



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING PACKET

April 18, 2022



Working together to plan for the future

**Community Planning Association of Southwest Idaho
2022 COMPASS Board of Directors**

GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
Ada County: Commissioner Kendra Kenyon Commissioner Rod Beck Commissioner Ryan Davidson	Boise State University: President Marlene Tromp	Governor's Office: Bobbi-Jo Meuleman, Deputy Chief of Staff
Ada County Highway District: Commissioner Dave McKinney Commissioner Jim Hansen Commissioner Mary May	Capital City Development Corporation: John Brunelle, Executive Director	Greater Boise Auditorium District: Pat Rice, Executive Director
Canyon County: Commissioner Keri Smith 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: Caleb Lakey, District 3 Engineer	
City of Boise: Mayor Lauren McLean Councilmember Elaine Clegg Councilmember Holli Woodings	Valley Regional Transit: Kelli Badesheim, Executive Director	
City of Caldwell: Mayor Jarom Wagoner Brent Orton, Public Works Director		
City of Eagle: Mayor Jason Pierce Nichoel Baird Spencer, Planner III		
City of Garden City: Mayor John Evans		
City of Greenleaf: Councilmember Dan Hyer		
City of Kuna: Mayor Joe Stear Councilmember Warren Christensen		
City of Melba: Mayor Cory Dickard		
City of Meridian: Mayor Robert Simison Bill Nary, City Attorney Charlie Rountree		
City of Middleton: Mayor Steve Rule		
City of Nampa: Mayor Debbie Kling Councilmember Victor Rodriguez Tom Points, Public Works Director		
City of Notus: Mayor David Porterfield		
City of Parma: Tina Wilson		
City of Star: Mayor Trevor Chadwick		
City of Wilder: Chelsie Johnson, Public Works Superintendent		
Golden Gate Highway District No. 3: Bob Watkins, Director of Highways		

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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:
<ul style="list-style-type: none"> • Question of privilege • Orders of the day • Object to consideration
Motions to Control Debate:
<ul style="list-style-type: none"> • 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

2022 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
April 18, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Accept 2022 Population Estimates • Approve FY2022 General and Special Membership Dues
June 27, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Consider Executive Committee’s Recommendation Regarding the Executive Director’s Annual Performance Evaluation • Approve End-of-Year Program and Redistribution Priorities
August 15, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Approve COMPASS Workgroup Charters • Approve FY2023 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects • Approve FY2023 Resource Development Plan • Adopt Resolution Approving the FY2023 Unified Planning Work Program and Budget (UPWP) • Approve FY2024-2030 COMPASS Funding Application Guide
October 17, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Establish 2023 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting • Adopt Resolution Approving FY2023-2029 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration • Adopt Resolution Approving Rural Application Prioritization
December 19, 2022 Holiday Luncheon 12:00 pm Annual Meeting 1:30 pm – 3:30 pm	Nampa Civic Center 311 3rd Street South Nampa, Idaho	<ul style="list-style-type: none"> • Confirm 2023 Board Officers: Chair, Chair Elect, Vice Chair, Immediate Past Chair. Elect Secretary-Treasurer • Confirm Regional Transportation Advisory Committee Membership • Approve 2023 Federal Transportation Policy Positions • Approve 2023 Idaho Legislative Session Position Statements • Adopt Resolution Approving Revision 1 of the FY2023 Unified Planning Work Program and Budget (UPWP)



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING
APRIL 18, 2022 - 1:30 PM
COMPASS - 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO

ZOOM CONFERENCE CALL

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

Board members can participate in the meeting in-person or via Zoom conference call. The 1st floor Board room is open for in-person attendance.

Please specify whether you plan to attend in-person or virtually when RSVPing to Amy Luft at aluft@compassidaho.org or 208-475-2229.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2229 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on April 18, 2022, will be provided to the Board members and read into the record during the meeting.

