To use the Clearinghouse: Click on the CMF link above and enter a keyword describing your project's safety measure in the search box, such as "median", then

click Search CMFs. Next, find the CMF that most closely matches your project and record the CMF ID, as well as the CMF value here. You may also choose to explain your choice of CMF or your reasoning if it shows an increase in crashes (anything with a value over 1.0). Contact Daniel Hernandez at COMPASS at 208-475-2237 or dhernandez@compassidaho.org if you need help using this site. He can walk you through the process!

6. Provide the current traffic volumes for your project area:

If available, include average daily traffic or a sample traffic count for weekday (Tuesday, Wednesday, or Thursday). Refer to the [COMPASS Traffic Count](#) web page (contains road, bicycle, and pedestrian counts) or contact COMPASS staff for assistance.

Mode	Volume/Time Period
Automobile	
Bicycle	
Pedestrian	

Please fill in the total counts and time period for each mode, as applicable. See next question for additional information.

7. Include an explanation of the method used to collect counts and the anticipated change in volume as a result of this project, if applicable: (800 character limit)

Regarding the answers in Question #22, how did you get these numbers? Examples: COMPASS reports on the website or special counts, hand count by city staff/volunteers, etc. This allows others to understand the accuracy of the counts, as well as the time period they were taken. If counts are older, explain if your staff would expect significant differences if the count were to occur today. Also elaborate on the changes your staff expects to see as a result of this project.

8. Explain how the facility is currently congested and how this project will mitigate the congestion issues, if applicable:

Include as much data as possible. (800 character limit)

This section allows you to tell the rest of the story about congestion issues. Maybe there are factors very specific to this project that the application reviewers should know. For instance, is bicycle crossing traffic very high at a certain intersection? Or is truck traffic extreme due to manufacturing or distribution facilities within a half mile? Or is it the number two most congested intersection in the state, based on traffic counts? Or maybe congestion is prevalent at a specific time of day or even season? Are there medical needs (e.g., an emergency room nearby) that could be affected by congestion? *Contact COMPASS staff if further assistance is needed.*

9. Indicate if the project is located in an Environmental Justice (EJ) Consideration or Economically Distressed (ED) Area:

Place an X in the box that represents information shown in the map.

[\(EJ/ED Info Map\)](#)

	Yes	No	Partial
EJ Minority Populations			
EJ Low Income			
Economically Distressed			

Please see the link to Environmental Justice and Economically Distressed areas map and information. Answer these questions based on the information provided on the map. Contact COMPASS staff if you need help navigating the map.

10. Provide explanation, if necessary, based on your answer to Question #25: (300 character limit)

You only need to provide details here if necessary. If you had to check the “partial” box, but the overwhelming majority was “yes,” explain that. If you have information about low income or economically distressed areas that is significantly different than what the COMPASS map shows, please explain, and be sure to source the information. If you have nothing to add, insert “N/A.”

11. If the COMPASS environmental suitability analysis identified potential environmental considerations in the project area, please explain: [\(Environmental Considerations Map\)](#) (500 character limit)

Please review the COMPASS Environmental Considerations Map and answer accordingly. The map provides very detailed information about possible environmental issues in the vicinity of your project. If you know other information, please share that as well and document the source. Please contact COMPASS staff if you need help navigating the map.

12. (Optional) Provide any other relevant information regarding this project:

Other specific information is requested based on your project type. If you cannot tell the entire story about your project within the following questions, please return here and add content needed to complete your story. You do not need to repeat anything from Phase I or elsewhere in this application. (2000 character limit)

This section provides another opportunity to expand on the story of your project. If you have nothing more to add, insert “N/A.” Or if you need even more room, continue the story in your cover letter (which is optional) and note that here. Just remember that the people ranking projects will be reading many applications! Keep the story as short as possible, while providing enough detail for someone who knows nothing of your project to understand why it is important to your jurisdiction (and the region as a whole).

Attachment Check List

Please include the following:

- **Resolution, letter, or minutes of applicant's governing body approving the submittal of this application, including a commitment to provide necessary local match, the ability to cover cost overruns, and maintenance and/or operation of the project once complete.**
- **Project Estimating Worksheet ([Link](#))**
- **ITD forms - available online ([Link](#)):**
 - **0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act (FFATA)**
 - **1150 – Project Cost Summary Sheet**
 - **2435 – Local Federal-Aid Project Request**
- **COMPASS Form FA100 – Summary of Federal Requirements ([Link](#))**
- **Maps, photos, or letters of support (only if additional to Phase I)**

The next sets of questions pertain to specific project types.

Please fill out only the section that pertains to your project!

Roadway and Bridge Maintenance...	Page 13
Alternative Transportation.....	Page 14
Planning and Special Projects.....	Page 16

Roadway and Bridge Maintenance

13. Select the functional classification of the roadway segment on the 2025 Federal Functional Classification Map:

Place an X in the box that represents your project. ([Functional Classification Map](#))

Interstate	
Proposed Interstate	
Principal Arterial	
Proposed Principal Arterial	
Minor Arterial	
Proposed Minor Arterial	
Collector	

Please check the Functional Classification Map and select the proper classification accordingly. The linked map includes official federal functional classifications as reported by ITD; however, some arterials and collectors may not appear. If you need assistance, please contact COMPASS staff.

14. Provide the life cycle cost:

Include the expected life cycle cost of your project and briefly explain the method used. **(500 character limit)**

In addition to providing the life cycle cost, explain how your agency determines life cycle cost for a roadway or bridge. Include sources and links, if appropriate.

15. List the pavement condition index and/or bridge sufficiency rating:

Provide sources used to make your determination. ([Interactive Bridge Map from the Local Highway Technical Assistance Council \[LHTAC\]](#)) **(500 character limit)**

Provide the pavement condition index and/or bridge sufficiency rating, if applicable to your project. Include the source of the information and a brief explanation for the application reviewer to understand the method.

16. Indicate whether the project is located on a freight corridor identified in CIM 2040 2.0:

Place an X in the box that represents your project. ([Freight Corridors, page 85](#))

Yes	
No	
Partial	

Please review the link to freight corridors in CIM 2040 2.0 and select whether your project is on an identified freight corridor. If only part of the project is on a freight corridor, select "partial."

17. Explain if this project includes Intelligent Transportation System (ITS) improvements or modifications: (800 character limit)

(Treasure Valley Transportation System: Operations, Management and ITS Plan)

Please review the link to the ITS plan to determine if this project is listed. Explain the priority of the project in the plan and how it will benefit the overall transportation system.

Alternative Transportation

18. Select the primary trip purposes for this project:

Place an X in the boxes that represent your project.

Nutrition/Groceries	<input type="checkbox"/>
Shopping	<input type="checkbox"/>
Health/Medical	<input type="checkbox"/>
Employment	<input type="checkbox"/>
Civic Engagement	<input type="checkbox"/>
Recreation	<input type="checkbox"/>
Education	<input type="checkbox"/>
Other: (140 character limit)	<input type="checkbox"/>

Please mark the primary trip purposes. Limit your selection(s) to those purposes that will be used most with the service or facility.

19. Indicate status of land acquisition:

Place an X in the box that represents your project.

Project does not include land purchase	<input type="checkbox"/>
Sponsor owns dedicated right-of-way for the project	<input type="checkbox"/>
Project requires land purchase	<input type="checkbox"/>
Project requires easements from individual land owners	<input type="checkbox"/>
Project requires agreements for right-of-way from a separate agency	<input type="checkbox"/>
Other: (140 character limit)	<input type="checkbox"/>

With this question, we are trying to determine where you are in the land acquisition process and what may be expected of the project, especially for time and budget. A

federal-aid project requires a right-of-way certificate. We are trying to determine the level of complexity to obtain the certificate.

20. If eligible for Transportation Alternative Program (TAP) funding, explain whether you have discussed this project with the LHTAC TAP Coordinator for suggestions about budget and timeline:

Please explain and provide dates of contact. (500 character limit)

LHTAC will manage all new local projects in the TAP program. (ITD will still manage projects located on the state system.) It is required that you receive input on your project, budget estimates, and timeline from LHTAC before you apply for a TAP-eligible project. We want to ensure the best possible information going into your project, and ensure you have budgeted enough funding and time for your project.

The LHTAC TAP Coordinator will cover the background of the project and point out possible budgetary issues or time constraints your project may encounter. The federal process is often more complicated than expected and may require additional processes, such as a cultural report, which will take extra time to complete.

Be sure to build time into your application schedule to review your project and budget with LHTAC staff!

21. PUBLIC TRANSPORTATION: Specify if the project seeks vehicle replacement and explain the strategy used to determine that a replacement is necessary (useful life, mileage, etc):

Is the project listed in Valley Regional Transit's Transit Asset Management Plan? (The plan is still in process. Contact Valley Regional Transit staff for information.) If not, is the asset listed in a local plan? Please identify the plan and page.

(255 character limit)

The intent is for all vehicle replacement projects to be vetted through a process where most needed vehicles are funded first, based on the service life of the vehicle, condition, and mileage. The Transit Asset Management Plan is posted online at www.valleyregionaltransit.org/about-us (under Resources). Please contact Valley Regional Transit at 208-258-7707 for additional information.

22. PUBLIC TRANSPORTATION: Identify aspects of this project that address customer service and mobility support:

Are there aspects of the project specific to meeting mobility goals and/or that address customer service shortfalls? (255 character limit)

Customer service is a major role for public transportation, but not always easy to explain within a project application. Please provide information regarding how the project addresses a customer service issue, if applicable. If you have nothing to add regarding customer service, please insert "N/A."

Planning and Special Projects

NOTE: The other questions that had been in this section were moved to the general section because they applied to all project categories.

23. Explain if the project is needed to meet or exceed federal requirements:

Provide an explanation to your answer, including if the project provides information or background for federally-required planning elements. Federal requirements can be found in the Code of Federal Regulations, sections 23 and 49.

(500 character limit)

This question is mainly for projects that COMPASS staff applies for to provide information/data for federally-required planning elements; however, it could apply to other agencies as well. The response should include a reference to federal code or guidance. If it does not apply to your project, please insert "N/A."

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Application Assistance Supplemental

FY2021-2027 COMPASS Application Guide

COMPASS Resource Development staff are available to assist members in seeking funding for unfunded projects that are listed in or that fall within focus areas included in the annual Resource Development Plan. Staff can assist members with applications for COMPASS and other programs, such as those managed by federal agencies, Idaho Transportation Department, the Local Highway Technical Assistance Council, and Valley Regional Transit, as well as foundations and other funding sources.

Types of assistance available upon request include:

- Finding funding sources to match projects
- Determining whether a project is eligible for a specific funding source
- Providing an outline of information needed to respond appropriately to application requirements
- Gathering statistical information to justify funding requests
- Writing all or portions of grant applications
- Reviewing a completed grant application to ensure all funder requirements are met
- Providing letters of support
- Providing other support as needed



Members are asked to notify staff whenever projects change or new project needs are identified, to ensure staff efforts match current needs.

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Ranking Supplemental

FY2021-2027 COMPASS Application Guide

COMPASS issues an annual Call for Projects seeking applications for those funding sources programmed through or managed by COMPASS. COMPASS members and other eligible entities submit Phase I and Phase II applications to get their transportation projects funded. The COMPASS Regional Transportation Advisory Committee (RTAC) is charged with ranking project applications received in response to the Calls for Projects. Highest-ranked projects are matched with each appropriate funding source until all available funds are programmed (budgeted). Federal-aid funds are programmed through the next five years (plus two years for preliminary development), while COMPASS funds are designated for projects for the following fiscal year only. RTAC, after agreeing on the final rankings and programming decisions, makes a recommendation to the COMPASS Board of Directors for final approval.

Paired Comparisons

Individual RTAC members rank each application eligible for:

1. Federal-aid funding
 - a. Surface Transportation Program – Transportation Management Area (STP-TMA for Boise Urbanized Area)
 - b. Transportation Alternatives Program – Transportation Management Area (TAP-TMA for Boise Urbanized Area)
 - c. Surface Transportation Program – Urban (STP-U for Nampa Urbanized Area)
2. COMPASS funds
 - a. *Communities in Motion* Implementation Grants
 - b. Project Development Program

Applications are ranked using the paired comparison method, which is completed online by individual RTAC members at their convenience.

The paired comparison process compares each project with each other project. When deciding which of the two projects is “better,” RTAC members compare them based on predetermined selection criteria for each funding program, such as how the project helps achieve performance measure targets and how it meets the goals and vision of *Communities in Motion 2040 2.0*, the region’s long-range transportation plan.

A.	<u>3</u>	A/B	A/C	A/D	A/E	A/F
B.	<u>4</u>	B/C	B/D	B/E	B/F	
C.	<u>2</u>	C/D	C/E	C/F		
D.	<u>5</u>	D/E	D/F			
E.	<u>0</u>	E/F				
F.	<u>1</u>					

Each application’s rank is determined by the sum of the number of times it was selected over the projects it was compared against. A sample of paired comparison selections is shown above.

The following demonstrates the results of the initial comparisons and ranking of an individual RTAC member based on the example above; the “number of times selected” refers to the total number of times a project was chosen (circled) over another project.

Project Reference	No. of Times Selected	Rank
D.	5	1
B.	4	2
A.	3	3
C.	2	4
F.	1	5
E.	0	6

Once the deadline has passed for completing the paired comparisons, responses are compiled and projects are ranked based on the results. Information collected and compiled will resemble the following table, assuming six RTAC members provided comparisons (the number of RTAC members scheduled to complete the comparisons is normally closer to 35). **Red numbers** below represent the number of times each RTAC member selected that project over another project during the paired comparison process. Projects are ranked in order based on the total number of times they were selected over other projects, as demonstrated below.

Rank	Total # of Times Selected	Project Reference	RTAC Member #1	RTAC Member #2	RTAC Member #3	RTAC Member #4	RTAC Member #5	RTAC Member #6
1	20	B.	4	0	6	1	5	4
2	19	D.	5	0	3	2	5	4
3	16	A.	3	6	2	0	1	4
4	15	C.	2	3	1	5	1	3
5	12	F.	1	5	1	5	0	0
6	8	E.	0	1	2	2	3	0

Once projects are ranked, COMPASS presents the initial ranking results to RTAC for review and discussion and to break any ties. Final ranking recommendations are made to the COMPASS Board of Directors after the results are discussed and agreed upon. A similar discussion and consensus occurs prior to RTAC providing a recommendation to the COMPASS Board of Directors for programming of funding.

Paired Comparison Grouping

The number of comparisons grows exponentially as more applications are added to the list. Therefore, COMPASS staff divides the comparisons into groups by funding source to ease the efforts of RTAC members. If a project is eligible for multiple funding sources, that project is included in each applicable group. This process results in multiple sets of rankings, one for each funding source.

Paired Comparison Tools

COMPASS staff provides RTAC with a summary sheet (matrix) that provides an “at-a-glance” view of information included in each funding application to assist in the paired comparison process. Links to the full applications are also provided to ensure all the information needed to make informed decisions is readily available.

The online tool currently used to collect paired comparison selections is SurveyMonkey. RTAC members are given a window of one to two weeks to complete their comparisons before the online opportunity closes. No comparison selections are accepted in any other form than through the online process using SurveyMonkey. However, if an agency has multiple votes at RTAC (based on the population of their jurisdiction), an RTAC member from the agency may request that the one vote submitted be duplicated for the remaining votes the agency is allowed.

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Federal Funding Sources Supplemental

FY2021-2027 COMPASS Application Guide

COMPASS manages three federal funding programs:

- **STP-TMA:** Surface Transportation Program - Transportation Management Area (Boise Urbanized Area)
- **TAP-TMA:** Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- **STP-Urban:** Surface Transportation Program – Urban (Nampa Urbanized Area)

Following are the estimated amounts anticipated to be available per year and per funding category (see the “**Funding Policy Supplemental**”) for these programs in the FY2021-2027 application cycle:

These *estimates* of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding funding:

Program	FY2021	FY2022	FY2023	FY2024	FY2025	PD¹
STP-TMA² Roadway Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
STP-TMA³ Alternative Transportation Maintenance	\$31,000	\$31,000	\$31,000	\$0	\$0	\$1,449,000
STP-TMA³ Studies/Special Projects	\$0	\$0	\$0	\$42,000	\$49,000	\$290,000
TAP-TMA	\$9,000	\$10,000	\$9,000	\$13,000	\$443,000	\$211,000
STP-U^{3,4} Roadway Maintenance	\$0	\$0	\$0	\$0	\$0	\$1,343,000
STP-U^{3,4} Alternative Transportation Maintenance	\$0	\$0	\$0	\$0	\$0	\$246,000
STP-U^{3,4} Studies/Special Projects	\$0	\$0	\$0	\$0	\$0	\$49,000

¹PD=Preliminary Development (funds may be spent on project design, but construction is planned beyond FY2025)

²STP-TMA - Roadway Maintenance is provided to the Ada County Highway District as the only roadway jurisdiction in the Boise Urbanized Area. Funds are programmed for roadway maintenance per policy. (See “**Funding Policies and Procedures Supplemental**”)

³ See “**Funding Policies and Procedures Supplemental**”

⁴Assumes projects currently scheduled in preliminary development (PD) are able to advance to a funded year. These funds are shared by small urban areas statewide with no specific allocation to an individual area. Design will be scheduled for new projects as early as funds

are available, but construction will remain in PD until the concept report is approved and funds are available in a program year. Funds are extremely limited.

The COMPASS planning area includes all of Ada and Canyon Counties, including rural and urbanized areas. See the COMPASS MPO (Metropolitan Planning Organization) Planning Area Map (attached) for locations of the urbanized areas.

Links to Federal Guidance

[Surface Transportation Program](#)¹ (known as Surface Transportation Block Group Program, or STBGP, in federal documents)

[Transportation Alternatives Program](#)² (known as Surface Transportation Block Group Set Aside or Transportation Alternatives, in federal documents)

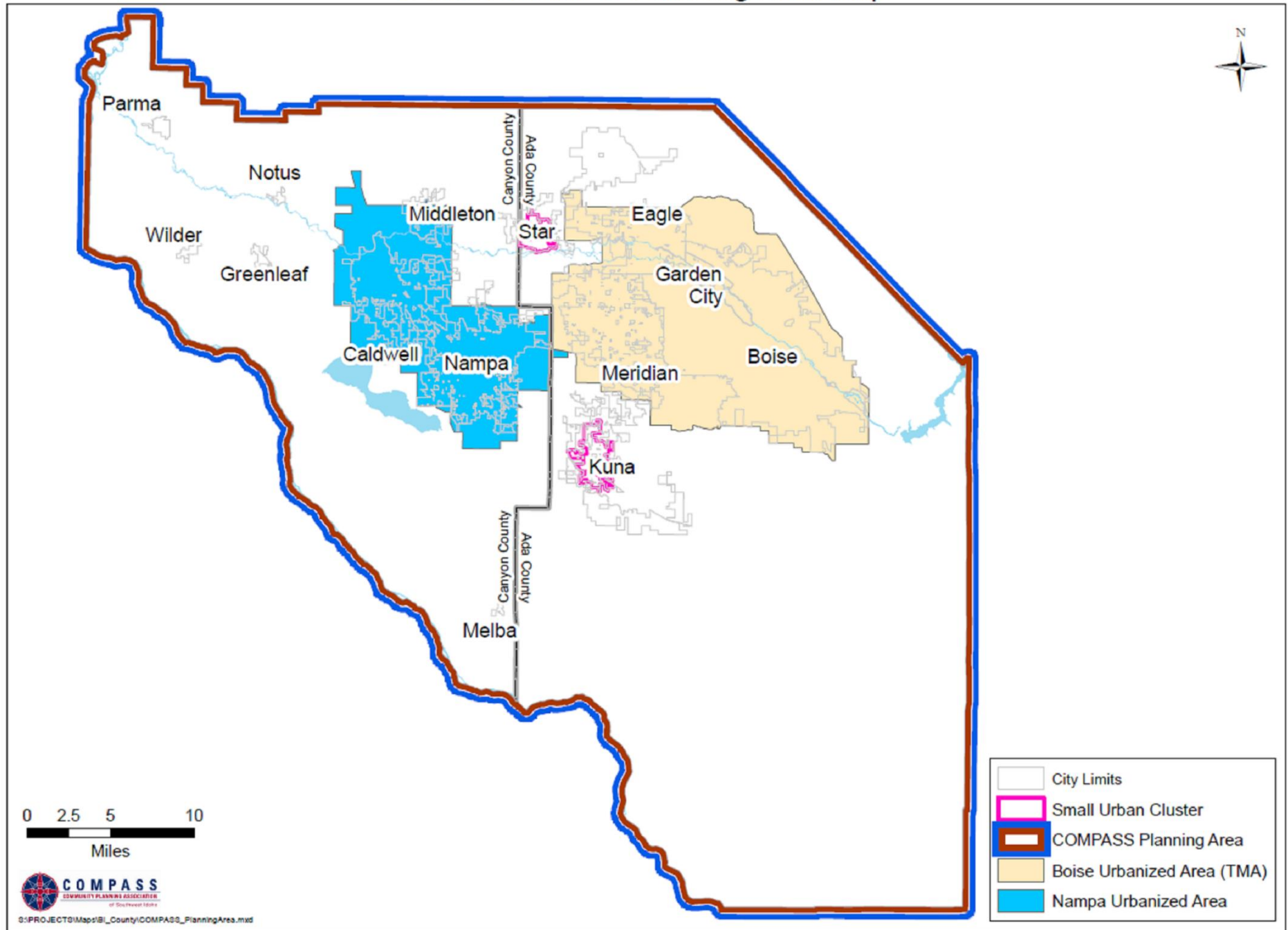
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¹ STP Federal Guidance - <https://www.fhwa.dot.gov/specialfunding/stp/>

² TAP Federal Guidance -

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

COMPASS MPO Planning Area Map



Funding Policy and Procedures Supplemental

FY2021-2027 COMPASS Application Guide

Several policies affect how funding is allocated once applications are ranked. These policies should be considered as an agency is developing their applications.

Federal-Aid Funding Policy

On October 23, 2017, the COMPASS Board approved an updated funding policy for *Communities in Motion 2040 2.0*:

Use federal funds to maintain the existing transportation system and to strategically address regional priorities as identified in the regional long-range transportation plan.

The policy went into effect when *Communities in Motion 2040 2.0* was adopted, on December 17, 2018.

The Surface Transportation Program (STP) funding policy was originally adopted by the COMPASS Board of Directors in July 2014 as part of *Communities in Motion 2040*, the long-range transportation plan. This policy directs funding in the Boise and Nampa Urbanized Areas¹ (see map in the "**Federal Funding Sources Supplemental**") to be programmed (budgeted) as follows:

Specific "off-the-top" funds for each urbanized area:

- \$220,000 for Ada County Highway District's (ACHD's) Commuteride program in the Boise Urbanized Area and \$55,000 in the Nampa Urbanized Area
- \$232,000 for COMPASS planning in the Boise Urbanized Area and \$99,000 in the Nampa Urbanized Area

Percentage splits of remaining funding:

- 82% for roadway maintenance projects (also includes bridges and intelligent transportation systems)
- 15% for public or alternative (non-motorized alternatives such as bicycle and pedestrian) transportation maintenance projects
- Up to 3% for planning or special projects

The funding split will be calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and still remain consistent with the policy. An illustration of these percentage splits using the approximate amount of local STP funding available, based on FY2020 funding levels, is provided below (amounts include required local match):

¹ STP-Rural funding is managed by the Local Highway Technical Assistance Council, and must follow their funding policies.

	Approximate Funds per Year	Commuteride and COMPASS	Roadway Maintenance (82%)	Public or Alternative Transportation Maintenance (15%)	Studies/ Special Projects (3%)
Boise Urbanized Area	\$10,949,000	\$220,000 \$232,000	\$8,608,000	\$1,575,000	\$315,000
Nampa Urbanized Area	\$1,896,000	\$55,000 \$99,000	\$1,428,000	\$261,000	\$52,000

Programs are often fully programmed for the next five years, so new projects are placed in Preliminary Development.

Maintenance for roadways includes preservation and restoration work that does not widen the road with more traffic lanes.

In the Boise Urbanized Area, roadway maintenance funds are set aside for ACHD’s maintenance program. In the Nampa Urbanized Area, the roadway maintenance funds are distributed on a five-year rolling average among five highway agencies – Canyon Highway District No. 4, City of Caldwell, City of Nampa, City of Middleton, and Nampa Highway District No. 1 – based on needs cooperatively agreed upon by these agencies.

Maintenance for public/alternative transportation includes repairing and replacing existing vehicles, equipment, or facilities needed to operate the existing system.

Safe Routes to Schools coordination is a top priority for the area. The Transportation Alternatives Program (TAP) specifically includes funding for this coordination. The COMPASS Board of Directors allocates TAP funds in the Boise Urbanized Area and determines TAP priorities for the Nampa Urbanized Area, but TAP funds are not allocated through this policy. Additional resources for Safe Routes to Schools can be applied for through the STP’s Special Projects category.

Bike lanes and sidewalks could be included as projects under the roadway, public/alternative transportation, and/or studies/special projects categories, depending on the nature of the project.

Deadline for Obligation of Federal Funds

The deadline for obligation of funding (any phase) is March 1 of the fiscal year for federal funding. A project is considered “obligated” when all necessary paperwork, payments, and/or agreements are reviewed, signed, and approved by the federal agency.

On August 17, 2015, the COMPASS Board of Directors approved the deadline of March 1 for obligations of projects in programs managed by COMPASS:

- Surface Transportation Program - Transportation Management Area (Boise Urbanized Area)

- Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- Surface Transportation Program – Urban (Nampa Urbanized Area)

The Idaho Transportation Department (ITD) “sweeps” unobligated funds in Federal Highway Administration (FHWA) programs near the end of the fiscal year and reprograms those funds to other projects to ensure the state does not lose federal funding.

If a project is unable to be fully obligated by the March 1 deadline, the project sponsor may apply for an extension from the COMPASS Board of Directors. However, there is no guarantee that an extension will be granted.

In addition to the COMPASS obligation deadline of March 1, the following deadlines were established by ITD. These dates apply to all projects, even if granted an extension to the COMPASS March 1 deadline.

- July 1: Deadline for design and right-of-way funds
 - Design:
 - State/local agreement for design
 - Check for required/agreed local match
 - Right-of-way/land acquisition:
 - Design
 - Environmental approval
 - Right-of-way plans
- August 1: Deadline for construction and utility funds
 - Plans, specifications, and engineer’s estimate package
 - State/local agreement for construction
 - Check for required/agreed local match

Formal Policies

The COMPASS Board of Directors adopted several policies to guide COMPASS staff and the Regional Transportation Advisory Committee in project selection and program balancing recommendations. These policies are available online:

- Balancing Surface Transportation Program (STP) and Transportation Alternative Program (TAP) Funds
 - Approved February 25, 2019
 - <http://www.compassidaho.org/documents/prodserv/trans/FY19/BalancingPolicy190225.pdf>
- COMPASS Regional Transportation Improvement Program (TIP) Amendments
 - Approved February 25, 2019
 - <http://www.compassidaho.org/documents/prodserv/trans/FY19/TIPAmendPolicy190225.pdf>
- Transportation Management Area (TMA) Funding Eligibility Policy
 - Approved February 25, 2019
 - <http://www.compassidaho.org/documents/prodserv/trans/FY19/TMAFundingEligibilityPolicy190225.pdf>

- Transportation Alternatives Program – Transportation Management Area (TAP-TMA) Program Eligibility
 - Approved February 25, 2019
 - <http://www.compassidaho.org/documents/prodserv/trans/FY19/TAP-TMApolicy190225.pdf>

Internal Procedures

The COMPASS Executive Director approved procedures to provide clarity and guidance to COMPASS staff and member agency staff regarding day-to-day processes. These procedures are available online: (Note that some procedures are being updated – information will be updated as they are approved)

- COMPASS Procedure for TIP Amendments/Modifications
 - Approved November 27, 2017 (update in process)
 - <http://www.compassidaho.org/documents/prodserv/trans/FY18/TIPAmendProcess.pdf>
 - Online form to request changes: (update in process)
<https://www.surveymonkey.com/r/TIPAmend>
- COMPASS Procedure for Resource Development Plan
 - Approved March 12, 2018
 - <http://www.compassidaho.org/documents/prodserv/trans/FY18/RDPPProcedure.pdf>
- COMPASS Procedure for Project Development Program
 - Approved March 12, 2018
 - <http://www.compassidaho.org/documents/prodserv/trans/FY18/PDPPProcedure.pdf>
- COMPASS Procedure for *Communities in Motion* Implementation Grant Program
 - Approved March 12, 2018
 - <http://www.compassidaho.org/documents/prodserv/trans/FY18/CIMIPProcedure.pdf>

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COMPASS BOARD AGENDA ITEM IV-F

Date: June 17, 2019

Topic: Critical Freight Corridors

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of requested changes to critical rural and urban freight corridors to be submitted to the Idaho Transportation Department for consideration. Following the COMPASS Board of Directors approval, COMPASS will send a letter to the Idaho Transportation Department to formally request these changes.

Summary:

FAST Act formula funding under the National Highway Freight Program can be used on projects or programs that are located on or improve freight movement on specific routes designated as critical freight corridors. Idaho can designate up to 150 miles of roads as critical rural freight corridors and up to 75 miles of roads as critical urban freight corridors. In 2016, COMPASS, with the Freight Advisory Workgroup's input, requested the Ada and Canyon County critical urban freight corridors designated in the [2017 Idaho Transportation Department Statewide Freight Strategic Plan](#). COMPASS requested no critical rural freight corridors at that time.

The COMPASS Freight Advisory Workgroup, at its May 7, 2019, meeting, finalized requested changes to the critical rural and critical urban freight corridors in Ada and Canyon Counties as described below and shown in the attached map. At its May 22, 2019, meeting, the Regional Transportation Advisory Committee (RTAC) recommended them for the COMPASS Board's approval.

The Idaho Transportation Department has allocated freight funds for the reconstruction of three intersections on Peckham Road at Travis Road, Allendale Road, and Van Slyke Road between the Cities of Wilder and Greenleaf in Canyon County for project year 2022, and COMPASS is requesting a corresponding segment of Peckham Road to be designated as a critical rural freight corridor.

Requested Addition to Critical Rural Freight Corridors

Route	Starting Point	End Point	Miles	FAST Act Criteria Met
Peckham Road, Canyon County	US-95	Van Slyke Road	3.0	Connects to US-95. Supports agricultural facilities in western Canyon County.

COMPASS is also requesting two additions to the critical urban freight corridors for freight-related project needs.

Requested Additions to Critical Urban Freight Corridors

Route	Starting Point	End Point	Miles	Urbanized Area	FAST Act Criteria Met
Northside Blvd (Nampa)	Birch Lane	Ustick Road	1.5	Nampa	Major freight generator supporting Pepsi Bottling and the Amalgamated Sugar processing plant.

7 th Ave/Yale St	12 th Ave S	2 nd Street South	1.01	Nampa	Business I-84, Union Pacific yard. Connects to Northside Blvd/I-84.
Total			2.51		

COMPASS is requesting removal of four segments from the critical urban freight corridors to reflect changes in project needs and to accommodate the additional miles requested above.

Requested Removals from Critical Urban Freight Corridors

Route	Starting Point	End Point	Miles	Urbanized Area
Centennial Way	Centennial Way north of railroad	I-84	-0.29	Nampa
Chinden/US20/26	Eagle Road (MP 42.09)	Five Mile Road (MP 40.23)	-1.86	Boise
Robinson Road	Airport Road (MP 3.3)	Franklin Road (4.5)	-1.21	Nampa
11 th Avenue (Nampa)	3 rd Street South	1 st Street North	-0.31	Nampa
Total			-3.67	

Implication (policy and/or financial):

Freight-related projects on corridor segments designated as critical freight corridors in the statewide freight strategic plan are eligible for federal freight funding.

More Information:

- 1) Attachment: Map of critical freight corridors
- 2) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org

Critical Freight Corridors

Requested Changes for Ada and Canyon Counties

June 17, 2019



Requested Changes

-  Critical Rural Freight Corridors - Add
-  Critical Urban Freight Corridors - Add
-  Critical Urban Freight Corridors - Remove
-  Critical Urban Freight Corridors - No Change

COMPASS BOARD AGENDA ITEM VI-C

Date: June 17, 2019

Topic: End-of-Year Program and Redistribution Priorities

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of End-of-Year Program and redistribution priorities, provided in Attachment 1, as recommended by the Regional Transportation Advisory Committee (RTAC) on May 22, 2019.

Background/Summary:

Federal highway funding not obligated within its program year must be returned to the Federal Highway Administration at the end of the fiscal year. The Idaho Transportation Department (ITD) develops an End-of-Year Program to ensure obligation of all available funds within programs statewide. Redistribution of unobligated funds from other states is also included in the End-of-Year Program. ITD divides available funding from redistribution based on Idaho Transportation Board Policy 4028:

- 12.6% of available funding provided to local agencies
 - Urban entities receive one-half of the local funding (6.3% of the total)
 - Large Urban areas (the Boise Urbanized Area) receive one-half of the urban funds (3.15% of the total)
 - Small Urban areas (including the Nampa Urbanized Area) receive one-half of the urban funds (3.15% of the total)
 - Rural entities receive one-half of the local funding (6.3% of the total)

Metropolitan planning organizations submit local prioritized needs to ITD for inclusion in the End-of-Year Program, as funding becomes available. COMPASS staff keeps an ongoing list of needs and budgets additional funding as cost savings on other projects are realized. Any remaining needs are added to the End-of-Year Program priority list. Analyses of projects on the needs list are provided in Attachment 2. The sponsor requests are provided in Attachment 3.

Projects receiving funding through the End-of-Year Program and redistribution must be in the Transportation Improvement Program and ready to obligate funds immediately.

Obligation Authority (OA) Limitation:

Another aspect of the End-of-Year Program is consideration of the OA limitation. Congress passes an appropriations bill for a full fiscal year of funding; however, our budget process starts months prior to the bill being passed. COMPASS and ITD staff budget funds based on an estimated total carried forward from the prior year's appropriations, consistent with the authorization bill. We budget up to 100% of the estimated amount. It is normal for the US Department of Transportation to limit OA near year-end, typically to 94% to 97% of our original estimates. In a typical year, the difference in estimates and the OA limitation is made up, in whole or in part, through redistribution. This year, the OA limitation is at 89.53%, which created the need to determine more timely action to cover the shortfall. RTAC approved actions to balance the TMA programs, funding many critical needs using funds from projects that are closing or being removed, at their May 22, 2019, meeting. Some of these actions were processed via administrative modification; other

actions are included in a TIP amendment you will be asked to approve today in a separate action item.

Priorities:

Staff recommendations for priorities for balancing and the End-of-Year Program are based on the Balancing Policy for Surface Transportation (STP) and Transportation Alternative (TAP) Program funds, approved by the COMPASS Board on February 25, 2019, available on the COMPASS website: <http://www.compassidaho.org/prodserv/transimprovement.htm#TIPAmendPol>.

COMPASS staff will present needs in the Nampa Urbanized Area to the Urban Balancing Committee on June 27, 2019, for additional prioritization within the Surface Transportation Program - Urban statewide.

Next Steps:

- June 27, 2019 – Urban Balancing Committee determines priorities for small urban areas
- August 21-22, 2019 – Idaho Transportation Board approves priorities statewide
- Mid-September 2019 – ITD staff will notify COMPASS of available funds and actions taken

Implication (policy and/or financial):

Approval of End-of-Year and redistribution priorities by the COMPASS Board of Directors make these projects eligible for obligation of funds, if funding becomes available. COMPASS policy allows all actions related to approved priorities to occur via administrative modification, which would occur in September 2019.

More Information:

- 1) Attachment 1: COMPASS Draft FY2019 End-of-Year Program and redistribution priorities
- 2) Attachment 2: End-of-Year Needs Lists and Project Analyses
- 3) Attachment 3: Sponsor requests
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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Priority	Key Number	Project	Sponsor	Current Program	Phase/ Amount Needed	Comments
Overall						
1	Increase all program obligation authority to 100% of allocation. (STP-TMA \$1,100,103; STP-Urban- \$913,000; TAP-TMA - \$50,000)					
Boise Urbanized Area (TMA)						
1	13903	Capital Maintenance, Phase 1, Boise Area – FY2019	ACHD	STP-TMA	CN/Unknown	Will include need if bids are over the programmed amount.
2	20003	Capital Maintenance, Phase 2, Boise Area – FY2019	ACHD	STP-TMA	CN/Unknown	Will include need if bids are over the programmed amount.
4	19571	Planning, <i>Communities in Motion</i> Update, COMPASS	COMPASS	STP-TMA	PC/\$454,307	Cost increase to cover scope of work for overall project. Any amount available will benefit the project, as work will be spread from FY2019 through FY2022.
Nampa Urbanized Area (Urban)						
1	13486	Colorado and Holly, Signal and Pedestrian Improvements, Nampa	Nampa	STP-U Local	CE/\$4,500 CC/\$137,100 CL/\$36,560 CN/\$914,000	Request to advance construction. Design is complete. City committed to \$105,000 in local funds for design and utilities. Includes \$40,886 increase for LHTAC oversight and inspection estimates.
2	22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell	Canyon Highway District	STP-U	PE/PL\$13,000 PC/\$3,000	Additional funds needed for LHTAC oversight and to bring cost of design to 15% of construction. Remainder of design was funded with STP-U "one-time" funding and advanced from FY2022 to FY2019.

Acronym Key:

- ACHD = Ada County Highway District
- B = Business (I-84B)
- CC = Construction Contractor (contractor for inspection)
- CE = Construction Engineering (construction oversight by Idaho Transportation Department)
- CL = Construction Engineering (LHTAC oversight)
- CN = Construction
- COMPASS = Community Planning Association
- FY = Fiscal Year
- I = Interstate
- LHTAC = Local Highway Technical Assistance Council
- PE = Preliminary Engineering (ITD's design review)
- PC = Preliminary Engineering Consultant (consultant services for design)
- PL = Preliminary Engineering (LHTAC oversight)
- SH = State Highway
- STP-TMA = Surface Transportation Program – Transportation Management Area (Boise Urbanized Area)
- STP-U = Surface Transportation Program – Urban (Nampa Urbanized Area)

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Background/Summary:

The needs list was created to enable RTAC to have current needs for funded projects available for discussion at all times, especially when funding becomes available through cost savings, closing projects, additional funding through new appropriations, or the End-of-Year Program. Projects must be included in the TIP. If programmed, the project must be ready for obligation of the requested funds within a short time frame. An explanation is necessary if the request changes the scope of the project and may require a separate process.

Total STP-TMA funding available prior to adding needs: \$0
 Total STP-TMA "One-time" funds (limited in use) available prior to adding needs: \$268,000
 Total TAP-TMA funding available prior to adding needs: \$0

Current Funding Requests (as of 5/22/19):

KN	Project	Request	Fund Source	Original Total – Year Added	Current Total Including Request	Life Time % Change *** Change from Current	% Change from Current Total	Staff Comment
19571	Planning, <i>Communities in Motion</i> Update, COMPASS	Increase direct dollars by \$454,307 to cover the scope of work for the long-range transportation plan update. <i>Requested May 8, 2019.</i>	STP-TMA	\$262,000 2015	\$716,307	173.4% *** 173.4%	173.4%	Request could be fully funded or split out, as contracts are planned FY2019 - FY2022. (minimum useful amount: \$42,507)

Future Funding Requests:

ACHD requests to convert maintenance project funded with local funds to federal-aid, if funds become available.

Valley Regional Transit will request additional funding to cover future year revenue shortfalls once the analysis of the effects of the shortfall are fully analyzed.

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Urban Needs List and Project Analysis

Background/Summary:

The needs list was created to enable staff to have current needs for funded projects available for discussion at all times, especially when funding becomes available through cost savings, closing projects, additional funding through new appropriations, or the End-of-Year Program. Projects must be included in the TIP. If programmed in the current year, the project must be ready for obligation of the requested funds within a short time frame. An official letter is necessary if the request changes the scope of the project or increases the federal-aid portion of the project, and may require separate processes.

Current Funding Requests (as of 5/22/19):

KN	Project	Request	Fund Sources	Original Total – Year Added	Current Total – (Including Request)	Life Time % Change *** Change from Current	Current % Change -STP-U only	Staff Comment
13486	Colorado and Holly Signal and Pedestrian Improvements, Nampa	Project has submitted PS&E package and needs additional \$40,886 based on final engineer's estimate. Construction is currently scheduled in FY2020. Project could advance if funds become available. (\$4,500 in CE, \$137,100 in CC, \$36,560 in CL, and \$914,000 in CN) (official request received) <i>Requested July 2015, updated May 2017 and March 2018.</i>	STP-U and Local	\$640,000 2012	\$1,372,386	103.32% 6.68%	3.33%	PS&E Ready Advance CE/CN. City paying \$105,000 in local funds for design and utilities.
22016	Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell	Requested to increase of \$16,000 for LHTAC oversight. <i>Requested May 20, 2019.</i>	STP-U	\$1,279,000 2019	\$1,295,000	1.25% 1.25%	1.25%	
13487	Middleton Road and Ustick Road Roundabout, Caldwell	Request to increase ROW by \$236,000 in FY2020 . Request includes increase to construction by \$1,342,911 in FY2021 (CN by \$1,162,911 and CE/CL by \$180,000). <i>Requested October 30, 2018.</i>	STP-U	\$950,000 2012	\$2,934,911	208.94% 116.44%	116.44%	FY2020 requests for the TIP Update.

KN	Project	Request	Fund Sources	Original Total – Year Added	Current Total – (Including Request)	Life Time % Change *** Change from Current	Current % Change -STP-U only	Staff Comment
13492	Linder Road and Deer Flat Road, Intersection	Request to increase overall \$552,750 in FY2020 (Increase CN \$526,000, and CC \$27,250. Decrease CE \$500) to match current cost estimate in FY2020. <i>Requested July 2018 and February 25, 2019.</i>	STP-U	\$1,936,000 2012	\$4,641,000	139.72% 2.84%	2.84%	FY2020 requests for the TIP Update. (percentages only for FY2019)

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May 8, 2019

Matt Stoll
Executive Director

Re: Direct Dollars for the Communities in Motion Update

Dear Matt,

COMPASS staff requests additional federal funding for *Communities in Motion* update (key # 19571) due by December 2022. The current FY2019-2023 regional transportation improvement program includes \$262,000 programmed for the long-range plan for FY2019-2022. The federal share is \$243,000.

The draft budget of direct dollars for the long-range plan update indicates a **need of additional \$454,307** to cover the funding shortfall for the development of the plan.

The additional request could be fully funded as early as FY2019, but could be split out by year as shown below (amounts shown as total need, including federal and local portions):

Year	Currently Programmed	Current Need	Difference
FY2019	\$ 50,000	\$ 92,507	-\$ 42,507
FY2020	\$ 87,000	\$201,800	-\$114,800
FY2021	\$ 53,000	\$377,800	-\$324,800
FY2022	\$ 72,000	\$ 44,200	\$ 27,800
Total	\$262,000	\$716,307	-\$454,307

Sincerely,

Liisa Itkonen
Principal Planner

Approved to pursue
Matt Stoll
5/8/2019

DEBBIE KLING
MAYOR



CITY HALL
411 3RD ST. SOUTH
NAMPA, ID 83651
(208) 468-5401
FAX: (208) 465-2227

OFFICE OF THE MAYOR

March 23, 2018

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

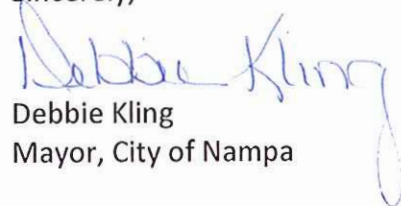
RE: KN13486 Request to Increase Federal Aid

Matt,

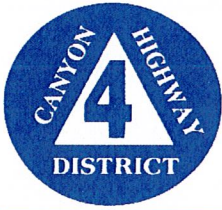
The City of Nampa completed PS&E for this project in 2016. At the time, it was programmed in PD at \$729,000 in the TIP. Nampa paid 100% of design costs and is committed to pay all utilities (estimated at \$60,000). Programmed funds come from local and STP-U funds.

The final cost estimate in the PS&E package added nearly \$200,000 to the estimated construction cost. Additional funds are still needed for CE (\$61,000) and CC (\$46,000). The City of Nampa would like to have you explore adding an additional \$307,000 to the project via the Urban Balancing process, if you are able. This amount includes both STP-U funds and Nampa's local match.

Sincerely,


Debbie Kling
Mayor, City of Nampa

NAMPA *Proud*



May 20, 2019

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

**RE: KN22016 Midway Rd- SH 55 to I-84B Pavement Rehabilitation Project
PL Funding Increase**

Canyon Highway District No. 4 is requesting additional funds for KN22016 Midway Road Rehabilitation to cover LHTAC oversight funds for project design (PL funds estimated at 4% of project construction cost) that were not included in the original project application, and to cover increased PC design costs due to construction cost inflation estimates. A summary of current and projected project design costs is provided below:

KN22016 Midway Rd Rehabilitation

	Phase	Original	Current Need	Difference
PE (ITD)	PE	\$ 26,000	\$ 4,366	\$ 21,634
PE (Consultant)	PC	\$129,000	\$130,968	(\$ 1,968)
PE (LHTAC)	PL	\$ 0	\$ 34,925	(\$ 34,925)
Total				(\$ 15,259)

CHD4 is requesting an additional \$15,259 for design funds to cover the shortfall identified above due to the projected LHTAC oversight funds for design (PL funds). CHD4 recognizes that additional local match funds may be required with this request.

Thank you for your consideration, and please feel free to contact me with any questions on this matter.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Chris Hopper'.

Chris Hopper, P.E.
Assistant District Engineer
Canyon Highway District No. 4

COMPASS BOARD AGENDA ITEM VI-D

Date: June 17, 2019

Topic: Work Plan for the *Communities in Motion* Update

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of the work plan for the next update of the regional long-range transportation plan for Ada and Canyon Counties, *Communities in Motion 2050*, as recommended by the Regional Transportation Advisory Committee (RTAC) at its May 22, 2019, meeting.

Summary:

The regional long-range transportation plan, *Communities in Motion* (CIM), is due to be updated by December 2022. Per federal requirements, the CIM update must look at least 20-years into the future; the proposed horizon year for the plan update is 2050.

COMPASS staff developed the draft work plan based on discussions with RTAC. The draft work plan and schedule were reviewed by the COMPASS Board of Directors at its April 15, 2019, meeting, RTAC at its April 24, 2019, meeting, and revised based on the feedback. At its May 22, 2019, meeting, RTAC included additional detail and direction for some tasks and deliverables and, with those additions, recommended the work plan and schedule for the Board's approval.

The work plan and budget (Attachment 1) and schedule (Attachment 2) are shown as recommended by RTAC. The plan will be based on an updated growth forecast for the horizon year 2050 and updated financial information. The future transportation needs and options will be refined by evaluating robust transportation scenarios that include all modes. The focus areas for the CIM update include a clear integration among the transportation modes in the regional transportation system, a detailed look at the transportation/land use nexus, and the use of the congestion management process and congestion reduction measures to address regional needs. Other key topics include an analysis of long-term public transportation funding needs to support a significant mode shift and the consequences of significant unfunded long-term regional transportation needs.

COMPASS staff will work with RTAC and COMPASS workgroups to develop the CIM update. In addition, stakeholders with expertise in specific issues, such as business, economic development, schools, and more, will be engaged at various stages throughout the planning process. The work plan also includes four public involvement opportunities – three that will inform the planning process and one requesting feedback on the draft plan.

Implication (policy and/or financial):

In order to continue receiving federal transportation funding for state and local projects, the next CIM update must be adopted by the COMPASS Board by December 2022.

More Information:

- 1) Attachment 1: CIM 2050 Work Plan and Budget
- 2) Attachment 2: CIM 2050 Task Gantt Chart
- 3) For detailed information contact Liisa Itkonen at 208/475-2241 or litkonen@compassidaho.org

Work Plan for Regional Long-Range Transportation Plan *Communities in Motion 2050 (CIM 2050)*

Purpose

COMPASS will develop an integrated, long-range (20+ year) regional transportation plan to:

- Plan for horizon year 2050
- Envision what forecasted growth would look like considering regional values and trends
- Include a detailed look at the transportation/land use nexus
- Plan a regional transportation system that meets the future needs with a clear integration among the transportation modes
- Use the congestion management process and congestion reduction measures to address regional needs
- Analyze long-term public transportation funding needs to support a significant mode shift
- Better coordinate investments
- Position the region to compete for federal funding
- Analyze consequences of significant long-term unfunded needs for the region
- Meet federal requirements for a long-range transportation plan

The FAST Act (2015) states metropolitan planning shall consider projects and strategies that will:

1. support economic vitality, especially by enabling global competitiveness, productivity, and efficiency;
2. increase the safety of the transportation system for motorized and non-motorized users;
3. increase the security of the transportation system for motorized and non-motorized users;
4. increase the accessibility and mobility of people and freight;
5. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. promote efficient system management and operation;
8. emphasize the preservation of the existing transportation system;
9. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. enhance travel and tourism.

CIM 2050 Work Plan

Project Management/Implementation

- 0.1 Program management (work plan, schedule, budget)
- 0.2 Monitor changes (legislative, funding, etc.); revise work plan as needed

Public Involvement

1. **Participation**
 - 1.1 Develop Public Participation Plan (FR)
 - 1.2 Implement participation plan (FR)

Deliverables:

- Participation plan

Explore

2. **Demographic forecast**
 - 2.1 Develop population and employment forecast for a horizon year of 2050 (FR)
 - o Conduct environmental justice review
 - 2.2 Base forecasts on comprehensive plans, reconciled growth allocations by TAZs, demographic areas, and city areas of impact (fr)
 - 2.3 Develop a "build-out" scenario as a bookend

Deliverables:

- 2050 growth forecast
- Regional “build-out” growth scenario

Direct Dollars:

- Data for demographic forecast \$ 500

3. Regional trends and values

- 3.1 Quantify public and private dollars spent on transportation
- 3.2 Engage the public to help identify changes that may affect future transportation needs (public involvement #1)

Deliverables:

- Regional trends and values

Direct Dollars:

- Survey software and tablets, outreach, graphics, translation \$68,600

4. Existing and future conditions (FR) – developed working with stakeholders and topical experts

- 4.1 Land use (FR)/comprehensive plans
- 4.2 Transportation plans (FR)
- 4.3 Active transportation (FR/CR)
 - Develop the regional bicycle/pedestrian pathway plan
 - Manage bicycle/pedestrian counters and data (fr)
 - Complete Rails with Trails costing study
 - Develop a Rails with Trails plan/strategy
- 4.4 Freight (FR)
- 4.5 Public transportation (FR/CR)
 - Develop transit-supportive infrastructure needs as part of overall public transportation system (CR)
 - Develop fixed guideway options
 - Conduct park-and-ride study
- 4.6 Roadways/congestion management process (FR/CR)
- 4.7 Complete Streets policy update (fr)
- 4.8 Environment and natural resources (FR)
- 4.9 Safety (FR)
- 4.10 Security (FR)
- 4.11 Resiliency and reliability of the transportation system and reduced or mitigated stormwater impacts of surface transportation (FR)
- 4.12 Travel and tourism (FR)
- 4.13 Economic activity (FR)
- 4.14 Asset management (roads, bicycle/pedestrian, public transportation) (FR)
 - Pavement scoring calibration (fr)
- 4.15 Emerging technologies (fr)
- 4.16 Community infrastructure (schools, water, sewer) (fr)

Deliverables:

- Summary of where we are today (existing conditions)
- Description of future conditions/needs (by topic area)
- Rails with Trails concept design, costs, and implementation plan/strategies
- Regional bicycle/pedestrian pathway plan
- Park-and-ride plan
- Pavement scoring method

Direct Dollars:

- Rails with Trails study \$28,695 (in FY2019)
- Park-and-Ride study \$15,000

- Consultant support for fixed guideway options \$50,000
- Consultant support for pavement scoring calibration \$15,000
- New sensor-based bicycle/pedestrian counter \$ 7,500

5. "What-if" scenarios

- 5.1 Using information from public involvement opportunity #1, develop "what if" scenarios for 2050 with workgroups and RTAC (fr)
- 5.2 Assess impacts of transportation and land use scenarios (fr)
 - Conduct fiscal impact analysis
 - Conduct performance measure framework (PMF) analysis
- 5.3 Engage public to refine regional values and goals and gain feedback on future transportation/land use scenario(s) and policies to support them (fr) (public involvement #2)
 - Review and refine regional goals, including any goals for mode shift

Deliverables:

- Regional values and goals, transportation/land use scenario(s) and policies
- Summary of fiscal impact and performance results of transportation and land use scenario(s)

Direct Dollars:

- Outreach, graphics, translation \$31,800
- Consultant support for "what-if" scenarios \$10,000
- Consultant support for fiscal impact analysis \$60,000

Choose

6. Transportation needs and criteria for investments

- 6.1 Determine current and projected transportation demand of persons and goods (FR)
 - Conduct I-84 corridor operations study
- 6.2 Consider results and trends of the congestion management process/congestion reduction measures, including Intelligent Transportation Systems (ITS) and other transportation demand management (TDM) strategies (FR/CR)
- 6.3 Engage public for input into criteria for prioritizing projects (fr) (public involvement #3)
- 6.4 Identify locally favored fixed guideway option (fr) (with public involvement)
- 6.5 Identify environmental mitigation strategies (FR)
- 6.6 Describe needed/proposed transportation investments (FR)

Deliverables:

- Strategies for I-84 corridor operations enhancement
- Description of needed transportation improvements
- Locally favored fixed guideway option
- Criteria for prioritizing projects

Direct Dollars:

- Consultant-led I-84 corridor operations study \$250,000
- Cost estimate review \$ 12,000
- Survey software, outreach, translation \$ 60,800
- Fixed guideway outreach \$ 30,000

7. Performance trends

- 7.1 Assess capital investments and other strategies to preserve existing and projected future transportation infrastructure and provide for multimodal capacity increases (FR)
 - Analyze long-term sustainability of the transportation system
- 7.2 Analyze performance trends, including federal performance targets, in relation to regional goals (FR)
- 7.3 Analyze consequences of unfunded needs (CR)

Deliverables:

- Comparison of different investment strategies
- Outcome of unfunded needs

Prioritize

8. Financial analysis

- 8.1 Update financial analysis and revenue/expenditure forecast (FR)
- 8.2 Estimate project costs ("benefit/cost" analysis) (fr)
- 8.3 Update funding policy (fr)
- 8.4 Research additional funding mechanisms (FR)

Deliverables:

- Financial forecast
- Funding policy

9. Prioritize unfunded needs

- 9.1 Prioritize unfunded needs
- 9.2 Develop a financial plan (FR)
- 9.3 Develop implementation strategies and actions

Deliverables:

- Prioritized needs
- Financial plan
- Implementation strategies and actions

10. Compile the plan

- 10.1 Draft technical documents (fr)
- 10.2 Provide graphic, editing, and format support for plan document
- 10.3 Make air quality conformity determination (FR)
- 10.4 Member agency review of the draft plan
- 10.5 Revise plan as needed based on member feedback
- 10.6 Public review of draft plan (FR) (public involvement #4)
- 10.7 Respond to public feedback and revise plan as needed (FR)

Deliverables:

- Air quality conformity determination
- Technical documents
- Draft regional long-range transportation plan

Direct Dollars:

- Graphics and editing \$40,000
- Outreach, translation \$31,200

11. Plan Adoption

- 11.1 RTAC recommend the plan
- 11.2 COMPASS Board adopt plan (FR)
- 11.3 Publish and distribute plan (FR)

Deliverables:

- A final regional long-range transportation plan that meets all federal requirements

Direct Dollars:

- Printing \$ 2,000

Total direct dollars \$ 713,095

CIM 2050 Work Plan and Schedule

Tasks	FY2019			FY2020				FY2021			FY2022				FY2023			
	Apr 19 - Jun 19	Jul 19 - Sep 19	Oct 19 - Dec 19	Jan 20 - Mar 20	Apr 20 - Jun 20	Jul 20 - Sep 20	Oct 20 - Dec 20	Jan 21 - Mar 21	Apr 21 - Jun 21	Jul 21 - Sep 21	Oct 21 - Dec 21	Jan 22 - Mar 22	Apr 22 - Jun 22	Jul 22 - Sep 22	Oct 22 - Dec 22	Jan 23 - Mar 23	Apr 23 - Jun 23	Jul 23 - Sep 23
Project Management/Implementation																		
0.1 Program management (scope of work, schedule, budget)																		
0.2 Monitor legislative requirements; revise scope as needed	fr	FR																
1. Public Participation Plan																		
1.1 Develop Public Participation Plan	FR																	
1.2 Implement participation plan	FR																	
EXPLORE																		
2. Demographic forecast																		
2.1 Demographic forecast to horizon year	FR																	
2.1.1 Conduct environmental justice review	fr																	
2.2 Growth allocation based on comprehensive plans	fr																	
2.3 Build-out as a "bookend"																		
3. Regional trends and values																		
3.1 Quantify public and private dollars spent on transportation																		
3.2 Engage the public to help identify changes that may affect future transportation needs	fr			PI#1														
4. Existing and future conditions																		
4.1 Land use (FR)/comprehensive plans	FR																	
4.2 Transportation plans	FR																	
4.3 Active transportation	FR/CR																	
4.3.1 Develop the regional bicycle/pedestrian pathway plan	FR/CR																	
4.3.2 Manage bicycle/pedestrian counters and data																		
4.3.3 Complete Rails with Trails costing study																		
4.3.4 Develop a Rails with Trails plan/strategy	fr																	
4.4 Freight	FR																	
4.5 Public transportation	FR/CR																	
4.5.1 Develop transit-supportive infrastructure needs	CR																	
4.5.2 Develop fixed guideway options	fr																	
4.5.3 Conduct park-and-ride study																		
4.6 Roadways/congestion management process	FR/CR																	
4.7 Complete Streets policy update	fr																	
4.8 Environment and natural resources	FR																	
4.9 Safety	FR																	
4.10 Security	FR																	
4.11 Resiliency	FR																	
4.12 Travel and tourism	FR																	
4.13 Economic activity	FR																	
4.14 Asset management (roads, bicycle/pedestrian, public transportation)	FR																	
4.14.1 Pavement scoring calibration	fr																	
4.15 Emerging technologies	fr																	
4.16 Community infrastructure (schools, water, sewer)	fr																	
5. "What-If" scenarios																		
5.1 Develop "what if" scenarios with workgroups	fr																	
5.2 Assess impacts of transportation and land use scenario(s)	fr																	
5.2.1 Conduct fiscal impact analysis																		
5.2.2 Conduct performance measure framework (PMF) analysis																		
5.3 Engage public to refine future transportation/land use scenario(s)	fr																	
5.3.1 Review and refine regional goals, including any goals for mode shift																		

2050

Transportation/
land use nexus

Transit-
supportive
infrastructure

Active
transportation as
unique modes

Work groups and
focus groups

Congestion
management/
strategies

Integration
of all modes

Tasks	FY2019		FY2020				FY2021			FY2022				FY2023				
	Apr 19 - Jun 19	Jul 19 - Sep 19	Oct 19 - Dec 19	Jan 20 - Mar 20	Apr 20 - Jun 20	Jul 20 - Sep 20	Oct 20 - Dec 20	Jan 21 - Mar 21	Apr 21 - Jun 21	Jul 21 - Sep 21	Oct 21 - Dec 21	Jan 22 - Mar 22	Apr 22 - Jun 22	Jul 22 - Sep 22	Oct 22 - Dec 22	Jan 23 - Mar 23	Apr 23 - Jun 23	Jul 23 - Sep 23
CHOOSE																		
6. Transportation needs and criteria for investments																		
6.1 Determine current and projected transportation demand of persons and goods	FR																	
6.1.1 Conduct I-84 corridor operations study																		
6.2 Consider results and trends of the congestion management process/congestion reduction measures, including ITS and other TDM strategies	FR/CR																	
6.3 Engage public for input into criteria for prioritizing projects	fr							PI#3										
6.4 Identify locally favored fixed guideway option	fr																	
6.5 Identify environmental mitigation strategies	FR																	
6.6 Describe needed/proposed transportation investments	FR																	
7. Performance trends																		
7.1 Assess capital investments and other strategies to preserve existing and projected future transportation infrastructure and provide for multimodal capacity increases	FR																	
7.1.1 Analyze long-term sustainability of the transportation system																		
7.2 Analyze performance trends, including federal performance targets, in relation to regional goals)	FR																	
7.3 Analyze consequences of unfunded needs	CR																	
PRIORITIZE																		
8. Financial analysis																		
8.1 Update financial analysis and revenue/expenditure forecast	FR																	
8.2 Estimate project costs ("b/c" analysis)	fr																	
8.3 Update funding policy	fr																	
8.4 Research additional funding mechanisms	FR																	
9. Prioritize unfunded needs																		
9.1 Prioritize unfunded needs																		
9.2 Develop a financial plan	FR																	
9.3 Develop implementation strategies and actions																		
10. Compile the plan																		
10.1 Draft technical documents	fr																	
10.2 Provide graphic, editing and format support for plan document																		
10.3 Make air quality conformity determination	FR																	
10.4 Member agencies review of draft plan	fr																	
10.5 Revise plan as needed based on member feedback																		
10.6 Public involvement (review of draft plan)	FR																	
10.7 Respond to public feedback and revise plan as needed	FR																	
11. Plan adoption																		
11.1 RTAC recommend the plan	fr																	
11.2 COMPASS Board adopt the plan	FR																	
11.3 Publish and distribute the plan	FR																	

Funding needed for mode shift

Consequences of unfunded needs

Agency review before public

CR = Certification Review
FR = Federal Requirement
fr = needed to complete Federal Requirement

#N/A

COMPASS BOARD AGENDA ITEM VI-E

Date: June 17, 2019

Topic: Revision 3 of the FY2019 Unified Planning Work Program and Budget

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 12-2019 approving Revision 3 of the FY2019 Unified Planning Work Program and Budget (UPWP).

Background/Summary:

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

The Finance Committee reviewed the proposed amendments at its May 23, 2019, meeting and recommended approval of Revision 3 of the FY2019 UPWP as presented.

The following revisions to revenues are proposed in Revision 3 of the FY2019 UPWP:

- Add \$39,381 to STP-TMA funds, key number 19571, *Communities in Motion* (CIM) 2050 and \$3,120 of fund balance to cover match requirements.
- Add \$1,302 from fund balance to cover remaining revenue shortfall for changes made in Revision 3.

The following revisions to expenses are proposed in Revision 3 of the FY2019 UPWP:

- Add \$800 to purchase two basic tablets for CIM 2050.
- Add \$500 to purchase a Metropolitan Statistical Area Profile to help with CIM 2050 population forecast.
- Remove \$3,569 for CIM 2040 2.0 graphics and editing.
- Add \$8,000 for CIM 2050 CIM graphics and editing.
- Add \$800 for CIM 2050 translation services.
- Remove \$1,778 for CIM 2040 2.0 public involvement.
- Add \$9,000 for CIM 2050 public involvement.
- Add \$50 for CIM 2040 2.0 printing.
- Add \$30,000 to purchase software for CIM 2050 public involvement.

Implication (policy and/or financial):

Without COMPASS Board adoption of Revision 3 of the FY2019 UPWP, the agency cannot make full use of available revenues.

More Information:

- 1) Attachment 1: Resolution 12-2019
- 2) Attachment 2: Revision 3 of the FY2019 Unified Planning Work Program and Budget.
- 3) For detailed information contact: Meg Larsen at 208-475-2228 or mlarsen@compassidaho.org

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RESOLUTION NO. 12-2019

**FOR THE PURPOSE OF APPROVING REVISION 3 OF THE
FY2019 UNIFIED PLANNING WORK PROGRAM AND BUDGET**

WHEREAS, Revision 2 of the FY2019 Unified Planning Work Program and Budget was adopted by the Community Planning Association of Southwest Idaho Board of Directors under Resolution 09-2019, dated April 15, 2019;

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

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

WHEREAS, the attached memorandum and supporting documentation summarizes the adjustments included in Revision 3 of the FY2019 Unified Planning Work Program and Budget and is made a part hereof.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves by resolution Revision 3 of the FY2019 Unified Planning Work Program and Budget; and

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

DATED this 17th day of June 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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COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Recommended Changes to FY2019 - Revision 3
Summary

FY2019 UPWP - Rev 2 Revenues		3,566,093	FY2019 UPWP - Rev 2 Expenses		3,566,093
1			Indirect Operations and Maintenance		
			Add \$800 to Computer Supplies budget for two basic tablets for CIM 2050.		800
2	Increase funding for STP TMA KN 19571 - Federal portion	39,381			
	Increase Draw from Fund Balance to cover local match on STP TMA	3,120			
3	Increase Draw from Fund Balance to cover shortfall	1,302	Direct Operations & Maintenance		
			Other		
			Add \$500 for Metropolitan Statistical Area (MSA) Profile.		500
			Professional Services		
			Remove \$3,569 for CIM 2040 2.0 Graphics & Editing.		(3,569)
			Professional Services		
			Add \$8,000 for CIM 2050 Graphics and Editing.		8,000
			Professional Services		
			Add \$800 for CIM 2050 Translation Services.		800
			Public Involvement		
			Remove \$1,778 for CIM 2040 2.0.		(1,778)
			Public Involvement		
			Add \$9,000 for CIM 2050.		9,000
			Printing		
			Add \$50 for CIM 2040 2.0		50
			Equipment/Software		
			Add \$30,000 for Software for CIM 2050 Public Involvement.		30,000
Recommended Adjustments to Revenues		43,802	Recommended Adjustments to Expenses		43,802
Adjusted Revenues - Revision 3		3,609,895	Adjusted Expenses - Revision 3		3,609,895
Remaining Revenue		-			

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2019 UNIFIED PLANNING WORK PROGRAM and Budget - Revision 3
REVENUE AND EXPENSE SUMMARY (total)**

REVENUE	FY2019 Revision 2	FY2019 Revision 3
GENERAL MEMBERSHIP		
Ada County	220,730	220,730
Ada County Highway District	220,730	220,730
Canyon County	106,102	106,102
Canyon Highway District No. 4	37,346	37,346
Golden Gate Highway District No.3	5,313	5,313
City of Boise	102,423	102,423
City of Caldwell	25,070	25,070
City of Eagle	13,188	13,188
City of Garden City	5,238	5,238
City of Greenleaf	379	379
City of Kuna	9,144	9,144
City of Meridian	46,917	46,917
City of Melba	251	251
City of Middleton	4,052	4,052
City of Nampa	43,372	43,372
City of Notus	251	251
City of Parma	944	944
City of Star	4,546	4,546
City of Wilder	754	754
Subtotal	846,750	846,750
SPECIAL MEMBERSHIP		
Boise State University	8,500	8,500
Capital City Development Corporation	8,500	8,500
Idaho Department of Environmental Quality	8,500	8,500
Idaho Transportation Department	8,500	8,500
Valley Regional Transit	8,500	8,500
Subtotal	42,500	42,500
GRANTS AND SPECIAL PROJECTS		
FHWA/FTA - Consolidated Planning Grants		
CPG - FY2019 K# 19071 Ada County	1,004,920	1,004,920
CPG - FY2019 K# 19071 Canyon County	353,080	353,080
Sub Total CPG Grants	1,358,000	1,358,000
STP TMA - K# 13900, FY19 off-the-top funds for Planning	306,705	306,705
STP TMA - K# 19571, <i>Communities in Motion 2050</i>	46,330	85,711
STP TMA - K# 18694, Update Treasure Valley ITS Plan	218,678	218,678
FHWA T2 Grant - K# 22180, COMPASS Data Bike	5,600	5,600
Subtotal	577,313	616,694
OTHER REVENUE SOURCES		
Idaho Department of Environmental Quality	25,000	25,000
Ada County Air Quality Board	25,000	25,000
Orthophotography - Participant Contributions	366,218	366,218
Valley Regional Transit - State Street Grant - carry over	127,392	127,392
Interest Income	15,000	15,000
Subtotal	558,610	558,610
TOTAL REVENUE; Dues, Federal Funds, and Other miscellaneous	3,383,173	3,422,554
Draw From Fund Balance (to fund Orthophotography Project)	83,782	83,782
Draw From Fund Balance (CIM Implementation Grants)	79,423	79,423
Draw From Fund Balance (Matching funds for FHWA T2 Grant)	1,400	1,400
Draw From Fund Balance (Matching funds for K# 19571, CIM grant)		3,120
Draw From Fund Balance (to fund revenue shortfall)	18,315	19,617
TOTAL REVENUE, ALL RESOURCES	3,566,093	3,609,895

EXPENSE	FY2019 Revision 2	FY2019 Revision 3
SALARY, FRINGE & CONTINGENCY		
Salary	1,282,610	1,282,610
Fringe	590,107	590,107
Contingency (Overtime, Bonus, and Sick Time Trade)	22,000	22,000
Subtotal	1,894,717	1,894,717
INDIRECT OPERATIONS & MAINTENANCE		
Indirect Costs	202,650	203,450
Subtotal	202,650	203,450
DIRECT OPERATIONS & MAINTENANCE		
620001, Demographics and Growth Monitoring	500	1,000
653001, Communication and Education	51,350	51,350
661001, Long-Range Planning	58,535	71,038
661008, Bike Counter Management	15,720	15,720
685001, Transportation Improvement Program	5,400	5,400
685002, Project Development Program	75,000	75,000
685004, CIM Implementation Grants	79,423	79,423
702001, Air Quality Outreach	45,455	45,455
720001, State Street Corridor	127,392	127,392
760001, Legislative Services	115,050	115,050
801001, Staff Development	40,000	40,000
820001, Committee Support	2,000	2,000
836001, Regional Travel Demand Model	22,000	22,000
842001, Congestion Management Process	236,000	236,000
860001, Geographic Information System Maintenance	493,200	493,200
990001, Direct Operations and Maintenance	101,700	131,700
Subtotal	1,468,725	1,511,728
TOTAL EXPENSE	3,566,093	3,609,895

REVENUE AND EXPENSE SUMMARY		
TOTAL REVENUE	3,566,093	3,609,895
LESS: TOTAL EXPENSES	3,566,093	3,609,895
REVENUE EXCESS/(DEFICIT)	-	-

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FY2019 - REVISION 3

REVENUE AND EXPENSE SUMMARY (total)

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2019 UNIFIED PLANNING WORK PROGRAM and Budget - Revision 3
EXPENSES BY WORK PROGRAM NUMBER AND FUNDING SOURCE

WORK PROGRAM NUMBER		EXPENSES										MATCH, LOCAL & OTHER FUNDING				TOTAL FUNDING SOURCES
		Labor &			FY19 CPG Ada County K# 19071 (74%)	FY19 CPG Canyon County K# 19071 (26%)	STP-TMA Off The Top K# 13900	STP-TMA CIM 2040 K# 19751	STP-TMA Treasure Valley ITS Plan K# 18694	FHWA T2 COMPASS Data Bike (20% match) K# 22180	Total Federal Funds	Required Match	Local Funds/FB	Other Revenue	Total Local & Other	
		Indirect Cost	Direct Cost	Total Cost												
601001	UPWP/Budget Development and Federal Assurances	83,813	-	83,813	35,269	12,392	30,000				77,661	6,152			6,152	83,813
620001	Demographics and Growth Monitoring	70,518	1,000	71,518	26,838.53	9,430	30,000				66,268	5,249			5,249	71,518
620002	Development Monitoring	28,592	-	28,592	4,805.20	1,688	20,000				26,494	2,099			2,099	28,592
620003	Census 2020	20,614	-	20,614	6,734.86	2,366	10,000				19,101	1,513			1,513	20,614
653001	Communication and Education	131,406	51,350	182,756							-		182,756		182,756	182,756
	Long-Range Planning										-					
661001	General Project Management	161,331	71,038	232,369	95,772	33,650		85,711			215,132	17,041.57	195		17,237	232,369
661003	Roadways	16,645	-	16,645	11,413	4,010					15,424	1,221.76			1,222	16,645
661004	Freight	9,703	-	9,703	6,653	2,338					8,991	712.23			712	9,703
661005	Bicycles/Pedestrians	64,801	-	64,801	44,433	15,611					60,044	4,756.36			4,756	64,801
661006	Public Transportation	55,962	-	55,962	38,372	13,482					51,854	4,107.59			4,108	55,962
661007	Performance Measurement	24,667	-	24,667	16,914	5,943					22,856	1,810.56			1,811	24,667
661008	Bike Counter Management	48,888	15,720	64,608	39,501	13,879				5,600	58,980	4,228.46	1,400		5,628	64,608
661009	Public Involvement	12,421	-	12,421	8,517	2,992					11,509	911.71			912	12,421
	Resource Development/Funding										-					
685001	Transportation Improvement Program	259,084	5,400	264,484	107,352	37,718	100,000				245,071	19,413			19,413	264,484
685002	Project Development Program	22,730	75,000	97,730	67,012	23,545					90,557	7,173			7,173	97,730
685003	Grant Research and Development	97,252	-	97,252							-		97,252		97,252	97,252
685004	CIM Implementation Grants	11,732	79,423	91,155	8,044	2,826					10,871	861	79,423		80,284	91,155
	TOTAL PROJECTS	1,120,159	298,931	1,419,091	517,632	181,871	190,000	85,711	-	5,600	980,814	77,251	361,026	-	438,277	1,419,091
701001	Membership Services	83,405	-	83,405	57,190	20,094					77,283	6,122			6,122	83,405
702001	Air Quality Outreach	4,545	45,455	50,000							-		50,000		50,000	50,000
703001	General Public Services	13,585	-	13,585							-		13,585		13,585	13,585
705001	Transportation Liaison Services	38,288	-	38,288	26,253	9,224					35,478	2,810			2,810	38,288
720001	State Street Corridor	3,462	127,392	130,854	2,374	834					3,208	254		127,392	127,647	130,854
760001	Legislative Services	61,191	115,050	176,241							-		176,241		176,241	176,241
761001	Growth Incentives	1,020	-	1,020	945						945	75			75	1,020
	TOTAL SERVICES	205,496	287,897	493,393	86,762	30,152	-	-	-	-	116,914	9,261	189,826	177,392	376,479	493,393
801001	Staff Development	75,802	40,000	115,802	79,404	27,899					107,302	8,500			8,500	115,802
820001	Committee Support	150,295	2,000	152,295	104,426	36,690					141,117	11,178			11,178	152,295
836001	Regional Travel Demand Model	107,052	22,000	129,052	73,689	25,891	20,000				119,579	9,472			9,472	129,052
842001	Congestion Management Process	56,025	236,000	292,025	38,415	13,497			218,678		270,590	21,435			21,435	292,024
860001	Geographic Information System Maintenance	383,339	493,200	876,539	104,592	37,081	96,705				238,378	18,883	253,060	366,218	638,161	876,539
	TOTAL SYSTEM MAINTENANCE	772,512	793,200	1,565,712	400,526	141,057	116,705	-	218,678	-	876,966	69,468	253,060	366,218	688,746	1,565,712
990001	Direct Operations / Maintenance	-	131,700	131,700							-		116,700	15,000	131,700	131,700
991001	Support Services Labor	-	-	-							-				-	-
999001	Indirect Operations/Maintenance	-	-	-							-				-	-
	TOTAL INDIRECT/OVERHEAD	-	131,700	131,700	-	-	-	-	-	-	-	-	116,700	15,000	131,700	131,700
	G R A N D T O T A L	2,098,167	1,511,728	3,609,896	1,004,920	353,080	306,705	85,711	218,678	5,600	1,974,693	155,980	920,612	558,610	1,635,203	3,609,896

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EXPENSES BY WORK PROGRAM NUMBER AND FUNDING SOURCE

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2019 UNIFIED PLANNING WORK PROGRAM and Budget - Revision 3
REVENUE AND EXPENSE SUMMARY (total)**

DESCRIPTION	TOTAL DIRECT	PROFESSIONAL SERVICES (830)	EQUIPMENT / SOFTWARE (834)	TRAVEL / EVENTS / EDUCATION (840)	PRINTING (860)	OTHER (863)	PUBLIC INVOLVEMENT (864)	MEETING SUPPORT (865)	LEGAL / LOBBYING (872)	FY2020 CARRY-FORWARD
620001 Demographics and Growth Monitoring	1,000					1,000				
653001 Communication and Education	51,350	25,100			1,000		25,250			
661001 Long-Range Planning	71,038	49,930			2,050		19,058			
661005 Bicycles/Pedestrians	-	-	-							
661008 Bike Counter Management	15,720	-	8,720			7,000				
685001 Transportation Improvement Program	5,400						5,400			
685002 Project Development Program	75,000	75,000								
685004 CIM Implementation Grants	79,423	79,423								
702001 Air Quality Outreach	45,455	45,455								
720001 State Street Corridor	127,392	127,392								
760001 Legislative Services	115,050			18,000		11,100			85,950	
801001 Staff Development	40,000			40,000						
820001 Committee Support	2,000							2,000		
836001 Regional Travel Demand Model	22,000	22,000								
842001 Congestion Management Process	236,000	236,000								
860001 Geographic Information System Maintenance	493,200	450,000	42,000			1,200				
990001 Direct Operations / Maintenance										
New/replacement hardware and software	21,000		21,000							
Software for CIM 2050 Public Involvement	30,000		30,000							
Transit network planning software	20,000		20,000							
Cube renewal; Cube Land	14,100		14,100							
AICP and APBP Webinar series	1,600			1,600						
Membership dues for COMPASS	17,000								17,000	
Conference room upgades	21,000		21,000							
Other: board lunch, staff gifts, meeting refreshments, misc.	7,000							7,000		
GRAND TOTAL	1,511,728	1,110,300	156,820	59,600	3,050	20,300	49,708	9,000	102,950	-

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
 FY2019 UNIFIED PLANNING WORK PROGRAM and Budget - Revision 3
 INDIRECT OPERATIONS AND MAINTENANCE EXPENSE SUMMARY**

CATEGORY	ACCOUNT CODE	FY2019 Revision 2	FY2019 Revision 3
Professional Services	930	34,800	34,800
Equipment Repair / Maintenance	936	200	200
Publications	943	1,000	1,000
Employee Professional Membership	945	7,500	7,500
Postage	950	750	750
Telephone	951	11,800	11,800
Building Maintenance and Reserve for Major Repairs	955	54,000	54,000
Printing	960	1,500	1,500
Advertising	962	1,000	1,000
Audit	970	15,000	15,000
Insurance	971	13,000	13,000
Legal Services	972	2,500	2,500
General Supplies	980	6,000	6,000
Computer Supplies	982	18,000	18,800
Computer Software / Maintenance	983	17,000	17,000
Vehicle Maintenance	991	1,000	1,000
Utilities	992	10,500	10,500
Local Travel	993	2,100	2,100
Other / Miscellaneous	995	5,000	5,000
TOTAL		202,650	203,450

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2019 UNIFIED PLANNING WORK PROGRAM and Budget - Revision 3
WORKDAY ALLOCATION SUMMARY**

WORK PROGRAM DESCRIPTION		LEAD STAFF	DIRECTORS	PLANNING TEAM	COMMUNICATIONS	OPERATIONS	TOTAL
601001	UPWP/Budget Development and Federal Assurances	ML	38	16	3	53	110
620001	Demographics and Growth Monitoring	CM	-	94	5	-	99
620002	Development Monitoring	CM	-	40	5	-	45
620003	Census 2020	CM	-	20	12	-	32
653001	Communication and Education	AL	8	10	192	-	210
	Long-Range Planning	LI	-				
661001	General Project Management	LI	15	171	43	-	229
661003	Roadways	LI	-	28	-	-	28
661004	Freight	LI	-	15	-	-	15
661005	Bicycles/Pedestrians	BC	-	125	4	-	129
661006	Public Transportation	RH	-	108	4	-	112
661007	Performance Measurement	CM	-	38	2	-	40
661008	Bike Counter Management	BC	-	102	-	-	102
661009	Public Involvement	LI	-	6	12	-	18
	Resource Development/Funding	TT	-				
685001	Transportation Improvement Program	TT	12	360	36	-	408
685002	Project Development Program	KP	-	31	-	-	31
685003	Grant Research and Development	KP	3	130	8	-	141
685004	CIM Implementation Grants	KP	-	16	-	-	16
TOTAL PROJECTS			76	1,310	326	53	1,765
701001	Membership Services	LI	-	115	15	-	130
702001	Air Quality Outreach	AL	-	-	7	-	7
703001	General Public Services	AL	-	14	7	-	21
705001	Transportation Liaison Services	MS	12	24	14	-	50
720001	State Street Corridor	ML	2	3	-	-	5
760001	Legislative Services	MS	60	-	-	-	60
761001	Growth Incentives	MS	1	-	-	-	1
TOTAL SERVICES			75	156	43	-	274
801001	Staff Development	ML	9	83	14	10	116
820001	Committee Support	ML	12	83	23	114	232
836001	Regional Travel Demand Model	MW	-	146	-	-	146
842001	Congestion Management Process	HM	-	77	4	-	81
860001	Geographic Information System Maintenance	EA	-	596	13	-	609
TOTAL SYSTEM MAINTENANCE			21	985	54	124	1,184
TOTAL DIRECT			172	2,451	423	177	3,223
991001	Support Services Labor	ML	288	79	37	513	917
TOTAL INDIRECT/OVERHEAD			288	79	37	513	917
TOTAL LABOR			460	2,530	460	690	4,140

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PROGRAM NO.	620				CLASSIFICATION:	Project	
TITLE:	Demographics and Growth Monitoring						
TASK / PROJECT DESCRIPTION:	To collect, analyze, and report on growth and transportation patterns related to goals in the regional long-range transportation plan. This includes providing demographic data, such as population and employment estimates, Census 2020 preparation work, providing relevant information for local decision-making, and updating demographic forecasts based on new entitlements and policies.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Tracking and monitoring growth and system demands are critical to several planning efforts: 1) <i>Communities in Motion</i> as well as other corridor, subarea, and alternative analyses depend on accurate data and assumptions about current and future transportation, housing, and infrastructure demands; 2) The travel demand model also requires current and accurate housing and employment data; 3) Accessing, mapping, and disseminating census data and training enables member agencies to have data for studies, grants, land use allocation demonstration modeling, and other analyses, and is an often requested member service; 4) Development review enables local decision-makers to bridge regional and local planning efforts to provide growth supportive of <i>Communities in Motion</i> ; and 5) Census preparation enables the most accurate counts during the 2020 Census, enables local governments to receive a variety of federal program funds, and provides key demographic data.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	<p>Federal Code 23 CFR § 450.322 (b) -- Long-range plans require valid forecasts of future demand for transportation services that are based on existing conditions that can be included in the travel demand model. In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."</p> <p>Tasks are included to complete the following <i>Communities in Motion</i> 2040 tasks:</p> <p>1.1.1.a. Annually monitor local land use plans and transportation agencies subarea and corridor plans; identify gaps in meeting goals of linking land use and transportation.</p> <p>2.1.1.c. Annually compile a development monitoring report.</p>						
FY2019 BENCHMARKS							
MILESTONES / PRODUCTS							
<p>Population and Employment Estimates</p> <p>Data collection and geocoding of building permits Complete 2018 employment data Complete 2018 Development Monitoring Report Complete 2019 population estimates and receive Board acceptance</p> <p>Census Liaison/Clearinghouse</p> <p>Integrate Census data in related projects Regional Complete Count Committee invitations and membership Census Hard-to-Count Strategic Plan Regional outreach materials and local outreach templates Complete the Census Boundary and Annexation Survey (BAS) Complete Census Participant Statistical Areas Program (PSAP)</p> <p>Development Forecasting, Tracking, and Reconciliation</p> <p>Update preliminary plat files and other entitled development Conduct reconciliation and report to workgroup/committee Population forecast for next long-range plan</p> <p>Demographics Support</p> <p>Respond to member requests for census data Provide development and policy reviews and checklists Development checklist report</p>							<p>Ongoing March March April</p> <p>Ongoing Dec Dec Fall 2019 March Summer</p> <p>Ongoing June September</p> <p>Ongoing Ongoing March</p>
LEAD STAFF: Carl Miller					Expense Summary		
END PRODUCT: Demographic products: 1) 2019 population estimates; 2) 2018 employment estimates; 3) Census 2020 support work including technical work (BAS and PSAP) and outreach work (Complete Count Committee, Hard-to-Count plan, and outreach materials and templates; 4) updated CIM demographic forecast, including annual reconciliation; and 5) demographic data and support for member agencies and the media.					Total Workdays: 176 Salary \$ 76,467 Fringe 32,578 Overhead 10,681 Total Labor Cost: \$ 119,724		
ESTIMATED DATE OF COMPLETION: September-2019					DIRECT EXPENDITURES:		
Funding Sources				Participating Agencies			
	Ada	Canyon	Special	Total	Member Agencies Professional Services \$ 1,000 Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other		
CPG, K19071	\$ 38,379	\$ 13,484		\$ 51,863			
STP-TMA, K13900			60,000	60,000			
Local	6,557	2,304		8,861			
Total:	\$ 44,936	\$ 15,788	\$ 60,000	120,724	Total Direct Cost: \$ 1,000 Total Cost: \$ 120,724		

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PROGRAM NO.		661		CLASSIFICATION:		Project		
TITLE:		Long Range Planning						
TASK / PROJECT DESCRIPTION:		This project encompasses the activities to identify regional transportation needs and solutions, and prepare a regional long-range transportation plan, <i>Communities in Motion</i> (CIM), for Ada and Canyon Counties. This task also incorporates implementation support for the adopted long-range transportation plan and ongoing long-range planning activities.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		<i>Communities in Motion</i> (CIM) is developed in cooperation with member agencies, local governments, and the Idaho Transportation Department by a continuing, cooperative, and comprehensive planning process. This performance and outcome-based planning will help guide resources to infrastructure and service projects that collectively help achieve the regional (CIM) goals.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		Federal Code 23 CFR § 450 "Fixing America's Surface Transportation Act" (FAST Act) requires that the regional long-range transportation plan be updated every four years in areas with more than 200,000 people or with air quality issues. Since the area meets the test on both criteria, a new plan has to be adopted by 2019. 23 USC 150-- establishes national goals and a performance program, in consultation with stakeholders, including metropolitan planning organizations. The purpose is to provide a means to the most efficient investment of federal transportation funds.						
FY2019 BENCHMARKS								
MILESTONES / PRODUCTS								
661001 General Project Management Work with the Regional Transportation Advisory Committee and the COMPASS Board to adopt CIM 2040 2.0 Reach out to member agencies to adopt CIM 2040 2.0 as a planning/policy guide Develop charter (objectives, schedule, and budget) for next plan update Develop work plan for next long-range plan update							Oct-Dec Jan-Sep April Sep	
661003 Roadways Update the regional complete streets policy Develop a regional approach to Vision Zero safety aspiration							June Sep	
661004 Freight Work with Freight Advisory Workgroup to prioritize and implement freight study findings Help member agencies identify freight projects and develop funding applications							Sep Sep	
661005 Active Transportation (bicycle and pedestrian) Develop a charter for a Treasure Valley Regional Bikeway and Pathway Plan Develop planning tool kit for first/last mile improvements (with public transportation) Work with member agencies to identify and coordinate pilot projects (with public transportation) Develop work plan for a Safe Routes Regional Plan Continue Rails with Trail project; develop cost estimates for needed infrastructure and amenities							June Sep Sep May Sep	
661006 Public Transportation Develop work plan for public transportation scenario planning Develop planning toolkit for first/last mile improvements (with active transportation) Work with member agencies to identify and coordinate pilot projects (with active transportation) Update Transportation Service Coordination Plan Develop process to extract and manage ridership data							Aug Apr July Feb Sep	
661007 Performance Management Compile FHWA and FTA required performance reporting Develop a regional asset inventory and management process Complete a pavement condition assessment methodology for Canyon County agencies Refine and update the performance measure framework Complete TIP Achievement reporting process							Ongoing Sep Sep Sep Sep	
661008 Bike Counter Management Manage portable counter requests Manage permanent counter program and COMPASS Data Bike Manage and report data							Ongoing Ongoing Ongoing	
661009 Public Involvement Compile public comments on draft CIM 2040 2.0 plan							Oct-Nov	
LEAD STAFF:		Liisa Itkonen				Expense Summary		
END PRODUCT: Adopted <i>Communities in Motion 2040 2.0</i> , approved work plan for next long-range plan update, updated complete streets policy, planning tool kit for first/last mile improvements, bicycle and pedestrian data.								
Total Workdays:								673
Total Labor Cost:								394,418
ESTIMATED DATE OF COMPLETION:		September-2019				DIRECT EXPENDITURES:		
Funding Sources				Participating Agencies				
	Ada	Canyon	Special	Total	Member Agencies			
CPG, K19071	\$ 261,576	\$ 91,905		\$ 353,481	ITD			
FHWA T2			5,600	5,600	FHWA			
STP-TMA, K19751			85,711	85,711	FTA			
Local	25,745	9,045		34,790	Professional Services			
Fund Balance			1,595	1,595	Legal / Lobbying			
Total:	\$ 287,321	\$ 100,950	\$ 92,906	\$ 481,177	Equipment Purchases			
						Travel / Education		
						Printing		
						Public Involvement		
						Meeting Support		
						Other		
						Total Direct Cost: \$ 86,759		
						661	Total Cost: \$ 481,177	

PROGRAM NO.	990			CLASSIFICATION:	Indirect / Overhead	
TITLE:	Direct Operations & Maintenance					
TASK / PROJECT DESCRIPTION:	To provide local dollars for expenditures that do not qualify for reimbursement under the federal guidelines. Program dollars for professional services for COMPASS Board related events, meeting expenses, and equipment/software needs.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Adequately cover expenses needed to support the Board, Executive Director, and agency outside of federally funded projects.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning these provisions; however, the Finance Committee oversees and approves these accounts and expenditures.					
FY2019 BENCHMARKS						
				MILESTONES / PRODUCTS		
Provide local dollars for expenditures not federally funded.					Ongoing	
LEAD STAFF:	Meg Larsen				Expense Summary	
END PRODUCT:	Adequately cover the direct expenses needed to support the Board, Executive Director, equipment needs, and COMPASS operations.				Total Workdays: 0	
					Salary \$ -	
					Fringe -	
					Overhead -	
					Total Labor Cost: \$ -	
ESTIMATED DATE OF COMPLETION:	September-2019				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies	
				\$ -		
Other			15,000	15,000		
Local			116,700	116,700		
				-		
Total:	\$ -	\$ -	\$ 131,700	\$ 131,700		
					Total Direct Cost: \$ 131,700	
					990 Total Cost: \$ 131,700	

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COMPASS BOARD AGENDA ITEM VI-F

Date: June 17, 2019

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

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 13-2019 (Attachment 1) amending the FY2019-2023 TIP, as recommended by the Regional Transportation Advisory Committee (RTAC) on May 22, 2019.

Background/Summary:

A summary of the actions in the amendment are provided below; financial details are provided in Attachment 1.

The Idaho Transportation Department has rural transit funds available for "one-time" uses. Two projects in the COMPASS planning area were selected for funding with these funds:

- Valley Regional Transit (VRT) was approved for funding to purchase a replacement vehicle for use by the Parma Senior Center.
- Treasure Valley Transit (TVT) was approved for funding to design, complete an environmental evaluation, and acquire property for a new transit facility in the City of Nampa. The project includes an integrated system of bicycle and pedestrian improvements to help revitalize the adjacent neighborhoods and downtown center to help drive the economic resurgence of the city and region. Construction of this facility is currently considered "unfunded."

The Ada County Highway District (ACHD) requests to remove the **ITS Smart Arterial Management Project** (Key Number 20782), as the project will not provide the anticipated safety and congestion relief benefits due to faulty assumptions in the original concept and project application. ACHD's letter requesting removal of the project is provided in Attachment 2. Funds were made available through a national competitive process; therefore, they will be returned to the Federal Highway Administration.

A public comment period was open May 1-15, 2019. Verbatim comments are provided in Attachment 3. Six comments were received; staff does not recommend changes based on public comment.

In addition, RTAC recommended the changes shown below to balance the Transportation Alternatives and Surface Transportation Programs (TAP and STP) in the Transportation Management Area (TMA). Request letters are provided in Attachment 2.

- Valley Regional Transit requests to remove a **Boise Green Bike** project (Key Number 20010) due to changing technologies that make the project obsolete. No funds have been expended to date. The project was funded through TAP-TMA funds.

- A public comment period was open May 28, 2019 through June 11, 2019 to remove this project. Staff will provide these comments as a handout at the June 17, 2019 Board of Directors meeting.
- The City of Eagle requests to increase the federal portion of its **Bicycle and Pedestrian Bridge over North Channel of Boise River** project (Key Number 20841) by \$13,383. When funds were obligated, the program was limited by the obligation authority available. Therefore, \$13,383 was obligated as local funding. The shortfall would be covered through the removal of the Boise Green Bike project. The total cost of the project did not change.
- The City of Nampa requests to increase construction for its **Pathway, Indian Creek, Taffy Drive to Peppermint Drive** project (Key Number 20141) by \$52,000 to match the final engineer's estimate using TAP-TMA funding. The request would be covered through the removal of the Boise Green Bike project. The project is mostly funded using TAP-Urban funds.
- Boise State University requests to increase its **Bicycle Parking, Secured Bicycle Facility** project (Key Number 20095) by \$5,000 to cover Local Highway Technical Assistance Council assistance in meeting requirements for design documentation. The request would be covered through the removal of the Boise Green Bike project.
- Boise State University requests to increase its **Bicycle Parking, Secured Covered Facility** project (Key Number 21913) by \$5,000 to cover costs of a general contractor to manage the project for the construction phase. The request would be covered through the removal of the Boise Green Bike project.
- ACHD requests \$124,000 to cover the bid for lighting on **the State Street Lighting, 16th Street to 23rd Street, Boise** project (Key Number 20275). This project is currently funded through Highway Safety Improvement Program (HSIP) funds. Funding to cover this request includes converting \$77,000 of TAP-TMA funding from the removal of the Boise Green Bike project to STP-TMA funds.

Implication (policy and/or financial):

This amendment allows the obligation of funds for two new projects, the removal of two projects, and reprogramming of TAP-TMA funds from one of the removed projects to meet needs of five existing projects.

More Information:

- 1) Attachment 1: Resolution 13-2019
- 2) Attachment 2: Request letters
- 3) Attachment 3: Public comments
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

RESOLUTION NO. 13-2019

**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, public comment periods were held May 1, 2019 through May 15, 2019, and May 28 through June 11, 2019;

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 Board of Directors approves the amendment to the FY2019-2023 Regional Transportation Improvement Program.

ADOPTED this 17th day of June 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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COMPASS Amendment #6
FY2019-2023 Regional Transportation Improvement Program

Per ITD Board, April 17, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
19981c	Transit – Replacement Vehicle, Parma Senior Center, VRT	2019							0	
	Funding Source: FTA 5310 R	2020		0					0	
	Replace a transit vehicle used by the Parma Senior Center for services for persons who are elderly or disabled. Additional details about this program are included in ITD's programming documents (Federal = \$54,000) Add project using "one-time" rural funds. Previous expenditures = \$0 Total cost = \$68,000	2021		68				68		
		2022							0	
		2023							0	
		PD							0	
		SUM	0	0	68	0	0	0	0	68
20789	Transit – Nampa Transit Oriented Development, Planning, TVT	2019		310					310	
	Funding Source: FTA 5307 SU	2020							0	
	Design and construct a transit oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for design and environmental work only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available (approximately \$1,400,000). Companioned with KN 19380a and KN 20136d. (Federal = \$248,000) No change to this funding source. Previous expenditures = \$0 Overall total project cost = \$1,819,000 (487% overall increase)	2021						0		
		2022							0	
		2023							0	
		PD							0	
		SUM	0	310	0	0	0	0	310	
19380a	Transit – Nampa Transit Oriented Development, Design and Property, TVT	2019							0	
	Funding Source: FTA 5311 R	2020		0	0				0	
	Design and construct a transit oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for design	2021		384	476				860	
		2022							0	
		2023							0	
		PD							0	
		SUM	0	0	384	476	0	0	0	860

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
	and property acquisition only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available (approximately \$1,400,000). Companioned with KN 20789 and KN 20136d. (Federal = \$688,000) Increase PEC by \$384,000 and RW by \$476,000. Previous expenditures = \$0 Overall total project cost = \$1,819,000								
20136d	Transit – Nampa Transit Oriented Development, Property, TVT	2019							0
	Funding Source: FTA 5339 R	2020			0				0
	Design and construct a transit oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for property acquisition only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available (approximately \$1,400,000). Companioned with KN 20789 and KN 19380a. (Federal = \$519,000) Increase RW by \$649,000. Previous expenditures = \$0 Overall total project cost = \$1,819,000				649				649
		2021							0
		2022							0
		2023							0
		PD							0
	SUM		0	0	0	0	0	0	0
					649				649

Per ACHD, April 22, 2019

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
20782	ITS, Smart Arterial Management, Ada County	2019						846	846
	Funding Source: Local Participating Replace or enhance existing intelligent transportation systems (ITS) to curb traffic congestion and increase safety and freight mobility along key priority corridors in the Boise area. The project is partially funded through a federal grant from Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD). KN 18833 (\$450,000 in state funds) is associated with this project and will count toward the local match. (Federal = \$0)							-1241	-1241
		2020							0
		2021							0
		2022							0
		2023							0
		PD							0
	SUM		0	0	0	0	0	846	846
								-1241	-1241

105

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
	Remove project due to faulty assumptions in the original concept and project application. Deobligate \$1,241,000, which was obligated in FY2018. No funds have been expended to date. Previous expenditures: 0								
20782	ITS, Smart Arterial Management, Ada County	2019						ϕ	ϕ
	Funding Source: Discretionary	2020						-2250	-2250
	Same as above. (Federal = \$0) Deobligate \$2,250,000, which was obligated in FY2018. No funds have been expended to date.	2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	0	0	0	ϕ	ϕ
								-2250	-2250

Per Regional Transportation Advisory Committee, May 22, 2019

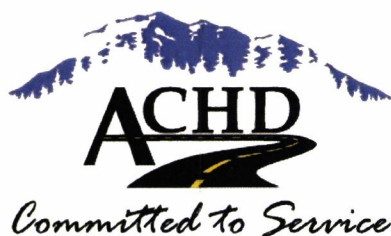
Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
20010	Bike Share, Boise	2019						ϕ	ϕ	
	Funding Source: TAP-TMA	2020						-182	-182	
	Purchase bike racks, sign and/or map panels, and additional bikes for the bike share system serving downtown Boise and close-in neighborhoods. (Federal = \$0) Remove project due to changing technologies that make the project obsolete. Funds were originally obligated in FY2018. No funds have been expended to date. Funds to cover shortfall in obligation authority and increases to KN 20841 (\$13,383), KN 20141 (\$52,000), KN 20095 (\$5,000), KN 21913 (\$5,000), and KN 20275 (\$77,000). Previous expenditures = \$0 Overall total project cost = \$182,000	2021							0	
		2022							0	
		2023							0	
		PD							0	
		SUM	0	0	0	0	0	ϕ	ϕ	
								-182	-182	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2019	20	68 81					88 101	
	Funding Source: TAP-TMA	2020			12				12	
	Design and construct a bicycle and pedestrian bridge over the north channel of the Boise River adjacent to the SH-55 (Eagle Road) Bridge. The bicycle and pedestrian bridge will provide critical link between the Boise River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle. (Federal = \$132,000) Increase PEC by \$13,383. When funds were obligated, the program was limited by the obligation authority available.	2021							0	
		2022							0	
		2023						29	29	
		PD							0	
		SUM	20	68 81		12	0	0	29	129 142

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
	Therefore, \$13,383 was obligated as local. The shortfall was made up by KN 20010 being removed. No change to total cost. Previous expenditures: \$176,000 Overall total project cost: \$1,400,000								
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2019		13 0					13 0
	Funding Source: Local Participating Same as above. (Federal = \$0)	2020			3				3
		2021							0
		2022							0
		2023						950	950
		PD							0
		SUM	0	13 0	3	0	0	950	966 953
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2019							0
	Funding Source: STP-TMA Same as above. (Federal = \$120,000)	2020			58				58
		2021							0
		2022							0
		2023						71	71
		PD							0
		SUM	0	0	58	0	0	71	129
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	2019						0	0
	Funding Source: TAP-TMA Construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for the Indian Creek Pathway from Taffy Drive to Peppermint Drive in the City of Nampa.	2020						52	52
		2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	0	0	0	52	52
	Add funding source and increase CN by \$52,000 to cover overage based on final engineer's estimate for project currently in the TAP-Urban program. Funds from KN 20010. Same as above. (Federal = \$48,000) Previous expenditures = \$102,000 Overall total project cost = \$588,000 (9.7% overall increase)								
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	2019		0				52	377
	Funding Source: TAP-U Same as above. (Federal = \$398,000)	2020							0
		2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	0	0	52	377	429
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	2019		11					429
	Funding Source: Local Participating Same as above. (Federal = \$0)	2020							0
		2021							0
		2022							0
		2023							0
		PD							0
	No change to this funding source.								

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
		SUM	0	5	0	0	0	0	5
20095	Bicycle Parking, Secure Bicycle Facilities, Boise State	2019		0					0
	Funding Source: TAP-TMA	2020							0
	Construct a secured bike parking area for student and public access on the edge of the Boise State University campus. (Federal = \$4,600)	2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	5	0	0	0	0
	Increase PL by \$5,000 to cover LHTAC assistance to meet FHWA requirements for design. Project was originally obligated in FY2018. Funds from KN 20010.								
	Previous expenditures = \$110,000 Overall total project cost = \$115,000 (4.5% overall increase)								
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	2019	4				3	26	33
	Funding Source: TAP-TMA	2020							
	Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters will provide shelter from the sun, rain, and snow. (Federal = \$35,000)	2021							
		2022							
		2023							
		PD							
		SUM	4	0	0	0	3	26	33
	Increase CN by \$5,000 to cover costs of a general contractor to manage project. Funds from KN 20010.								
	Previous expenditures = \$0 Overall total project cost = \$38,000 (15.1% overall increase)								
20275	State Street Lighting, 16th Street to 23rd Street, Boise	2019	0				55	238	293
	Funding Source: HSIP (Local)	2020	3				42	250	295
	Install street lighting on State Street between 16th Street and 23rd Street in the City of Boise. (Federal = \$273,000)	2021							0
		2022							0
		2023							0
		PD							0
		SUM	0	0	0	0	55	238	293
	Decrease CE by \$12,768. Increase PL by \$3,000, CN by \$11,822, and previous expenditures by \$4,000 to match OTIS. Funds from LHTAC balancing.		3				42	250	295
	Previous expenditures = \$71,000 Overall total project cost = \$490,000 (33.9% overall increase)								
20275	State Street Lighting, 16th Street to 23rd Street, Boise	2019						0	0
	Funding Source: STP-TMA	2020						124	124
	Same as above. (Federal = \$115,000)	2021							0
		2022							0
		2023							0
		PD							0
		SUM	20	0	0	0	0	0	0
	Increase CN by \$124,000 to cover the construction bid. Funds from KN 20010 (\$77,000 converted from TAP-TMA to STP-TMA) and STP-TMA "one-time" funds \$47,000).								
								124	124

5307 = transit urban formula funds
5310 = transit funds for elderly and disabled
5311 = transit rural formula funds
5339 = bus and bus facilities (capital)
ACHD = Ada County Highway District
ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment
CE = Construction Engineering
CN = Construction
FTA = Federal Transit Administration
FY = Fiscal Year
HSIP = Highway Safety Improvement Program
ITD = Idaho Transportation Department
ITS = Intelligent Transportation System
KN = Key Number
PE = Preliminary Engineering
PEC = Preliminary Engineering Consultant
PD = Preliminary Development
R = Rural
RW = Right-of-Way
STP = Surface Transportation Program
SU = Small Urban (Nampa Urbanized Area)
TAP = Transportation Alternatives Program
TMA = Transportation Management Area (Boise Urbanized Area)
TVT = Treasure Valley Transit
U = Urban (Nampa Urbanized Area)
UT = Utilities
VRT = Valley Regional Transit

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

April 22, 2019

Peter Hartman, Division Administrator
Federal Highway Administration – Idaho Division
3050 Lakeharbor Lane, #126
Boise, ID 83703

RE: Ada County Highway District (ACHD) Request to Close ITS Smart Arterial Management (SAM) Project (KN 20782)

Dear Mr. Hartman,

The Ada County Highway District's Traffic Department conducted a full project review of ACHD's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant funded SAM project. The review determined that there were faulty assumptions in the original concept and project applications, and that the approved project will not provide the safety and congestion relief benefits ACHD was seeking. No ATCMTD grant funds were spent on the SAM project, and ACHD would like to release all ATCMTD funds back to the Federal Highway Administration.

If you have any questions, please feel free to contact myself at (208) 387-6129 or Tom Ferch, Transportation Funding Coordinator, at tfersch@achdidaho.org or 208-387-6157.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David G. Wallace', is written over a light blue background.

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

CC: Gus Shanine, Assistant Division Administrator
John Perry, Field Operations Engineer
Kyle Holman, Operations Engineer
Nestor Fernandez, Mobility Services Engineer (ITD)
Crystal Grasmick, Mobility Services (ITD)
Dyan Bevins, Capital Projects Manager (ACHD)
Justin Lucas, Plans and Programming Manager (ACHD)
Tom Ferch, Transportation Funding Coordinator (ACHD)
Joe Tate, Capital Projects Manager (ACHD)



valleyregionaltransit

TO: Matt Stoll, COMPASS
FROM: Kelli Badesheim, Valley Regional Transit
DATE: May 30, 2019
RE: TAP-TMA Funding – KN 20010

Valley Regional Transit has recently determined that the VRT/Boise Green Bike project will not be able to meet the necessary timeline needed by FHWA to spend these funds and is requesting that this project be removed from the TIP.

VRT/Boise Green Bike learned that the current technology used for the bikes that were to be purchased with this funding will no longer be supported and had to cancel the order.

VRT is requesting that \$182,000 (Federal/Local dollars) be returned to the STP program and re-allocated to other programs that could utilize these funds. Please contact me if you have any questions about this request. Thank you in advance for your consideration.

Kelli Badesheim
Executive Director

cc: Kelly Jakovac, Grants Administrator
Rhonda Jalbert, Development Director

Debbie Kling
Mayor



City of Nampa
411 3rd Street South
Nampa, ID 83651
208-468-5401

Office of the Mayor

May 13, 2019

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

RE: KN20141 Request to Increase Federal Aid

Dear Mr. Stoll:

The City of Nampa has recently received the plans, specifications and estimate (PS&E) submittal for KN20141 Indian Creek Pathway Extension, Taffy Drive to Peppermint Drive. Project funding is through the Transportation Alternatives Program (TAP) in the amount of \$500,780. Based on the PS&E estimate, the construction costs will exceed the allocated funding amount.

As a result, the City of Nampa would like to request exploration of additional funding in the amount of \$52,000 to the project through the Urban Balancing process. This amount includes both TAP funds and Nampa's local match.

Thank you, in advance, for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Debbie Kling". The signature is fluid and cursive, with the first name being the most prominent.

Mayor Debbie Kling
City of Nampa

CC: Tom Points, Public Works Director, City of Nampa



BOISE STATE UNIVERSITY
CAMPUS PLANNING AND FACILITIES

May 10, 2019

Matt Stoll
Executive Director
Community Planning Association
700 NE 2nd St, Suite 200
Meridian, ID 83642

Re: KN 20095, PL Funds

Dear Matt,

We have two projects, KN 20095 and KN 21913, that have been awarded TAP-TMA funds. Both projects seek to place additional bike parking infrastructure on Boise State's campus, with KN 20095 being a secured facility.

At the time of award, KN 20095 was under ITD District #3 administration. KN 21913 occurred later and was assigned to LHTAC. LHTAC's support with KN 21913 has been invaluable, and Boise State is requesting PL funds to allow for the same level of support for KN 20095. An environmental review was conducted for the project already, so we anticipate needing no more than \$5,000. Boise State is prepared to cover the additional match for the project increase.

Please contact me with any questions. Thanks in advance for your consideration of this request.

Sincerely,

Drew Alexander
Capital Asset and Development Manager
Boise State University
(208) 426-1268
drewalexander@boisestate.edu



BOISE STATE UNIVERSITY
CAMPUS PLANNING AND FACILITIES

May 10, 2019

Matt Stoll
Executive Director
Community Planning Association
700 NE 2nd St, Suite 200
Meridian, ID 83642

Re: KN 21913, Project Funding Increase

Dear Matt,

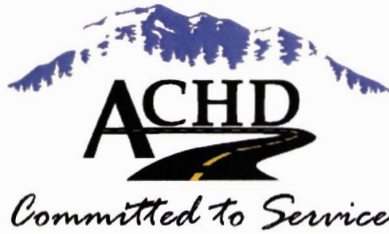
Through the support of your staff and assistance from LHTAC, we have learned a great deal about TAP-TMA funds and strategies for implementing these projects. This information has led us to desire hiring a general contractor to manage construction. General contractor oversight will consolidate and simplify the administrative requirements of the grant, and is supported by both LHTAC and Boise State's Department of Public Safety – the department providing match funds.

A general contractor does bring additional overhead. As such, we are requesting an additional \$5,000 in project funds to account for this expense. We believe the efficiency and compliance benefits of this strategy validate the project increase. Boise State is prepared to cover the additional match requirement.

Please contact me with any questions. Thanks in advance for your consideration of this request.

Sincerely,

Drew Alexander
Capital Asset and Development Manager
Boise State University
(208) 426-1268
drewalexander@boisestate.edu



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

May 23, 2019

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

Dear Mr. ~~Stoll~~: *Matt*

ACHD requests a total of \$124,000 in federal funds to cover the accepted, low bid for the State Street Lighting; 16th St to 23rd St, ACHD, Ada County Project (KN 20275), which is funded with Local Highway Safety Improvement Program (LHSIP) funding. ACHD received three bids for the project and, after evaluating the bids, staff decided not to rebid the project.

Please distribute funds within the project per the following breakdown:

CE - \$2,000 (no change)

CC - \$36,000 (no change)

CN - \$250,000 + \$124,000 = \$374,000

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

Sincerely,

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

Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: May 1-15, 2019

Total number of comments received by COMPASS: 6

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

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
East/west routes are extremely important, especially south of the Interstate, given growth in the area. Consider adding or expanding these from Caldwell to Gowen – maybe Amity.	Thank you for your comments. We will share them with the COMPASS Board of Directors.	Jim Franklin Urban Geographer	Phone
Hi, I think that there should be bicycle specific road ways that are separated from vehicular traffic with a barrier, with clear markings and at least 13 feet wide. There should also be covered bicycle parking outside of all of the new offices built. Bicycle transport should be able to be safe and protected so that all of your employees have the freedom to choose a healthier transportation option. Thanks for your work on transportation!	Ms. DeHaas: Thank you for your comments! We will share them with the COMPASS Board of Directors. Toni G. Tisdale	Larissa DeHaas	Email
Please consider a bypass as a fix to the congestion issues.	Thank you for your comments. We will share them with the COMPASS Board of Directors.	Lawrence Alice	Phone
To whom it may concern, I would like to register my support for the proposed amendment to the TIP to add fund downtown Nampa walk-bike-transit improvements. Improving transportation options and increasing ridership in this part of the Treasure Valley is key to helping our region cope with unprecedented population growth. Thanks for your time.	Mr. Schweitzer-Gaslin: Thank you for your comments! We will share them with the COMPASS Board of Directors. Toni G. Tisdale	Ethan Schweitzer- Gaslin	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>I must have signed up somewhere to get email pings to provide public comment on various themes. I am not commenting on the proposed changes, but have some general commentary.</p> <p>I commute between Caldwell and Boise daily. I have watched over the last 20 years that US highway 20/26 just plain gets worse and worse over time with traffic. Yet it primarily is still the same 2 lane road. Where it is widened (in Ada County) hasn't improved either. It is not keeping up with the times. The only solutions seem to add more stop lights. Each stop light, on average adds 5 minutes to my commute.</p> <p>As an aside, it seems like the side roads, except at peak demands, end up having the same priority as the highway. The tuning is not so good at times, where the highway is backed up, sometimes for miles, to allow a lone cars here and there to enter from a side road. I think a real study can be done, or minimally, keep the highway running like a highway as much as possible.</p> <p>I would love it if highways could remain highways. Somehow we need to retain arteries in the traffic flow. Highways don't have stoplights, in my definition here. I know that is an easy thing to say, and less easy to execute. I put it out there as a challenge. Maybe we need to get better at building bridges and overpasses. Or turnabouts. Something other than stoplights. Maybe more 1-ways. How do we keep highways, highways.</p>	<p>Mr. Jensen:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Troy Jensen</p>	<p>Email</p>
<p>Public Comment on 19380a Transit – Nampa Transit Oriented Development, Design and Property, TVT</p> <p>I would like to know if Valley Ride or TVT (are those two different entities?) are planning to work with the Nampa Bike Walk commission to implement transit linkages.</p> <p>Also, if this is the Paul's building which is being used, It might be a little too far outside of the downtown core to be effective.</p> <p>It would be nice to have a transit center closer to downtown. .. at least on the same side of the tracks.</p> <p>--</p>	<p>Mr. Pemble:</p> <p>Thank you for your comments! We will share them (as well as the response below) with the COMPASS Board of Directors.</p> <p>I reached out to Treasure Valley Transit (TVT) regarding your questions. Here is the response from their Executive Director:</p> <p>Treasure Valley Transit, Inc. is a private non-profit company and not affiliated with ValleyRide. TVT operates Non-Emergency Medical Transportation in Canyon County. In addition to our Canyon County Service we operate in three different rural counties: Elmore, Payette and Valley. TVT has been located in Nampa since 1995 and have outgrown our current facility at 1136 W. Finch Drive. We</p>	<p>Mark Pemble</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
	<p>would gladly partner with the Nampa, Bike and Walk commission to implement transit linkages from our planned facility. Our location is currently along the ValleyRide bus routes for the City of Nampa.</p> <p>The location of the St. Paul's property was selected through a prioritization process of 8 different options [inserted for clarity: the Old St. Paul's Catholic Church property located at 1515 8th Street South, Nampa – one-half the block that includes the administrative offices and parking lot]. This process was led by the transit authority (ValleyRide) which is a federal requirement. TVT is often confused with ValleyRide. ValleyRide has their transit center located on the Boulevard between the cities of Nampa and Caldwell.</p> <p>Based on the type of transportation services that TVT provides we chose to be next to the senior housing that is currently being built. In addition, the St. Paul's property is planning a "Campus of Care" on the property that is currently housing the school. (The school is moving to a new location.) TVT will be the anchor of the different services to be provided there.</p> <p>Toni G. Tisdale</p>		

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#239
Meridian, ID 83642
208.477.1632
www.meridiandevelopmentcorp.com

June 14, 2019

Kelli Badesheim, Valley Regional Transit
Matt Stoll, Community Planning Association of Southwest Idaho
700 NE 2nd Street
Meridian, Idaho 83642

RE: Offer Notice

Dear Kelli and Matt:

Meridian Development Corporation [MDC] would like to provide its Offer Notice as noted in the Right of First Offer attached our Condominium Reservation Agreement. MDC is considering transferring the parking lot property by issuing a Request for Proposal. The Right of First Offer provides both of your organizations the opportunity to exercise your right to make an offer to MDC for the purchase of the parking lot adjacent to your building within 45-days or by July 29, 2019. Please let me know if you have any questions.

Sincerely,

Ashley Squyres
Administrator

COMPASS BOARD AGENDA ITEM VII-A

DATE: June 17, 2019

Topic: Draft FY2020-2026 Regional Transportation Improvement Program (TIP) Project List

Request/Recommendation:

This is an information item only.

Background/Summary:

The TIP is updated annually. All projects, including changes and new projects, are provided in the Draft FY2020-2026 TIP project list, available in three formats for your review:

- Draft FY2020-2026 TIP Detailed Project List - provides funding details and a description for each project (69 pages):
http://www.compassidaho.org/documents/people/board/2019/Detailed_Rpt_FY2026_190529.pdf
- Draft FY2020-2026 TIP Basic Project List (Attachment 1) - provides a summarized version of each project.
- Major Changes List (Attachment 2) - provides a summary of new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2019-2023 TIP.
 - The Idaho Transportation Department (ITD) is still finalizing changes to their programs.

In addition, COMPASS staff maintains summarized worksheets for balancing purposes for each of the following programs:

- Surface Transportation Programs (STP) in the Boise and Nampa Urbanized Areas
- Transportation Alternatives Program (TAP) in the Boise Urbanized Area
- Federal Transit Administration (FTA) programs in the Boise and Nampa Urbanized Areas

These worksheets are available upon request for a detailed financial review of projects within each program.

Notes:

- Key numbers for new projects are temporary and start with the letters "ORN" (for Office of Transportation Investment reference number).
- Some projects use Ada County Highway District key numbers, as they are locally funded and not included in ITD's tracking system, but are regionally significant. These key numbers start with "RD" or "IN."
- The TIP has been changed from a five-year program to a seven-year program to more closely match ITD's Idaho Transportation Investment Program (ITIP). When construction for a project is beyond the first five years of the TIP, ITD programs, or budgets, funds in a specific year, instead of using "preliminary development" (PD) to describe those projects. When the year of construction is known, COMPASS' TIP will now also show the specific year to match ITD. However, there are situations when the year of construction is uncertain. In those cases, PD will still be used as a placeholder.

Next Steps:

- July 12, 2019 – Deadline for member agency comments
- August 1 through September 2, 2019 – Public comment period
- August 13, 2019 – Open house at COMPASS from 3:00 p.m. through 7:30 p.m., with agency presentations starting at 6:00 p.m.
- August 28, 2019 – RTAC recommendation requested on FY2020-FY2026 TIP
- September 11-12, 2019 – Adoption of the FY2020-2026 ITIP requested from Idaho Transportation Board
- October 21, 2019 – COMPASS Board action requested on FY2020-2026 TIP

The FY2020-2026 TIP will not be official until adopted by the COMPASS and Idaho Transportation Boards and approved by Federal Highway Administration and Federal Transit Administration. The current FY2019-2023 TIP will remain in effect until final approval of the FY2020-2026 TIP, expected by December 31, 2019.

Agencies with new projects or major changes to current projects in the FY2020-2026 TIP cannot act on those changes until federal approval of the FY2020-2026 TIP is obtained. However, an amendment to the FY2019-2023 TIP may be processed for actions that need to occur prior to federal approval.

More Information:

- 1) Attachment 1 – FY2020-2026 TIP Basic Project List
- 2) Attachment 2 – FY2020-2026 TIP Major Changes List
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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FY2020-2026 Regional Transportation Improvement Program



Basic Project List (All Values in Thousands of Dollars)

All costs in current dollars

Project Name	Key #	Year*	Programmed Cost
10th Avenue ITS and Overlay, Caldwell	13905	PD	\$1,205
3rd Avenue and West Industrial Road Intersection Improvements, Nampa	22103	2022	\$5,774
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	20841	2023	\$1,240
Capital Maintenance, Local, Boise Area - FY2022	20006	2022	\$380
Capital Maintenance, Local, Boise Area - FY2023	20080	2023	\$380
Capital Maintenance, Local, Boise Area - FY2024	20683	2024	\$380
Capital Maintenance, Local, Boise Area - FY2025	21902	2025	\$380
Capital Maintenance, Local, Boise Area - FY2026	ORN22392	2026	\$380
Capital Maintenance, Phase 1, Boise Area - FY2020	18728	2020	\$5,276
Capital Maintenance, Phase 1, Boise Area - FY2021	18701	2021	\$4,947
Capital Maintenance, Phase 1, Boise Area - FY2022	19465	2022	\$5,970
Capital Maintenance, Phase 1, Boise Area - FY2023	20259	2023	\$5,820
Capital Maintenance, Phase 1, Boise Area - FY2024	20674	2024	\$5,579
Capital Maintenance, Phase 1, Boise Area - FY2025	21896	2025	\$5,547
Capital Maintenance, Phase 1, Boise Area - FY2026	ORN22390	2026	\$5,547
Capital Maintenance, Phase 2, Boise Area - FY2020	19887	2020	\$2,262
Capital Maintenance, Phase 2, Boise Area - FY2021	20129	2021	\$2,120
Capital Maintenance, Phase 2, Boise Area - FY2022	20122	2022	\$2,559
Capital Maintenance, Phase 2, Boise Area - FY2023	19993	2023	\$2,490
Capital Maintenance, Phase 2, Boise Area - FY2024	20538	2024	\$2,391
Capital Maintenance, Phase 2, Boise Area - FY2025	21898	2025	\$2,377
Capital Maintenance, Phase 2, Boise Area - FY2026	ORN22391	2026	\$2,377
Capital Maintenance, Phase 3, Boise Area - FY2020	19847	2020	\$300
Capital Maintenance, Phase 3, Boise Area - FY2021	20159	2021	\$300
Centennial Way Roundabout, Caldwell	13484	2023	\$2,936
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	ORN22438	PD	\$1,302
Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa	22017	PD	\$1,349
Cole Road, McGlochlin Street to Victory Road, Boise	IN205-97	2020	\$5,235
Colorado and Holly, Signal and Pedestrian Improvements, Nampa	13486	2020	\$1,391
Commuteride, ACHD	CPA3	2020-2025	\$1,650
Commuteride, Van Replacements, Canyon County - FY2019-2021	20136a	2019-2021	\$580
Cost Increase Set-Aside	15001	2020-2022	\$32
Eagle Road, Amity Road to Victory Road, Meridian	RD207-33	2020	\$4,135
Eagle Road, Lake Hazel Road to Amity Road, Meridian	RD216-04	PD	\$7,459
East Boise Point of Entry, Ada County	ORN22237	2020	\$479
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	22102	2022	\$1,644
Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	21999	2021	\$979
Highway 30, SH-44 to Sand Hollow, Canyon County	19951	PD	\$2,110
Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	22132	PD	\$771
I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	20738	2021	\$1,950
I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	20203	2020	\$2,185
I-84, Franklin Interchange to Karcher Interchange, Canyon County	22196	2020-2021	\$158,497
I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	20212	2021	\$4,381
I-84, Interchange Ramp Rehabilitation, Boise	ORN22246	2020	\$661

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Project Name	Key #	Year*	Programmed Cost
I-84, Middleton Road and Ustick Road Overpasses, Canyon County	22154	2020	\$14,700
I-84, Sand Hollow Interchange to Farmers Sebree Canal, Seal Coat, Canyon	20060	2021	\$1,400
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	RD207-29	PD	\$8,080
Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	RD207-30	PD	\$4,649
Linder Road and Deer Flat Road Intersection, Kuna	13492	2020	\$3,340
Linder Road, Franklin Road to Pine Avenue, Meridian	RD213-16	2020	\$1,511
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	RD209-28	2021	\$5,630
Linder Road, Ustick Road to McMillan Road, Meridian	RD202-18	2021	\$2,959
Lone Star Road and Middleton Road, Intersection Improvements, Nampa	20613	2020	\$1,285
Main Street, Avenue A to Avenue C, Kuna	20143	2020-2021	\$2,454
Microseals, Ada and Canyon Counties	20536	2022	\$7,803
Middleton Road and Cornell Street, Intersection Improvements, Middleton	20430	2021	\$303
Middleton Road and Ustick Road, Roundabout, Caldwell	13487	2024	\$2,605
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	22016	PD	\$1,317
Old Highway 30, Plymouth Street Bridge, Caldwell	13494	2023	\$8,529
Orchard Street, Gowen Road to I-84 On-Ramp, Boise	RD207-01	PD	\$4,838
Pathway, Fairview Avenue Greenbelt Ramp, Boise	20639	2020	\$161
Pathway, Greenbelt Completion, Boise State	ORN22385	PD	\$422
Pathway, Grimes Pathway, Nampa	22076	2020	\$264
Pathway, Rail with Trail, Meridian	13918	2022	\$638
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa	22070	2021	\$473
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa	22050	2020	\$467
Peckham Road Intersections, Canyon County	22101	2022	\$399
Peckham Road, US-95 to Notus Road, Canyon County	13964	2021	\$3,095
Pedestrian Improvements and Widening, Montana Avenue, Caldwell	22018	PD	\$647
Pedestrian Improvements, SH-55 (Eagle Road), Franklin to Pine, Meridian	20542	PD	\$595
Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	20549	2023	\$215
Planning and Mobility Implementation, VRT, Nampa Area	18842	2020-PD	\$2,268
Planning and Mobility Management, VRT, Boise Area	18854	2020-PD	\$6,048
Planning, Communities in Motion Update, COMPASS	19571	2019-2022	\$212
Planning, Communities in Motion Update, COMPASS	20271	2023-PD	\$340
Planning, COMPASS	CPA1	2020-PD	\$1,986
Planning, High Capacity Corridor Alternatives Analysis, COMPASS	13046	PD	\$1,000
Planning, Metropolitan Planning Funds, COMPASS	CPA2	2020-2024	\$5,972
Planning, Travel Survey Data Collection, COMPASS	19303	2020-2021	\$850
Railroad Crossing, Benjamin Lane, Boise	20537	2022	\$320
Railroad Crossing, Lemp Lane, Canyon County	20358	PD	\$255
Railroad Crossing, Look Lane, Caldwell	20355	2020	\$575
Railroad Crossing, North Linder Road, Meridian	19875	2020	\$510
Railroad Crossing, Old Fort Boise Road, Canyon County	20606	2023	\$250
SH-16, I-84 to US 20/26, Ada and Canyon Counties	20788	2019-2021	\$22,415
SH-21, Technology Way to Surprise Way, Boise	20428	2022	\$5,000
SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle	13476	2021	\$6,875
SH-44 (State Street), SH-16 to Linder Road, Ada County	20266	2023	\$9,250
SH-44 (State Street), Star Road to SH-16, Ada County	20574	2024	\$8,000
SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties	21849	2025	\$6,500
SH-55 (Eagle Road), Meridian Towne Center, Meridian	13349	2022	\$5,000

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
All Values in Thousands of Dollars

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Project Name	Key #	Year*	Programmed Cost
SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	21867	2025	\$6,210
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	20506	2023	\$11,288
SH-55, Snake River Bridge, Marsing	13387	2019-2020	\$11,187
South Cemetery Road, Highland Drive to Willow Creek, Middleton	12048	2021	\$2,707
SR2S, VRT, Ada County - FY2021 and FY2022	20245	2021-2022	\$337
SR2S, VRT, Ada County - FY2023	20493	2023	\$165
SR2S, VRT, Ada County - FY2024 and FY2025	21910	2024-2025	\$389
SR2S, VRT, Canyon County - FY2020	22030	2020	\$65
SR2S, VRT, Canyon County - FY2021	22031	2021	\$65
Study, Big Data Purchase, COMPASS	ORN22394	PD	\$150
Study, Fiscal Impact Analysis, COMPASS	ORN22395	PD	\$60
Study, Mores Creek Bridge Asset Plan, Ada County	21968	2019-2020	\$5
Study, Pavement Management Inventory and Plan, Canyon County	22020	PD	\$150
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian	RD202-31	PD	\$3,427
Ten Mile Road, Ustick Road to McMillan Road, Meridian	RD202-32	PD	\$3,986
Transit - Acquisition of Service, Boise Area	19691	2020-PD	\$2,244
Transit - Acquisition of Service, Nampa Area	19464	2019-2021	\$566
Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area	19122	2020-PD	\$4,164
Transit - Fixed Line Service, Rural Areas, TVT	19983	2019-2020	\$1,973
Transit - Mobility Management Operations, Boise Area	19041	2020-PD	\$4,284
Transit - Nampa Transit-Oriented Development, Design and Property, TVT	19380a	2020	\$860
Transit - Nampa Transit-Oriented Development, Property, TVT	20136d	2020	\$649
Transit - Operations, Fixed Route, and Mobility Management, Nampa Area	18786	2020-PD	\$8,136
Transit - Preventive Maintenance and Demand Response, Nampa Area	18914	2020-PD	\$1,854
Transit - Preventive Maintenance, and Paratransit, Boise Area	19137	2020-PD	\$15,648
Transit - Purchase of Service, Rural Areas, TVT	19981a	2019-2020	\$134
Transit - Purchase of Service, Rural Areas, VRT	19981b	2019-2020	\$47
Transit - Replacement Vehicle, Parma Senior Center, VRT	19981c	2020	\$68
Transit - Vehicle Replacements, Rural Areas, TVT	20136b	2019-2020	\$195
Transit Asset Management, Boise Area	18788	2020-PD	\$1,703
Transit Asset Management, Nampa Area	18781	2020-PD	\$8,478
Transit Asset Management, VRT, Boise Area - FY2020	19057	2020	\$1,575
Transit Asset Management, VRT, Boise Area - FY2021	18905	2021	\$1,542
Transit Asset Management, VRT, Boise Area - FY2022	19763	2022	\$1,511
Transit Asset Management, VRT, Boise Area - FY2023	19950	2023	\$1,480
Transit Asset Management, VRT, Boise Area - FY2024	20659	2024	\$1,449
Transit Asset Management, VRT, Boise Area - FY2025	21903	2025	\$1,449
Transit Asset Management, VRT, Boise Area - FY2026	ORN22393	2026	\$1,449
Transit Asset Management, VRT, Nampa Area - FY2020	13906	2020	\$159
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	22165	2022	\$34,300
US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	20594	2020	\$10,200
US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	19944	2020	\$9,000
US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian	20227	2021	\$2,825
US 20/26 (Chinden), SH-16 to Linder Road, Ada County	21858	2019-2020	\$13,010
US 20/26 (Chinden), Star Road to SH-16, Ada County	20367	2023	\$5,400

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
All Values in Thousands of Dollars

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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. *Please note that we expect additional changes from ITD and the Local Highway Technical Assistance Council.*

Bridge

Key Number	Project	Year of Funding	Total Programmed Cost
Delayed			
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
Delayed			
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
Advanced			
20683	Capital Maintenance, Local, Boise Area – FY2024	PD to FY2024	\$380,000
13918	Pathway, Rail with Trail, Meridian	PD to FY2022	\$256,000
Significant Cost Increase			

*funded by a developer using STAR financing

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
Removed			
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
Changed Significantly			
21910	SR2S, VRT, Ada County – FY2024 and FY2025*	FY2024	\$389,000
Advanced			
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
Delayed			
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	Capital Maintenance, Phase 1, Boise Area – FY2026	FY2026	\$5,547,000
ORN22391	Capital Maintenance, 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, VRT, Boise Area – FY2026*	FY2026	\$1,449,000
Advanced			
20674	Capital Maintenance, Phase 1, Boise Area – FY2024	PD to FY2024	\$5,579,000
20538	Capital Maintenance, 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
Changed Significantly			
15001	Cost Increase Set-Aside*	FY2020 FY2021 FY2022	\$14,000 \$6,000 \$12,000
19057	Transit Asset Management, VRT, Boise Area – FY2020**	FY2020	\$1,575,000
18905	Transit Asset Management, VRT, Boise Area – FY2021**	FY2021	\$1,542,000
19763	Transit Asset Management, VRT, Boise Area – FY2022**	FY2022	\$1,511,000
19950	Transit Asset Management, VRT, Boise Area – FY2023**	FY2023	\$1,480,000
20659	Transit Asset Management, VRT, Boise Area – FY2024**	FY2024	\$1,449,000
21903	Transit Asset Management, VRT, Boise Area – FY2025**	FY2025	\$1,449,000

*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
Advanced			
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
Delayed			
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	FY2021 to FY2024	\$2,922,000
Changed Significantly			
13906	Transit Asset Management, VRT, Boise Area – FY2020**	FY2020	\$159,000

* combined FY2022 and FY2023 funds

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

Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
Removed			
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

STAR Financing

Key Number	Project	Year of Funding	Total Programmed Cost
Advanced			
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	FY2021 to FY2020	\$9,300,000
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County*	FY2019-2020	\$18,527,000 to \$25,027,000

State Safety and Capacity

Key Number	Project	Year of Funding	Total Programmed Cost
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

*application submitted for more substantial work.

State Traffic Operations

Key Number	Project	Year of Funding	Total Programmed Cost
Removed			
21863	Intersection Improvements, District 3*	FY2023	\$510,000

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

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***	FY2020 – PD	\$1,703,000
18781	Transit Asset Management, Nampa Area***	FY2022 – PD	\$8,478,000

*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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APRIL 2019 - STAFF ACTIVITY REPORT

ITEM VIII-A

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p align="right">MEG LARSEN</p> <ul style="list-style-type: none"> • Collected staff input and developed draft FY2020 UPWP. • Presented FY2019 COMPASS General and Special Membership Dues request to the Canyon County Board of Commissioners on April 23, 2019. • Processed and tracked revenues and expenditures associated with Revision 2 of the FY2019 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p>DEMOGRAPHICS AND GROWTH MONITORING</p> <p align="right">CARL MILLER</p> <ul style="list-style-type: none"> • Presented the 2019 population estimates for acceptance to the Board of Directors on April 15, 2019. • Completed 7 development checklists for Ada County and the cities of Boise, Kuna, and Meridian. • Prepared Census 2020 Participant Statistical Areas Program (PSAP) maps to DAWG members for review. The PSAP enables local governments to review and recommend boundaries for census data tabulation. • Hosted a Census Advisory Workgroup meeting on April 11, 2019.
653	<p>COMMUNICATION AND EDUCATION</p> <p align="right">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 10 Facebook messages, 10 Tweets, four Instagram messages, and three LinkedIn messages. • Met with a potential new Public Participation Workgroup member on April 3, 2019, to discuss COMPASS and the role of the workgroup. • Presented in a Boise State University communication class on April 9, 2019, to share information on COMPASS and request student feedback on the best ways to encourage participation in COMPASS activities by young adults. • Hosted a Public Participation Workgroup meeting on April 10, 2019. • Met with staff from the Idaho Transportation Department’s Office of Highway Safety on April 10, 2019, to discuss ways to partner on a September COMPASS education series event on distracted driving. • Hosted Brooke Struve and Peter Eun, Federal Highway Administration, to present on complete streets for the COMPASS education series. The pair presented to the COMPASS Board of Directors and to the general public on April 15, 2019, and taught a full-day workshop on April 16, 2019. • Tracked issues related to COMPASS and transportation in the news media; facilitated four interviews. • Distributed the monthly “Keeping Up With COMPASS” newsletter. • Received a new COMPASS display from the printers. • Purchased bike seat covers to use as “giveaways” at COMPASS events and booths.

PROGRAM NO.	
661	<p data-bbox="297 163 708 197">LONG-RANGE PLANNING</p> <p data-bbox="1276 201 1536 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="321 239 1515 835" style="list-style-type: none"> • Hosted an Active Transportation Workgroup meeting on April 1, 2019. • Hosted a Public Transportation Workgroup meeting on April 3, 2019. • Presented the draft public involvement plan for the <i>Communities in Motion</i> update to the Public Participation Workgroup on April 10, 2019. • Presented the draft work plan and budget for CIM 2050 to the COMPASS Board of Directors for review on April 15, 2019. • Presented the draft work plan and budget for CIM 2050 to the Regional Transportation Advisory Committee for review on April 24, 2019. • Finalized consultant contract for Rails with Trails Development Cost Study on April 24, 2019. • Hosted the Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.) meeting on April 24, 2019. • Installed five bicycle and pedestrian time lapse cameras for Ada County Highway District. • Installed two pyro-box bicycle and pedestrian counters for the City of Eagle. • Installed two eco-counter pneumatic tube counters for the City of Eagle. • Performed maintenance on permanent bicycle and pedestrian counters.
685	<p data-bbox="297 871 906 905">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1276 909 1515 942" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="321 947 1536 1963" style="list-style-type: none"> • Hosted a meeting of the Idaho chapter of Grant Professionals Association on April 3, 2019. • Opened the second round of Call for Projects for members to apply for COMPASS local funding -- CIM Implementation Grants, and the Project Development Program. • Visited the City of Notus on April 4, 2019, regarding their current <i>Communities in Motion</i> Implementation Grant project. • Informed Regional Transportation Advisory Committee and member staff of available funding sources through <i>Funding News</i> e-mails. • Generated a Letter of Support for Valley Regional Transit's federal No or Low Emission funding application. • Met with Valley Regional Transit on several occasions to prepare application for federal Low or No Emission Bus Program grant funding. • Prepared for and hosted the Urban Balancing Committee on April 4, 2019. • Prepared proposals for Transportation Management Area balancing action to program "one-time" funds in the April 24, 2019, RTAC meeting. • Processed an amendment and administrative modifications to the FY2019-2023 Transportation Improvement Program (TIP). Developed public materials for a public comment period starting May 1, 2019. • Met with member agency staff as needed regarding project-specific issues as well as specific updates for the Draft FY2020-2025 TIP. • Started working on updates to the performance measurement reporting in the TIP (referred to as "TIP Achievement"). • Met with ITD Public Transportation staff on April 19, 2019, to discuss upcoming requirements to report on the Public Transportation Agency Safety Plans. Reporting is required to begin in FY2020. • Met with Mayor Nancolas, City of Caldwell staff, and Idaho Transportation Department staff on April 23, 2019 regarding upcoming BUILD grant application for a US 20/26 project.

PROGRAM NO.	
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> • Hosted a meeting with staff from City of Meridian, ACHD, and ITD regarding a possible Linder Road Overpass on April 10, 2019. • Attended the Valley Regional Transit Public Transportation Provider Group meeting on April 12, 2019. • Held a check-in meeting for Ada County's Master Facilities Plan Public Transportation Access project on April 24, 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. • Reviewed recordings of summer radio air quality messages.
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. • Responded to two custom mapping requests and developed three maps.
705	<p>TRANSPORTATION LIAISON SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Met with various COMPASS Board members regarding COMPASS, its members and regional issues. • Attended the Valley Regional Transit (VRT) Board and Executive Board meetings on April 1, 2019. • Participated in the Meridian Transportation Commission meeting on April 1, 2019. • Attended a WTS Lunch and Learn event on April 2, 2019. The topic was the Boise Bicycle Project. • Attended a media event hosted by the Idaho Transportation Department on engaged driving on April 4, 2019. • Participated in the Caldwell Chamber of Commerce Transportation Committee meeting on April 8, 2019. Carl Miller was the guest speaker. • Attended the Valley Regional Transit (VRT) Board special meeting on April 15, 2019. • Attended the Boise City Council meeting on April 16, 2019. • Attended the Idaho Transportation Board meeting on April 17, 2019. • Attended the Association of Canyon County Highway Districts on April 18, 2019.
720	<p>STATE STREET CORRIDOR</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Attended bi-weekly project team conference calls. • Participated with the Project Management Team. • Reviewed the draft chapters of the plan.
760	<p>LEGISLATIVE SERVICES</p> <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.

PROGRAM NO.	
761	<p>GROWTH INCENTIVES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> No significant activity this month.
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> Attended the Government Social Media Conference in Nashville, TN, March 31 – April 4, 2019. Attended WTS Lunch and Learn on the Boise Bicycle Project on April 2, 2019, in Boise. Attended a webinar, “2019 FTA Grants for Low Emission Buses and Charging Infrastructure,” on April 2, 2019. Attended Grant Professionals Association Chapter Leader Conference on April 11-12, 2019. Attended the Complete Streets workshop at COMPASS on April 15 and 16, 2019. Attended the Public Management Association for Human Resources Idaho chapter meeting on April 23, 2019, in Boise. Attended WTS Lunch and Learn on Emerging Trends and Technology in the Transportation Field on April 23, 2019, in Boise. Attended a webinar, “Marketing Safety,” on April 25, 2019. Attended a webinar, “Communicating Transit Asset Management Compliance and Programs,” on April 25, 2019. Attended a webinar, “How to Compete for BUILD Transportation Grants,” on April 30, 2019. Attended Transportation Conformity Training at Idaho Department of Environmental Quality on April 30 and May 1, 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 modeling assistance to member agencies. Completed running the model sets for the FY2020-2024 Transportation Improvement Program (TIP) and other planning needs. Completed additional sensitivity testing to the refined mode choice model and began documentation.
842	<p>CONGESTION MANAGEMENT PROCESS</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> Conducted additional agency outreach meetings for the TSMO/ITS/CMP update with ACHD, Ada County Sheriff, Idaho State Police, State Comm, and ITD Emergency Services. Continued to process and analyze the 2018 travel time data for the Congestion Management Annual Report. Continued working on the draft Congestion Management Plan with the consultant. Continued to receive data and update the ITS inventory.

PROGRAM NO.	
860	<p data-bbox="300 163 1534 231">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="316 241 1526 829" style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Completed 100% of 3" aerial imagery acquisition for the COMPASS 2019 orthophotography project. 90% of the rural 6" data was acquired as well. Raw camera data processing is underway. • Completed 75% of 3" photography raw imagery processing. • 50% of oblique imagery has been captured. • Created GIS file for Star's proposed land use map. • Worked on updating COMPASS GIS web pages. • Provided data to consultant for Garden City. • Updated school points GIS data. • Upgraded software for new security requirements. • Provided historic city limits map and mapping application for the city of Eagle. • Provided GIS data for Nampa's Bike and Ped Master Plan. • Sold one section of contour data. • Supported PSAP mapping and Census tract splits. • Updated static maps for website.
991	<p data-bbox="300 835 1534 903">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="316 913 1526 976" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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MAY 2019 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Presented draft of FY2020 UPWP for Finance Committee review. • Processed and tracked revenues and expenditures associated with Revision 2 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"> • Began development of the 2019 Development Monitoring Report. • Registered for the Census Bureau New Construction Program. • Submitted proposed boundaries for the Census Participant Statistical Areas Program. • Completed 2 development checklists for city of Kuna.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 23 Facebook messages, 25 Tweets, 24 Instagram messages, 4 LinkedIn messages, and 1 blog. • Tracked issues related to COMPASS and transportation in the news media; facilitated two interviews and provided growth and congestion data to the press. • Updated the COMPASS website. • Distributed the monthly "Keeping Up With COMPASS" newsletter. • Hosted a COMPASS booth at Ada County's May in Motion kickoff event on May 1, 2019. • Met with Bob Thompson, Idaho Transportation Department (ITD), and Monica Gourd, Federal Highway Administration, on May 28, 2019, to discuss the possibility of COMPASS hosting a "value capture" workshop as part of its FY2020 education series. • Met with Ken Kanownik, ITD Planning Manager, on May 29, 2019, to discuss a joint COMPASS/ITD contract for outreach software. • Panelist for the Urban Land Institute Turning Transportation Vision into Reality on May 30, 2019.

PROGRAM NO.	
661	<p data-bbox="310 163 716 197">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1515 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 239 1500 1184" style="list-style-type: none"> • Hosted a Kick Off meeting for the Rails with Trails Development Cost Study with the Rails with Trails Workgroup on May 1, 2019. • Hosted Freight Advisory Workgroup meeting on May 7, 2019. • Met with Rebecca Irving, Idaho Power, on May 2, 2019, to discuss the update to Idaho Power’s long-range plan for Canyon County and how the organizations can coordinate on plan updates. • Presented the draft work plan for developing CIM 2050 to the Regional Transportation Advisory Committee (RTAC) on May 22, 2019. RTAC recommended the work plan to the COMPASS Board for approval in its June 17, 2019, meeting. • Hosted the Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.) meeting on May 22, 2019. • Met with Gary Segers of F.A.C.T.S. to discuss the 2009 Boise River Trails Plan on May 13, 2019. • Attended ACHD Bicycle Advisory Committee on May 6, 2019. • Attended Nampa Bike Ped Advisory Committee on May 9, 2019. • Installed two bicycle and pedestrian time lapse cameras for the City of Nampa. • Installed two pyro-box bicycle and pedestrian counters for Boise Parks and Recreation. • Installed two eco-counter pneumatic tube counters for Boise Parks and Recreation. • Uninstalled one bicycle and pedestrian camera. • Installed four trail bicycle and pedestrian counters for Boise Parks and Recreation. • Attended FHWA/ITD Transportation Performance Measures meeting on May 29, 2019.
685	<p data-bbox="310 1188 915 1222">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1226 1515 1260" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1264 1515 1995" style="list-style-type: none"> • Hosted a meeting of the Idaho chapter of Grant Professionals Association on May 1, 2019. • Participated in a statewide Transportation Alternatives Program coordination meeting on May 2, 2019, hosted by the Idaho Transportation Department. • Held a Regional Transportation Advisory Committee (RTAC) workshop on May 8, 2019 to provide detailed project information and discuss <i>Communities in Motion</i> Implementation Grant and Project Development Program applications prior to RTAC conducting paired comparisons. • Hosted a sponsor meeting to discuss projects within programs managed by COMPASS staff on May 8, 2019. • Assisted Valley Regional Transit in completing a Federal Transit Administration Low or No Emission Bus Program application to fund battery-electric buses, submitted on May 9, 2019. • Facilitated RTAC members’ paired comparisons of CIM Implementation Grant and Project Development Program applications to rank projects eligible for FY2020 funding. • Met with ITD staff to provide pros and cons of both ZoomGrants and SurveyMonkey APPLY online application software on May 14, 2019. • Met with the President of J-U-B Engineers on May 29, 2019 to provide feedback regarding Project Development Program work completed for COMPASS.

PROGRAM NO.	
	<ul style="list-style-type: none"> • Held a public comment period on an amendment to the Regional Transportation Improvement Program (TIP) from May 1 – 15, 2019, and opened a public comment period on another TIP amendment on May 28, 2019. • Processed one amendment and one administrative modification to the FY2019-2023 TIP. • Informed RTAC and member staff of available funding sources through <i>Funding News</i> e-mails. • Began preparations for the summer public comment period for the FY2020-2026 TIP update. • Began developing improved reporting methods for the TIP Achievement section of the FY2019-2023 TIP. • Met with member agency staff as needed regarding project-specific issues.
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> • Attended City of Meridian Comprehensive Plan Transportation Focus Group meeting on May 6, 2019. • Attended City of Caldwell Comprehensive Plan Open House on May 8, 2019. • Attended the Valley Regional Transit Public Transportation Provider Group meeting on May 10, 2019. • Held a meeting for Ada County's Master Facilities Plan Public Transportation Access project on May 31, 2019. • Evaluated the possibility of bringing the Air Quality Board emissions testing program and staff into COMPASS.
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. • Met with Jason Russell, Catalyst Media, to discuss the summer air quality media campaign on May 2, 2019. • Finalized a one-year extension (October 1, 2019 – September 30, 2020) to the Idaho Department of Environmental Quality/Air Quality Board/COMPASS agreement for COMPASS to coordinate air quality outreach efforts. • Began the summer air quality media campaign on May 27, 2019.
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. • Responded to one custom mapping request and developed two maps.

PROGRAM NO.		
705	TRANSPORTATION LIAISON SERVICES	MATT STOLL <ul style="list-style-type: none"> • Met with Jeff Miles and Laila Kral on May 1, 2019 regarding LHTAC and COMPASS coordination. • Attended the Valley Regional Transit (VRT) Executive Board meeting on May 6, 2019. • Participated in the Caldwell Chamber of Commerce Transportation Committee meeting on May 6, 2019. • Participated in the Meridian Transportation Commission meeting on May 6, 2019. • Attended Canyon County Local Emergency Planning Committee meeting on May 8, 2019. • Attended the City of Boise’s Community Conversations on Transportation event on May 9, 2019. • Attended Valley Regional Transit’s Regional Advisory Committee meeting on May 21, 2019. • Attended the Idaho Transportation Board meeting on May 16, 2019. • Attended the Boise Chamber’s Transportation Committee meeting on May 16, 2019. • Met with Dawn Christensen, Communication Officer for the Local Highway Technical Assistance Council, on May 28, 2019, to discuss communication tools and ways the agencies can coordinate communication efforts. • Met with Teresa Vawter, new Community Outreach Coordinator, Idaho Transportation Department District 3, on May 29, 2019, to share information about COMPASS and discuss ways we can coordinate efforts. • Attended a ULI Idaho event on May 30, 2019. The topic was “Turning Transportation Vision into Reality.” • Met with various COMPASS Board members regarding COMPASS, its members and regional issues.
720	STATE STREET CORRIDOR	MEG LARSEN <ul style="list-style-type: none"> • Participated with the Project Management Team. • Reviewed the final draft plan and video.
760	LEGISLATIVE SERVICES	MATT STOLL <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.
761	GROWTH INCENTIVES	MATT STOLL <ul style="list-style-type: none"> • No significant activity this month.

PROGRAM NO.	
801	<p data-bbox="305 163 667 197">STAFF DEVELOPMENT</p> <p data-bbox="1295 201 1515 235" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="380 239 1495 1045" style="list-style-type: none"> • Attended Transportation Conformity training on April 30 – May 1, 2019 hosted by Idaho Department of Environmental Quality. • Attended a webinar, "Spring 2019 Real Estate Economic Forecast," on May 1, 2019. • Participated in a webinar on "How to Compete for Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants" provided by the US Department of Transportation on May 2, 2019. • Attended 2019 AMPO Planning Tools & Training Symposium on May 7-9, 2019. • Attended a Federal Highway Administration (FHWA) workshop on Environmental Justice on May 8, 2019. • Attended an Introduction to NEPA and Transportation Decision-making web-based training on May 8, 2019. • Attended an FHWA workshop on public involvement on May 9, 2019. • Attended the BDPA Human Resources Manager's Meeting on May 20, 2019, in Boise. • Attended the Funder's Fair, a state and federal grant workshop for local Idaho communities, sponsored by US Senator Jim Risch and US Congressman Mike Simpson, on May 15, 2019. • Attended a WTS Lunch and Learn event on May 21, 2019. The topic was the Boise Airport and the Expansion Plans over the next 4-5 years. • Attended AASHTO meeting for SHRP2 grant recipients on May 20-21, 2019.
820	<p data-bbox="305 1083 675 1117">COMMITTEE SUPPORT</p> <p data-bbox="1295 1121 1515 1155" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 1159 1430 1226" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p data-bbox="305 1226 899 1260">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1125 1264 1515 1297" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1302 1507 1654" style="list-style-type: none"> • Continued to provide modeling assistance to member agencies. • Completed one area of influence model run for proposed development in the City of Star. • Reviewed the draft project list for air quality conformity demonstration for the FY2020-2024 Transportation Improvement Program. • Ran four scenario tests using the updated mode choice component of the model. • Completed the preliminary benefit-cost analysis on US 20/26, I-84 to Middleton Road project for U.S. DOT's Better Utilizing Investments to Leverage Development (BUILD) transportation grant.
842	<p data-bbox="305 1654 935 1688">CONGESTION MANAGEMENT PROCESS</p> <p data-bbox="1125 1692 1515 1726" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1730 1455 1934" style="list-style-type: none"> • Hosted the Regional Operations Workgroup meeting on May 14, 2019. • Continued analyzing the 2018 travel time data for the Congestion Management Annual Report. • Continued to work the Congestion Management Plan with the consultant. • Completed initial update to the ITS inventory. • Started to build TSMO Projects List.

PROGRAM NO.	
860	<p data-bbox="310 163 1524 233">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="331 233 1524 730" style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Completed the rural 6" orthophotography data acquisition for the COMPASS 2019 orthophotography project. • Raw imagery processing completed for the COMPASS 2019 orthophotography project. • Archive imagery research for ACHD. • Began working on creating daily updates of a Regional Address Points GIS layer. • Provided GIS data to a consultant for the City of Boise to assist with the Whitewater and VMP bicycle and pedestrian plan. • Updated Critical Freight Corridor Map. • Provided city comprehensive plan layer files to Canyon County. • Submitted Census PSAP mapping update.
991	<p data-bbox="310 730 1524 800">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="331 800 1524 871" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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COMPASS BOARD AGENDA ITEM VIII-B

Date: June 17, 2019

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

April Air Quality Monitoring:

The Idaho Department of Environmental Quality reported all days in the good air quality category in the Treasure Valley during the month of April 2019.

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	115	5	0	120

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

Air Quality Categories:

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

Implication (policy and/or financial):

None.

More Information:

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

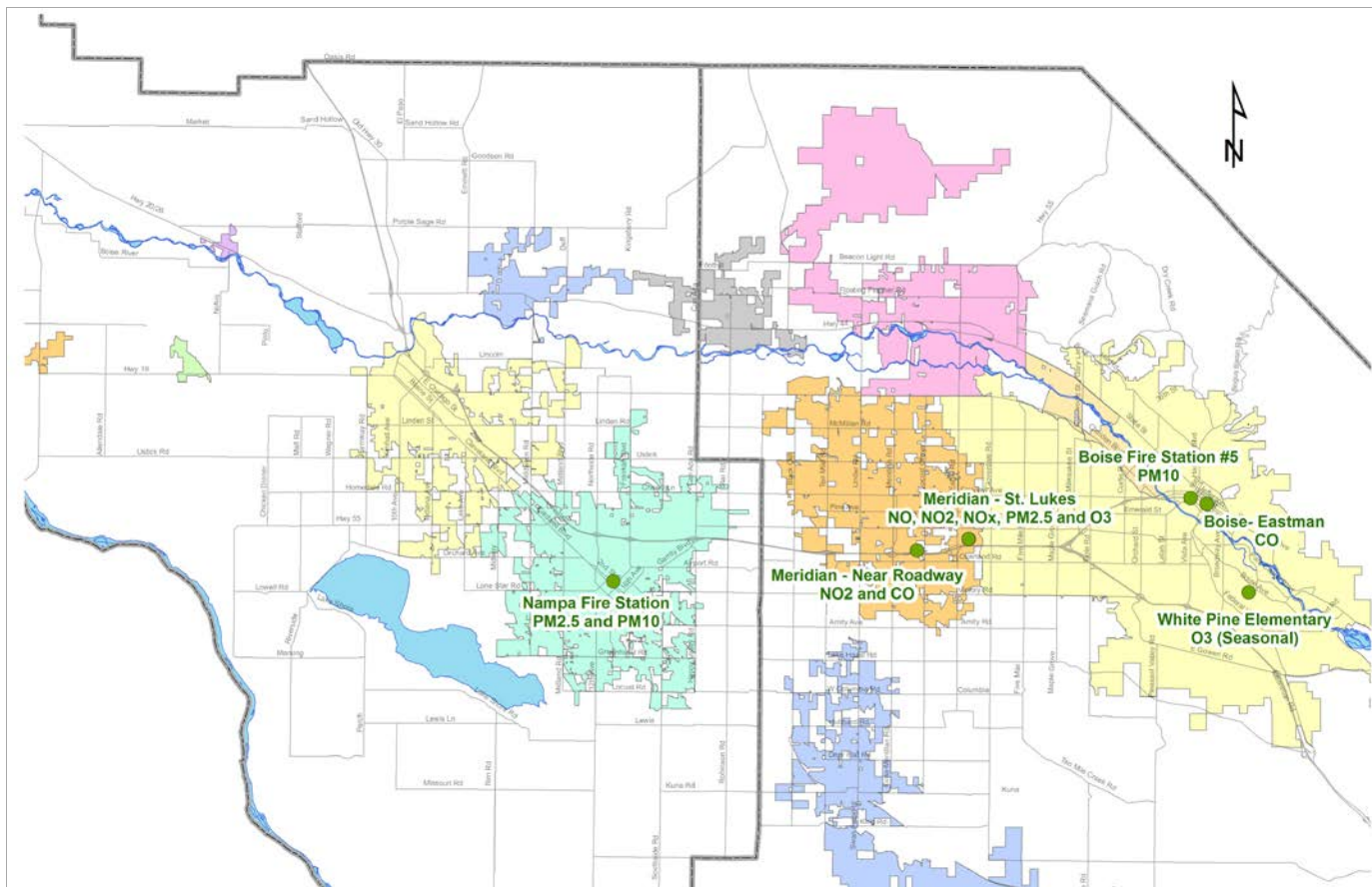


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

Carbon Monoxide (CO)

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

Oxides of nitrogen (NOx)

Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures

Ozone (O3)

A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and [NOx](#) combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.

PM2.5

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

PM10

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

COMPASS BOARD AGENDA ITEM VIII-B

Date: June 17, 2019

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

May Air Quality Monitoring:

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

- Two days were attributable to fine particulate matter (PM_{2.5}) 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	144	7	0	151

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

Air Quality Categories:

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

Implication (policy and/or financial):

None.

More Information:

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

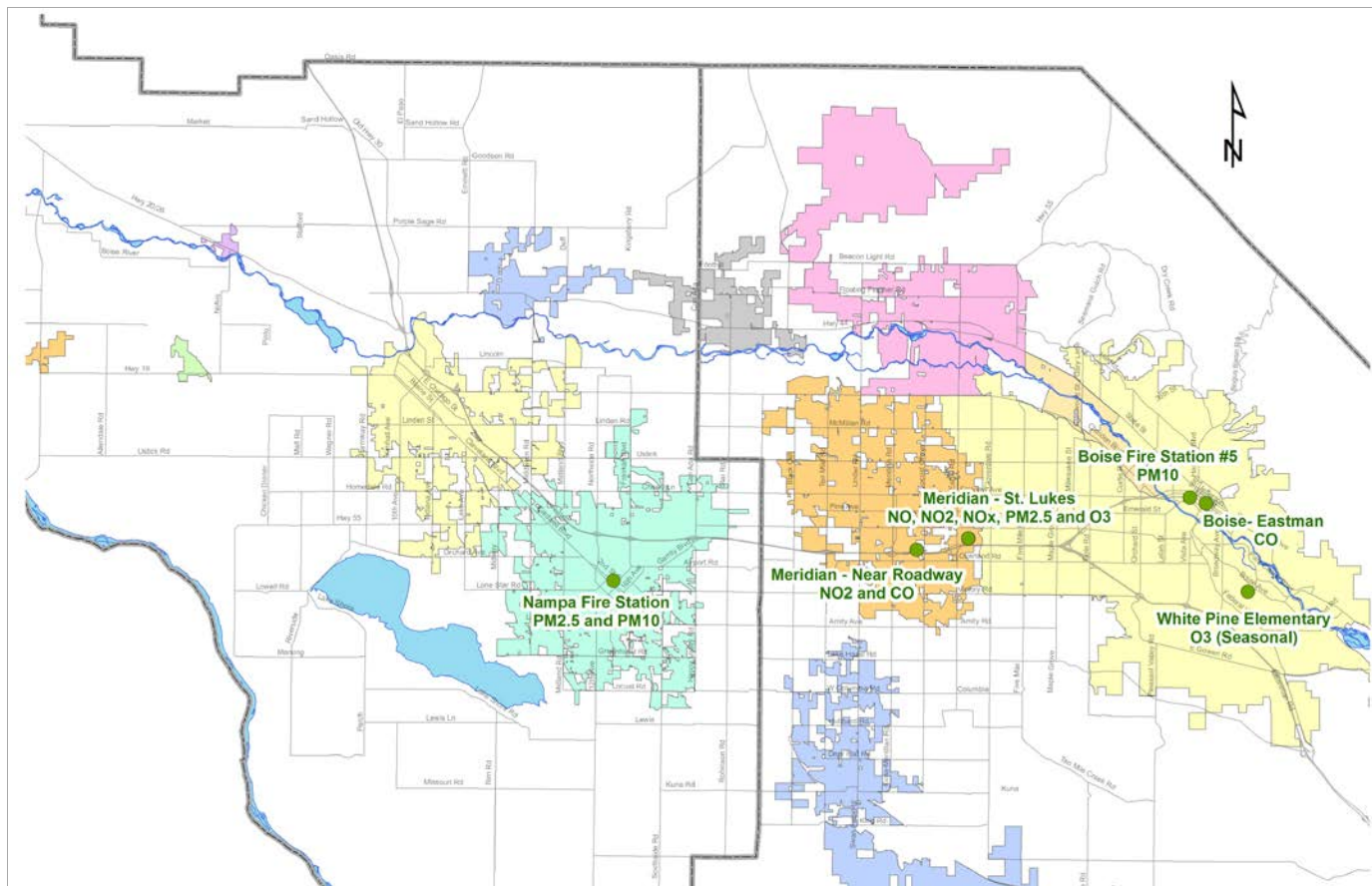


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

Carbon Monoxide (CO)

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

Oxides of nitrogen (NOx)

Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures

Ozone (O3)

A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and **NOx** combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.

PM2.5

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

PM10

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

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

VIII-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								5
Ada County/M. Leatherman/M. Mehta-Cooper/K. Woodworth	1	1	1	1	1								5
Boise State/D. Alexander	1	1	1	1									4
Canyon County/K.Dahl/P. Nilsson/D.Lister	1	1		1	1								4
Canyon Highway District #4/L. Riccio	1	1	1		1								4
City of Boise/D. Fluke/K. Gallagher/Z. Piepmeyer	1	1	1	1	1								5
City of Caldwell/R. MacDonald/ S. Tipuric	1	1	1	1									4
City of Eagle/N. Baird Spencer/B. Vaughan	1	1	1	1									4
City of Garden City/J. Thornborrow													0
City of Greenleaf L. Belt	1	1		1									3
City of Kuna/W. Howell	1	1	1	1	1								5
City of Melba/P. Bandy	1	1	1	1	1								1
City of Meridian/C. Hood/B. McClure/R.Simison	1	1	1	1	1								5
City of Middleton/Vacant as of March 8, 2019	1												1
City of Nampa/J. Barnes/C. Bowman	1	1	1	1	1								5
City of Notus/R. Wallace Jr.													0
City of Parma/N. Leigh	1		1	1	1								4
City of Star/S. Nickel			1	1	1								3
City of Wilder/D. Enrico		1			1								5
Golden Gate Highway District. # 3/G. Bates	1	1	1	1	1								5
IDEQ/M. Toole													0
ITD/Caleb Lakey	1	1	1	1	1								5
Public Participation Committee/D. Smith	1	1	1	1	1								5
Valley Regional Transit/R. Jalbert	1	1	1	1	1								5
Central District Health/R. Howarth	1												1
Governor's Office/Z. Hague													0



**Community Planning Association (COMPASS)
Administrative Modification #9 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						
22050	Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa	Nampa	\$559,425	\$492,965	-11.88%	TAP-U	2019	Decrease PE by \$5,000 and PC by \$61,460.	22070	Correction to Administrative Modification #6. Design funds from KN 22070 should not have been moved to KN 22050. Project will be considered "companion" project with KN 22070 in the bidding process.
22070	Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa	Nampa	\$472,606	\$539,066	14.06%	TAP-U	2019	Increase PE by \$5,000 and PC by \$61,460.	22050 and TAP Balancing	Correction to Administrative Modification #6. Design funds from KN 22070 should not have been moved to KN 22050. Project will be considered "companion" project with KN 22050 in the bidding process.
20355	Railroad Crossing, Look Lane, Caldwell	Caldwell	\$590,000	\$590,000	0.00%	Fed RRX	2019	Decrease PC by \$60,000, CE by \$5,000 and CN by \$510,000.	Rail Balancing	Delay project due to change in standards or conditions.
						Fed RRX	2020	Increase PC by \$60,000, CE by \$5,000 and CN by \$510,000.		
20796	I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa	ITD	\$5,718,153	\$5,843,153	2.19%	TECM	2019	Increase CN by \$50,000.	20797	To cover change orders.
						INFRA	2019	Increase CN by \$75,000.		
20797	I-84, Karcher Overpass, Nampa	ITD	\$4,856,846	\$4,731,846	-2.57%	TECM	2019	Decrease CN by \$50,000.	20796	To cover change orders on KN 20796.
						INFRA	2019	Decrease CN by \$75,000.		
20692	Railroad Crossing, 11th Avenue North, Nampa	Nampa	\$200,000	\$200,000	0.00%	Fed RRX	2019	Increase CN by \$200,000.	Rail Balancing	FY2018 funds were not obligated. Carried forward to FY2019.
13052	21st Avenue, Cleveland to Chicago, Caldwell	Caldwell	\$2,652,000	\$2,775,825	4.67%	Fed RRX	2019	Increase UT by \$80,035 and CN by \$43,790.	Rail Balancing	Additional funds for unforeseen cost increases due to change in standards or conditions. Project is in close out.
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	Kuna	\$2,540,492	\$2,546,586	0.24%	Previous Expenditures	N/A	Increase by \$6,094.	TAP Balancing	Increase previous expenditures to match OTIS obligations.

* Includes federal and local portions.

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

Assumed total costs from FY2019-2023 TIP.

CE = Construction Engineering
CN = Construction
Fed = Federal
FY = Fiscal Year
I = Interstate
INFRA = Infrastructure for Rebuilding America

ITD = Idaho Transportation Department
KN = Key Number
OTIS = Office of Transportation Investment System
PE = Preliminary Engineering
PC = Preliminary Engineering Consultant
RRX = Railroad Crossing

TAP = Transportation Alternatives Program
TECM = Transport Expansion Congestion Mitigation
UT = Utilities
U = Urban

Staff Recommendation:



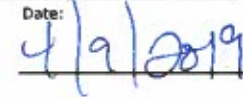
Daniel Hernandez, Assistant Planner
COMPASS

Approval:



Matthew J. Stoll, Executive Director
COMPASS

Date:



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Community Planning Association (COMPASS)
Administrative Modification #10 for FY2019-2023 Transportation Improvement Program (TIP)

Scheduled Funding for Project Lifetime

Key	Project	Sponsor	*Current Total	*Revised Total	**Percent Change	Program/ Funding Source	Program Year	Revision	Offset	Brief Explanation
NEW-22180	Bicycle and Pedestrian, Data Bike	COMPASS	\$7,000	\$7,000	0.00%	T2 Grant	2019	No change to dollar amount.	N/A	Add permanent key number.
20613	Lone Star Road and Middleton Road, Intersection Improvements	Nampa	\$1,501,000	\$1,515,277	0.95%	HSIP	2020	Decrease PE by \$4,000. Increase PC by \$18,277.	LHTAC Balancing	Increase and shift funds to cover supplemental agreement for ROW acquisition and stormwater drainage design.
22050	Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue	Nampa	\$599,425	\$532,965	-11.09%	TAP-U	N/A	No change to dollar amount.	N/A	Correction to Administrative Modification #9. Revision was accurately made, however current total was inaccurately input. This correction shows correct total amounts for documentation.
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI	ITD	\$6,831,052	\$6,986,052	2.27%	Capacity	2019	Increase LP by \$155,000.	Statewide Balancing	Increase costs for ROW acquisition. Offset from projects outside COMPASS Planning Area KN 19999 (\$75,600) and KN 20156 (\$79,400).
13964	Peckham Road, US-95 to Notus Road, Canyon County	GGHD	\$3,719,954	\$3,801,270	2.19%	STP-R	2019	Increase LP by \$68,000 and PL by \$13,316.	STP-R Balancing	Increase PL and LP to cover unforeseen cost increases.
19875	Railroad Crossing, North Linder Road, Meridian	ACHD	\$525,000	\$612,000	16.57%	STP-TMA	2019	Increase ROW by \$87,000.	STP-TMA "One time" funds	ACHD was requested to provide ROW funds for this project. Remainder of project funded with federal rail funds.
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	ITD	\$14,172,002	\$14,172,002	0.00%	STP-TMA	2019	Increase PC by \$125,000.	STP-TMA "One time" funds	Covert funds from local to federal-aid. No change to overall cost.
						Local Participating	2019	Decrease PC by \$125,000.		
20159	Capital Maintenance, Local-Phase 3, Boise Area - FY2021	ACHD	\$355,000	\$391,000	10.14%	STP-TMA	2019	Increase PE by \$5,000 and PC by \$86,000.	STP-TMA "One-time" funds	Convert the cost of design from local to federal-aid and increase by \$36,000 to cover design bid. Change name and description to reflect the change of funding.
						Local Participating	2019	Decrease PE by \$5,000 and PC by \$50,000.		
13481	State Street and Collister Drive Intersection, Boise	ACHD	\$13,682,399	\$13,682,399	0.00%	STP-TMA	2019	Increase UT by \$3,318 and CN by \$849,703.	STP-TMA "One-time" funds	Covert funds from local to federal-aid. No change to overall cost.
						Local Participating	2019	Decrease UT by \$3,318 and CN by \$849,703.		

* Includes federal and local portions.

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

Assumed total costs from FY2019-2023 TIP.

ACHD = Ada County Highway District

CFI = Continuous Flow Intersection

CN = Construction

FY = Fiscal Year

GGHD = Golden Gate Highway District

HSIP = Highway Safety Improvement Program

ITD = Idaho Transportation Department

KN = Key Number

LHTAC = Local Highway Technical Assistance Council

LP = Land Purchase

PC = Preliminary Engineering Consultant

PE = Preliminary Engineering

PL = Preliminary Engineering oversight by LHTAC

R = Rural

ROW = Right of Way

SH = State Highway

STP = Surface Transportation Program

T2 = Technology Transfer

TAP = Transportation Alternatives Program

TMA = Transportation Management Area

U = Urban

US = United States (Highway)

UT = Utilities

Staff Recommendation:

Daniel Hernandez, Assistant Planner

COMPASS

Approval:

Matthew J. Stoll, Executive Director

COMPASS

Date:

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COMPASS BOARD AGENDA ITEM VIII-E

Date: June 17, 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 October 2019 Board meeting packet. If you have questions about a specific project, please call for more information.

More Information:

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

TT: T:\FY19\600 Projects\685 TIP\Milestone\190617mmoBdStatus.docx

Project Milestone Report

As of 6/6/19

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
Funded with local funds that could convert to federal if funding is available in order to keep goals for maintenance projects. Completing design scope of work with federal funds.		\$320,000		Obligated	N/A	
Capital Maintenance, Local, Boise Area - FY2021 (KN 20159)	ACHD	2017	\$355,000	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		Obligation in Process	N/A	
Capital Maintenance, Phase 1, Boise Area - FY2019 (KN 13903)	ACHD	2014	\$5,541,000	2017	N/A	2019
Scheduled bid opens June 18, 2019.		\$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
Completing design.		\$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	\$2,388,000	2017	N/A	2019
Bid opening is scheduled for July 2, 2019.		\$2,383,000		Obligated	N/A	Obligation in Process
Capital Maintenance, Phase 2, Boise Area - FY2020 (KN 19887)	ACHD	2017	\$2,507,000	2018	N/A	2020
Completing design.		\$2,489,000		Obligated	N/A	
Capital Maintenance, Phase 3, Boise Area - FY2019 (KN 20091)	ACHD	2016	\$95,153	2017	N/A	2019
Plans, specifications, and engineer's estimates package is under final review. Bidding will occur in summer of 2019.		\$320,000		Obligated	N/A	Obligation in Process
Cole Road, I-84 to Franklin Road, Boise (KN IN203-14 and RD207-16)	ACHD	2014	\$12,074,000	N/A	N/A	2019
Construction is underway.		N/A		N/A	N/A	Obligated
Cole Road, McGlochlin Street to Victory Road, Boise (KN IN205-97)	ACHD	N/A	\$3,063,000	N/A	2019	2020
In right-of-way acquisition process.		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

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Commuteride, Van Replacements, Boise Area - FY2017 (20173)	ACHD	2016	\$315,130	N/A	N/A	2017
Extension of Federal agreements approved by ACHD Commission scheduled for June 5, 2019.		\$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
STP-TMA funds need to transfer for FTA. Agreement approved by ACHD Commission on October 24, 2018.		\$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	\$271,000	N/A	N/A	2019
Federal agreement approved by ACHD Commission on June 6, 2018. FY2018 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
Design is nearly complete.		N/A		Obligated		
ITS, Advanced Signalization, Ada County, ACHD (KN 22100)	ACHD	2019	\$1,790,000	2019	N/A	2020
In process of removing project.		\$1,790,000			N/A	
Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)	ACHD	2013	\$4,513,000	2013-2019	2018	2020
In right-of-way acquisition process.		\$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
Completing right-of-way acquisition process.		\$3,026,000		Obligated	Obligated	
State Street and Collister Drive Intersection, Boise (KN 13481)	ACHD	2012	\$13,520,000	2015	2017	2018
Construction is underway.		\$5,000,000		Obligated	Obligated	Obligated
State Street Lighting, 16th Street to 23rd Street, Boise (KN 20275)	ACHD	2017	\$360,000	2018	N/A	2019
Bid is selected. Construction will begin soon.		\$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
Completing right-of-way acquisition process.		\$3,310,000				

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Ten Mile Road, Ustick Road to McMillan Road, Meridian (RD202-32)	ACHD	2016	\$3,850,000	N/A	N/A	PD
In right-of-way acquisition process.		\$3,850,000		N/A	N/A	
Pathway, Fairview Avenue Greenbelt Ramp, Boise (KN 20639)	Boise	2018	\$201,000	2018	N/A	2020
Preliminary design completed May 2019. Final design anticipated end of June 2019 with plans, specifications, and engineer's estimates package in late July 2019.		\$81,000		Obligated	N/A	
Bicycle Parking, Covered Bicycle Facility, Boise State (KN 21913)	Boise State	2018	\$33,000	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 obligation and bidding.		\$30,000		Partially obligated	N/A	
Bicycle Parking, Secure Bicycle Facilities, Boise State (KN 20095)	Boise State	2017	\$110,000	2019	N/A	2018
Request for increased funds for LHTAC support submitted. Process to follow will be similar to work conducted on KN 21913 (above).		\$72,000		Obligated	N/A	Obligated
10th Avenue Bridge, Caldwell (KN 13055)	Caldwell	2011	\$2,959,000	2013	N/A	2019
Project was bid on November 20, 2018. Low bid exceeded engineer's estimate by more than 10%. Bid is being analyzed and additional funding is being sought.		\$595,000		Obligated	N/A	Obligated
10th Avenue ITS and Overlay, Caldwell (KN 13905)	Caldwell	2014	\$1,380,000	2018	N/A	PD
Design is underway.		\$1,196,000		Obligated	N/A	
ADA Ramps, Caldwell (KN 19885)	Caldwell	2017	\$60,000	N/A	N/A	2018
		\$60,000		N/A	N/A	Obligated
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	2013	\$3,206,000	2014-2018	2020	PD
Design is underway.		\$2,231,000		2014-2018 Obligated	N/A	
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		
Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell (KN 20076)	Caldwell	2017	\$704,000	2017-2018	N/A	2019
Final design and environmental documentation is underway.		\$473,000		2017-2018 Obligated	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Highway 30, Goodson Road to Oasis Road, Canyon County (KN 19951)	Canyon Highway District	2017	\$2,435,000	2018-2019	N/A	PD
Design is underway with the survey and geotechnical field work complete.		\$2,029,000		2018-2019 Obligated	N/A	
Old Highway 30, Plymouth Street Bridge, Caldwell (KN 13494)	Canyon Highway District / Caldwell	2013	\$10,664,000	2015-2017	2020	2023
Alternatives and environmental analysis 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
Due to continuing resolution, only partial funding is obligated. Federal Transit Administration funds will be transferred to the Federal Highway Administration for obligation once a full-year appropriation bill is signed.		\$7,438,000		2019 Obligated	N/A	N/A
Planning, Transportation Operations and ITS Plan Update, COMPASS (KN 18694)	COMPASS	2015	\$236,000	2019	N/A	N/A
Study is underway. Expect completion in December 2019.		\$250,000		Obligated	N/A	N/A
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle (KN 20841)	Eagle	2018	\$1,299,000	2018-2019	2020	2023
Developing preliminary design plans and working on the environmental document.		\$1,299,000		Obligated		
Pathway, Dry Creek Trail and Underpass, Eagle (KN 13916)	Eagle	2014	\$541,000	2014-2016	N/A	2017-2019
Construction is underway. Small changes in project construction were realized due to unknown subsurface conditions. Contractor placed fill from the project into the Dry Creek Floodway without approval, project has been prolonged to allow remediation. Construction is scheduled for completion in August 2019.		\$150,000		2014-2016 Obligated	N/A	2017-2019 Obligated
Peckham Road, US-95 to Notus Road, Canyon County (KN 13964)	Golden Gate HD	2014	\$3,672,000	2016	2019	2020
Final Design review comments are being addressed. The plans, specifications, and engineer's estimates package is under review. Right-of-way plans are being revised in response to comments. Right-of-way purchase to be completed in 2019. Construction State/Local agreement submittal and bidding are expected in late 2019, with construction expected in early summer 2020.		\$2,194,000		Obligated	Obligated	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Safety Improvements at 62 Intersections, Canyon County (KN 20249)	Golden Gate HD	2017	\$39,000	N/A	N/A	2018
Project materials received and Golden Gate Highway District has completed 50% of the installation as of May 15, 2019. Completion is due by the end of August 2019.		\$39,000		N/A	N/A	Obligated
Pathway, Mill Creek Elementary, Middleton (KN 18838)	Greater Middleton Parks and Recreation	2014	\$323,000	2016	N/A	2017
		\$316,000		Obligated	N/A	Obligated
Bridge Rehabilitation, Ada and Canyon Counties - FY2019 (KN 19442)	ITD	2015	\$3,859,000	2016	N/A	2019
Design is complete. The plans, specifications, and engineer's estimates package was submitted December 1, 2017.		\$3,575,000		Obligated	N/A	Obligated
Bridge Repairs, Ada and Boise Counties - FY2017 (KN 19345)	ITD	2016	\$3,277,000	2017	N/A	2017
Construction is underway and is expected to be completed by August 2018. (no update provided)		\$2,585,000		Obligated	N/A	Obligated
Cloverdale Road, Camas Drive to Trutina Avenue and Overpass, Boise (KN 20842)	ITD/ ACHD	2018	\$13,382,000	2019	N/A	2019
Construction is underway with bridge opening planned for June 2019 and completion in late August 2019.		\$6,656,000		Obligated	N/A	Obligated
ITS, Port of Entry License Plate Readers, Ada County (KN 20288)	ITD	2016	\$500,000	N/A	N/A	2017
		\$500,000		N/A	N/A	Obligated
I-84, Blacks Creek Road Interchange, Ada County (KN 19874)	ITD	2017	\$13,088,000	2018-2019	N/A	2019
Design is underway. Delivery of plans, specifications, and engineers estimates package by March 2019.		\$12,100,000		Obligated	N/A	Partially obligated
I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise (KN 20738)	ITD	2017	\$1,795,000	2018	N/A	2021
Design is underway.		\$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
		\$2,168,000		2017 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
		\$730,000		2016-2018 Obligated	N/A	
I-84, Five Mile Road to Orchard Road and Ramps, Boise (KN 19289)	ITD	2016	\$2,246,000	2017	N/A	2017
Project is currently in the construction phase and is on schedule.		\$3,073,000		Obligated	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Franklin Boulevard to Northside Boulevard, Nampa (KN 20798)	ITD	2018	\$87,958,000	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	\$169,697,000	2019	2019	2020-2021
Design is underway. (split from Key Number 20351)		\$169,697,000				
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 - 2018 Obligated	N/A	
I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (KN 20315)	ITD	2017	\$14,336,000	2017-2018	2018	2018
Project was split into five separate key numbers for work efficiencies. This project now includes design, right-of-way, and utilities only for the entire corridor. (See key numbers 20796, 20797, 20798, and 20799 for construction.)		\$150,000,000		2017 - 2018 Obligated	Obligated	(Utilities) Obligated
I-84, Karcher Overpass, Nampa (KN 20797)	ITD	2018	\$4,732,000	N/A	N/A	2018-2019
Design is shown under Key Number 20315. Construction contract was awarded. Construction has started. Abutment and piers are under construction with girders scheduled for placement June 10 and 11, 2019. Construction expected to be complete late summer or early fall 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
Environmental process is underway. Programmed amount may not fund all improvements recommended in the environmental study; unfunded projects will be prioritized for future programming. Design, right-of-way, and construction will be split into separate phases based upon findings of environmental study.		\$1,000,000		Obligated	N/A	N/A
I-84, Karcher Interchange Modification, Nampa (KN 19814)	ITD/ Nampa	2014	\$3,681,000	2016	N/A	2017
Change order work is pending.		\$2,210,000		Obligated	N/A	Obligated
I-84, Middleton Road and Ustick Road Overpasses. Canyon County (KN 22154)	ITD	2018	\$17,800,000	2019-2020	N/A	2020
Design is underway.		\$15,500,000		2019 Obligated	N/A	
I-84, Northside Boulevard to Karcher Road Interchange, Nampa (KN 20799)	ITD	2018	\$37,620,000	N/A	N/A	2019
Design is shown under Key Number 20315. The bid was awarded. Construction is expected to begin in July 2019.		\$37,400,000		N/A	N/A	Partially Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Oregon State Line to City of Caldwell, Bridge Rehabilitation (KN 19442)	ITD	2016	\$3,806,000	2016-2017	N/A	2019
		\$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 underway.		\$1,015,000		2017 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 has a Cooperative Agreement with ITD for Key Number 20782 (a companion project).		\$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, Academy Road, Greenleaf (KN 19461)	ITD/ Greenleaf	2018	\$92,000	2018	N/A	N/A
Boise Valley Railroad has track sections staged to re-work the railroad crossings.		\$106,000		Obligated	N/A	N/A
Railroad Crossing, Friends Road, Greenleaf (KN 19417)	ITD/ Greenleaf	2016	\$65,000	2017	N/A	2017
Boise Valley Railroad has track sections staged to re-work the railroad crossings.		\$85,000		Obligated	N/A	Obligated
Railroad Crossing, Look Lane, Caldwell (KN 20355)	ITD/ Caldwell	2018	\$590,000	2018-2019	N/A	2020
		\$270,000		2018 Obligated	N/A	
Railroad Crossing, SH-19 and Roedel Avenue, Caldwell (KN 19627)	ITD / Caldwell	2015	\$633,000	2017	N/A	2018
Agreement with City of Caldwell is complete. The railroad agreement is pending. Project is currently in the design phase and is on schedule for construction in FY2018. (no update available)		\$388,000		Obligated	N/A	Obligated
Railroad Crossing, South Black Cat Road, Ada County (KN 20014)	ITD/ACHD	2016	\$315,000	2017	N/A	2018
ITD is the lead on this project. Design is underway.		\$425,000		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
Refinement of modified selected alternative is ongoing.		\$6,200,000		2018-2019 Obligated	2019 Partial Obligation	N/A
SH-19, Oregon State Line to Caldwell, Seal Coat, Canyon and Owyhee (KN 19856)	ITD	2016	\$1,210,000	2017-2018	N/A	2019
Contract awarded. Anticipated start date in July 2019.		\$1,285,000		2017-2018 Obligated	N/A	Obligated
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	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle (KN 13476)	ITD	2016	\$6,831,000	2013-2019	N/A	2021
Working through final design and right-of-way acquisition. Anticipated delivery of plans, specifications, and engineer's estimates package in late August 2019.		\$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
In preliminary design phase, completing environmental document.		\$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
In preliminary design phase, completing environmental document.		\$8,700,000		Obligated		
SH-44, Canyon Canal Bridge, Middleton (KN 18950)	ITD	2015	\$1,487,000	2015 - 2017	N/A	2018-2019
Plans, specifications, and engineer's estimates complete. Bid opening expected in June 2018.		\$720,000		2015-2017 Obligated	N/A	2018-2019 Obligated
SH-44, Corridor Study, I-84 in Canyon County to Eagle Road (KN 07827)	ITD	1998	\$4,756,000	1999-2018	N/A	N/A
Traffic Study was submitted to Federal Highway Administration on 1/14/2019. Supplemental to update study based upon new traffic results is in process.		\$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
Plans, specifications, and engineer's estimates package complete. Awaiting advertisement.		\$2,100,000		2017-2018 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
Construction is underway.		\$1,400,000		Obligated	N/A	2017-2018 Obligated
SH-45, Snake River Bridge, Walters Ferry (KN 13389)	ITD	2012	\$6,857,000	2013-2016	N/A	2017
Construction is underway.		\$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
SH-55 (Eagle Road), Meridian Towne Center, Meridian (KN 13349)	ITD	2012	\$5,145,000	2014-2016	N/A	2017 & 2022
Construction on Phase II completed spring 2017. Phase III construction is pending.		\$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
Construction delayed to FY2025.		\$1,420,000		Obligated		

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 Lake Avenue Intersection, Canyon County (KN 12383)	ITD	2011	\$3,886,000	2011	2016-2017	2017
Construction underway.		\$4,600,000		Obligated	2016-2017 Obligated	Obligated
SH-55 (Karcher Road) and Midway Road Intersection, Nampa (KN 13025)	ITD	2011	\$3,526,000	2012	2016-2017	2017-2018
Construction underway. Companion projects KN 19414, 12383, and 18841.		\$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	\$3,830,000	2016	N/A	2017-2018
Construction underway. Companion projects KN 12383, 13025, and 18841.		\$4,300,000		Obligated	N/A	2017-2018 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	\$17,618,000	2014-2018	2016	2019-2020
Construction is underway.		\$8,074,000		2015-2018 Obligated	Obligated	2019-2020 Obligated
SH-69 (Meridian Road), Hubbard and Lake Hazel Roads, Signals, Kuna (KN 19997)	ITD/ ACHD	2017	\$962,000	2017	N/A	2018
Construction is underway.		\$970,000		Obligated	N/A	Obligated
SH-69 (Meridian Road), Kuna to Meridian (KN 19965)	ITD	2017	\$4,749,000	2017	N/A	2018
Construction is underway.		\$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
Joint ITD/ACHD project. ITD is lead. Expect project completion by end of January 2019.		\$200,000		2017-2018 Obligated	N/A	N/A
Study, Mores Creek Bridge Asset Plan, Ada County (KN 21968)	ITD	2019	\$280,000	2019-2020	N/A	N/A
ITD Bridge section completing this work.		\$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 selection process expected to be complete by end of January 2019.		\$2,337,000		Obligated	N/A	N/A
US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle (KN 20594)	ITD	2018	\$14,350,000	2018-2019	2020	2021
This project has the potential to enter a State Tax Anticipated Revenue (STAR) financing agreement.		\$14,350,000		2018 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 is underway. ACHD signed a Cooperative Agreement for its portion of the intersection.		\$10,625,000		2017-2019 Obligated	Obligated	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
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	\$5,550,000	2018	N/A	PD
Preliminary design is underway.		\$5,550,000		Obligated	N/A	
US 20/26 (Chinden), SH-16 to Linder Road, Ada County (KN 21858)	ITD	2019	\$18,527,000	2019	2019	2019-2020
State Tax Anticipated Revenue (STAR) project. Preliminary design ROW and environmental is underway.		\$7,770,000		Obligated	Obligated	
US 20/26 Intersection Improvements, Canyon County (KN 19415)	ITD	2015	\$398,000	2016-2018	N/A	2019
Construction is underway.		\$670,000		2016-2018 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
Consultant has completed topographic survey and geotechnical data collection. Preliminary hydraulic modeling and geomorphic analysis is underway.		\$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
Construction underway.		\$6,825,000		Obligated	N/A	Obligated
US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County (KN 19645)	ITD	2017	\$2,142,000	2018	N/A	2019
Contract is awarded. Expect work to begin in July 2019.		\$3,135,000		Obligated	N/A	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, awaiting final approval of environmental. The City was awarded a Community Development Block Grant to help fund this project.		\$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	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Colorado and Holly Signal and Pedestrian Improvements, Nampa (KN 13486)	Nampa	2013	\$1,286,000	2014-2015	N/A	2020
The City of Nampa submitted the plans, specifications, and engineer's estimates package. Construction may be advanced if funds become 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
State/Local agreement is complete. The consultant selection process 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
Final design and right-of-way acquisition is underway.		\$1,501,000		Obligated	N/A	
Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa (KN 20141)	Nampa	2017	\$536,000	2018	N/A	2019
Design and environmental work are underway.		\$501,000		Obligated	N/A	
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa (KN 22070)	Nampa	2019	\$539,000	2019	N/A	2021
Design State/Local agreement is complete. The consultant selection process is underway.		\$539,000		Obligated	N/A	
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa (KN 22050)	Nampa	2019	\$533,000	2019	N/A	2020
Design State/Local agreement is complete. The consultant selection process 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	2018	N/A	N/A
		\$200,000			N/A	N/A
Railroad Crossing, Midland Boulevard, Nampa (KN 22034)	Nampa / ITD	2019	\$50,000	2019	N/A	2019
		\$50,000			N/A	
Smith Avenue and Middleton Road, Signals, Nampa (KN 20167)	Nampa	2017	\$597,000	2018	N/A	2019
Plans, specifications and engineer's estimate is submitted. Awaiting additional obligation authority to obligate funds and bid the project.		\$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	
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	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
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	\$1,368,906	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	\$1,177,000	N/A	N/A	2019
		\$1,145,000		N/A	N/A	Obligated
Pedestrian Improvements, Historic North Nampa Pathway, Nampa (KN 19959)	VRT / Nampa	2017	\$590,000	N/A	N/A	2018
Pending National Environmental Policy Act (NEPA) approval. 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	\$2,268,000	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	\$1,596,000	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

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit - Acquisition of Service, Boise Area (KN 19691)	VRT	2019	\$1,008,000	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	\$849,000	N/A	N/A	2019-2021
These funds are passed through from ITD.		\$849,000		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
Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area (KN 19122)	VRT	2019	\$2,364,000	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 - College of Western Idaho Entrance and Roundabout, Nampa (KN 19609)	VRT	2016	\$779,000	N/A	N/A	2019
The College of Western Idaho has decided not to receive these funds. The project needs to be removed and funds reprogrammed to other needs.		\$779,000		N/A	N/A	
Transit - Mobility Management Operations, Boise Area (KN 19041)	VRT	2019	\$4,998,000	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	\$8,108,000	N/A	N/A	2019-PD
		\$8,108,000		N/A	N/A	Pending Obligation

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
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	\$1,770,000	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	\$7,255,000	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 6/6/19

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	\$2,746,000	2012	2015	2016
End Date: 10/1/2019.		\$2,505,000		Obligated	Obligated	Obligated
Amity Avenue, Robinson Road to Kings Corner, Nampa (KN 10541)	Nampa	2006	\$9,336,000	2009	2012	2015
End Date: 7/31/2018.		\$10,750,000		Obligated	Obligated	Obligated
Bogus Basin Road Safety, Maintenance and Trailhead, Boise County (KN 19783)	ACHD	2016	\$5,544,000	2017-2019	N/A	2018-2019
No end date provided.		\$5,378,000		2017 Obligated	N/A	2018-2019 Obligated
Capital Maintenance, ACHD - FY2016 (KN 13907)	ACHD	2013	\$590,000	2014	N/A	2016
End Date: 7/1/2018. Materials closeout is in process with ITD.		\$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: 7/31/2019.		\$660,000		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	\$462,000	2015	N/A	2017
End Date: 8/31/2020.		\$514,000		Obligated	N/A	Obligated
Farmway Road and Extension 44 Road Rehabilitation, Canyon County (KN 13054)	Notus - Parma Highway District	2011	\$2,238,000	2012-2013	N/A	2017
End Date: 8/31/2020.		\$3,186,000		2012-2013 Obligated	N/A	Obligated
Franklin Road, Black Cat Road to Ten Mile Road, Meridian (KN 12368)	ACHD	2010	\$12,571,000	2011	2014	2016
End Date: 7/29/2019. Materials closeout is in process with ITD.		\$7,971,000		Obligated	Obligated	Obligated
I-84, Garrity Interchange Eastbound On-Ramp, Nampa (KN 13934)	ITD	2013	\$851,000	2014	N/A	2016
End Date: 12/31/2018. At Financial Services/Tax Commission for review.		\$594,000		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, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell (KN 18830)	ITD	2015	\$873,000	2015 - 2017	N/A	2018
End Date: 8/31/2019.		\$1,093,000		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

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, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa (KN 19589)	ITD	2015	\$9,451,000	2016	N/A	2017
End Date: 12/31/2018. Closeout in process.		\$12,732,000		Obligated	N/A	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.		\$1,910,000		Obligated	Obligated	2017-2018 Obligated
Overland Road and Vista Avenue Lighting (KN 19387)	ACHD	2015	\$143,000	2016	N/A	2017
End Date: 8/31/2020. Materials closeout is in process with ITD.		\$149,000		Obligated	N/A	Obligated
Pathway, Garden City to Americana Boulevard, Boise (KN 13514)	Boise	2012	\$3,702,000	2013	2015	2016
End Date: 9/30/2019.		\$777,000		Obligated	Obligated	Obligated
Pedestrian Improvements, Near Nampa High, Nampa (KN 18977)	VRT/Nampa	2015	\$786,000	N/A	N/A	2016
Expiration date not entered. Close out in process.		\$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
Construction complete. No end date provided. Close out in process.		\$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: 9/20/2020.		\$329,000		Obligated	N/A	Obligated
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
Pedestrian Improvements, Stoddard Pathway / Greenhurst Road, Nampa (KN 18867)	Nampa	2014	\$262,000	2015	N/A	2016
End Date: 12/31/2020.		\$300,000		Obligated	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: 10/31/2019.		\$1,000,000		Obligated	Obligated	2017-2018 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, Junction I-84 to Plummer Road in Star, Canyon County (KN 13463)	ITD	2012	\$7,383,000	2013	N/A	2016
End Date: 11/1/2019. In final materials review.		\$9,082,000		Obligated	N/A	Obligated
SH-45 (12th Avenue), 10th Street South to 12th Street South, Nampa (KN 19600)	Nampa	2015	\$347,000	2016	N/A	2017
End Date: 8/31/2020.		\$291,000		Obligated	N/A	Obligated
SH-45 (12th Avenue), Sherman Avenue to Dewey Avenue, Nampa (KN 19396)	Nampa	2015	\$336,000	2016	N/A	2017
End Date: 8/31/2020.		\$291,000		Obligated	N/A	Obligated
SH-55, City of Marsing to Caldwell Boulevard, Seal Coat, Canyon County (KN 20267)	ITD	2017	\$1,186,000	2017	N/A	2018
End Date: 9/30/2019.		\$970,000		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
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 . In final materials review.		\$1,723,000		Obligated	Obligated	Obligated
US 20/26 and Farmway / Kent Ranch Road Intersection, west of Caldwell (KN 18852)	ITD	2016	\$596,000	2017	N/A	2018
End Date: 5/31/2019 .		\$1,085,000		Obligated	N/A	Obligated
US 20/26, Borchers Lane in Caldwell to Locust Grove Road in Meridian (19412)	ITD	2015	\$3,880,000	2016	N/A	2017
End Date: 9/30/2019. At Financial Services/Tax Commission for review.		\$4,765,000		Obligated	N/A	Obligated
US 20/26, Branstetter Street to Junction I-184, Garden City (KN 13928)	ITD	2013	\$2,273,000	2014	N/A	2016
End Date: 12/30/2018 . Closeout in process.		\$2,732,000		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. In materials review.		\$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, Wilder to Parma, Seal Coat, Canyon County (KN 19407)	ITD	2015	\$402,000	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	April 2019	April 2018	% Change
Monthly Air Passengers (inbound and outbound)	304,635	296,253	2.83%
Monthly Air Freight (inbound and outbound) (tons)	3,018	2,859	5.57%

Public Transportation Trips

Public Transportation High Ridership	April 2019	April 2018	% Change
Public Transportation Ada County Fixed Route	97,524	97,891	-0.37%
Public Transportation Medium Ridership	April 2019	April 2018	% Change
Boise State University (Bronco Shuttle)	31,156	29,418	5.91%
Boise Greenbike	2,093	2,625	-20.27%
Commuteride (ACHD Vanpool)	15,059	14,322	5.15%
Metro (Canyon County)	2,189	1,764	24.09%
Public Transportation Ada County Demand Response	4,837	4,351	11.17%
Public Transportation Canyon County Fixed Route	4,165	4,281	-2.71%
Public Transportation Intercounty	8,054	7,397	8.88%
Sub-Total	59,499	56,761	4.82%
Public Transportation Low Ridership	April 2019	April 2018	% Change
Eagle Senior Center	1118	607	84.18%
Kuna Senior Center	183	N/A	N/A
Meridian Harvest	763	797	-4.27%
Meridian Rides 2 Wellness	N/A	669	N/A
Meridian Senior Center	366	349	4.87%
Nampa Grocery Shuttle	53	93	-43.01%
Parma Senior Center	479	273	75.46%
Public Transportation Canyon County Demand Response	172	221	-22.17%
Shared Vehicle	1557	1193	30.51%
SHIP (Supportive Housing Innovation Partnerships)	899	803	11.96%
Star Senior Center	259	237	9.28%
Village Vans	938	595	57.65%
Volunteer Drivers	207	376	-44.95%
Sub-Total	6,994	6,213	12.57%
Total	164,017	160,865	1.96%

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 - Apr	To Date % Change 2018-2019
Boise State University (Bronco Shuttle)	26,667	20,496	11,870	22,559	32,141	25,410	31,156						170,299	-1.93%
Boise GreenBike	3,400	1,448	611	955	622	1,909	2,093						11,038	7.01%
Commuteride (ACHD Vanpool)	14,513	13,063	13,041	17,626	15,402	15,597	15,059						104,301	1.23%
Eagle Senior Center	1,056	1,022	863	1,009	925	1,074	1,118						7,067	69.64%
*Kuna Senior Center	258	223	191	199	158	211	183						1,423	
Metro (Canyon County)	2,042	1,780	1,643	1,891	1,868	1,989	2,189						13,402	13.63%
Meridian Harvest	773	740	674	675	657	746	763						5,028	5.12%
Meridian Rides 2 Wellness	900	760	723	937	912	1038							5,270	0.63%
Meridian Senior Center	397	280	261	323	258	318	366						2,203	-7.98%
Nampa Grocery Shuttle	67	86	99	89	88	118	53						600	
Parma Senior Center	294	369	313	387	310	321	479						2,473	-2.52%
Public Transportation Ada County Demand Response	4,750	4,470	3,955	4,428	4,334	4,550	4,837						31,324	3.62%
Public Transportation Ada County Fixed Route	105,324	91,824	82,924	95,000	86,753	92,167	97,524						651,516	-3.66%
Public Transportation Canyon County Demand Response	257	207	172	169	170	166	172						1,313	-24.67%
Public Transportation Canyon County Fixed Route	5,437	3,929	2,978	4,059	3,564	3,830	4,165						27,962	-13.78%
Public Transportation Intercounty	9,342	7,487	5,669	7,416	6,793	7,174	8,054						51,935	4.81%
Shared Vehicle	1,047	804	983	1,219	1,273	1,158	1,557						8,041	21.43%
SHIP (Supportive Housing Innovative Partnerships)	793	791	675	774	716	776	899						5,424	3.00%
Star Senior Center	280	244	222	256	251	279	259						1,791	11.52%
Village Van	1,027	1,120	1,135	1,425	1,204	1,162	938						8,011	64.90%
Volunteer Drivers	319	249	263	263	326	273	207						1,900	7.89%
Total Ridership	178,618	151,306	128,975	161,371	158,725	160,055	171,888	0	0	0	0		1,110,938	-1.57%

FY2018	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Apr	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	173,644	221,496	34.38%
Boise GreenBike	2,020	1,388	662	857	891	1,872	2,625	6,812	4,964	4,341	4,470	4,658	10,315	35,560	18.24%
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	103,031	171,946	-2.10%
Eagle Senior Center	608	654	665	594	417	621	607	559	654	668	937	882	4,166	7,866	25.60%
*Kuna Senior Center		805			812			859			790		2,476	3,266	-10.32%
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	11,794	20,221	26.60%
Meridian Harvest	509	458	676	589	857	897	797	806	917	700	835	686	4,783	8,727	290.77%
Meridian Rides 2 Wellness	762	736	746	860	742	722	669	848	726	754	909	790	5,237	9,264	100.50%
Meridian Senior Center	335	294	294	359	341	422	349	403	340	271	439	322	2,394	4,169	2.97%
Nampa Grocery Shuttle					88	165	93	97	122	97	95		346	757	
Parma Senior Center	415	336	337	370	315	491	273	376	340	509	447	322	2,537	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	30,230	49,367	-0.19%
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	676,301	1,145,835	-6.14%
Public Transportation Canyon County Demand Response	277	258	230	262	259	236	221	299	250	211	227	216	1,743	2,946	-21.31%
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	32,431	56,522	-65.26%
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	49,553	87,939	
Shared Vehicle	1,077	1,006	646	779	1,125	796	1,193	982	1,616	1,433	1,362	902	6,622	12,917	
SHIP (Supportive Housing Innovative Partnerships)	720	718	619	800	798	808	803	722	741	745	884	710	5,266	9,068	46.73%
Star Senior Center	157	218	235	248	234	277	237	271	243	275	286	218	1,606	2,899	25.67%
Village Van	649	637	772	720	756	734	590	747	758	751	883	696	4,858	8,693	58.97%
Volunteer Drivers	327	226	105	215	231	281	376	357	287	292	273	212	1,761	3,182	-14.60%
Total Ridership	168,488	153,188	138,218	165,896	163,958	170,613	168,257	159,836	134,242	129,167	156,646	155,396	1,128,618	1,867,171	0.62%