** AGENDA **

I. CALL TO ORDER (1:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

- Page 7 *A. Approve February 28, 2022, COMPASS Board Meeting Minutes
Page 11 *B. Receive Approved January 11 and February 15, 2022, Executive Committee Meeting Minutes and December 16, 2021, Finance Committee Meeting Minutes
Page 18 *C. Approve Regional Transportation Advisory Committee Members
Page 21 *D. Ratify Resolution Modifying the FY2022-2028 Regional Transportation Improvement Program (TIP)
Page 26 *E. Adopt Resolution Approving Revision 3 of the FY2022 Unified Planning Work Program and Budget (UPWP)
Page 53 *F. Approve Extension Delivery Deadlines for Local Federal-Aid Projects

IV. SPECIAL ITEMS

- 1:35 A. Water Capacity Issues in the Treasure Valley Neeley Miller
Neeley Miller from the Idaho Department of Water Resources will discuss current and future water capacity issues and implications for local jurisdictions.

1:55 ***B. Infrastructure Investment and Jobs Act (IIJA)** Carl Miller/
Page 58 *COMPASS Staff will provide an overview of planning requirements* Toni Tisdale
and new funding programs in the new transportation authorization bill.

V. ACTION ITEMS

2:15 ***A. Accept 2022 Population Estimates** Carl Miller
Page 72 *Carl Miller will seek COMPASS Board of Directors' acceptance of the 2022*
Population Estimates.

2:25 ***B. Approve FY2023 Membership Dues** Meg Larsen
Page 75 *Meg Larsen will seek COMPASS Board of Directors' approval of the*
proposed membership dues for FY2023.

2:35 ***C. Approve Communities in Motion 2050 (CIM 2050)** Mary Ann Waldinger
Page 78 **Funded Projects**
Mary Ann Waldinger will seek COMPASS Board of Directors'
approval of funded projects for CIM 2050.

2:45 ***D. Consider Approval of High-Capacity Planning Task** Lila Klopfenstein
Page 90 **for Inclusion in the Draft FY2024 UPWP and Draft**
FY2023-2029 Regional Transportation Improvement
Program (TIP)
Lila Klopfenstein will seek the COMPASS Board of Directors'
approval to consider a high-capacity planning task for inclusion
in the draft FY2024 UPWP and draft FY2023-2029 TIP.

3:00 ***E. Accept Updated Congestion Management Process** Hunter Mulhall
Page 91 *Hunter Mulhall will seek COMPASS Board of Directors' acceptance*
of the updated Congestion Management Process.

VI. INFORMATION ITEMS

3:10 **A. Status Report – State and Federal Legislative Issues** Ken Burgess
Ken Burgess will provide an update on the latest legislative
developments at the state and federal levels.

3:20 **B. Status Report – 2022 COMPASS Federal Transportation** Matt Stoll
Planning Certification Review
Matt Stoll will provide an update on the certification review
process and upcoming timelines.

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

Page 92 ***A. Staff Activity Reports**
Page 103 ***B. Status Report – Current Air Quality Data**
Page 107 ***C. Status Report – Regional Transportation Advisory Committee Attendance**
Page 108 ***D. Administrative Modifications**

VII. ADJOURNMENT

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

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

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**COMPASS BOARD OF DIRECTORS' MEETING
FEBRUARY 28, 2022
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, ID
ZOOM CONFERENCE CALL**

**** DRAFT MINUTES ****

ATTENDEES: Kelli Badesheim, Valley Regional Transit, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Rod Beck, Commissioner, Ada County, via telephone
John Brunelle, Capital City Development Corporation, via telephone
Elaine Clegg, Councilmember, City of Boise, **Immediate Past Chair**, via telephone
Leon Letson for Ryan Davidson, Commissioner, Ada County, via telephone
John Evans, Mayor, City of Garden City, via telephone
Jay Gibbons, Commissioner, Canyon Highway District No. 4, **Secretary-Treasurer**, via telephone
Jim Hansen, Commissioner, Ada County Highway District, in person
Kendra Kenyon, Commissioner, Ada County, via telephone
Jeff Barnes for Debbie Kling, Mayor, City of Nampa, **Chair Elect**, via telephone
Mary May, Commissioner, Ada County Highway District, **Vice Chair**, in person
Dave McKinney, Commissioner, Ada County Highway District, via telephone
Lauren McLean, Mayor, City of Boise, via telephone
Bill Nary, City Attorney, City of Meridian, in person
Brent Orton, City of Caldwell, via telephone
Tom Points, City of Nampa, via telephone
Victor Rodriguez, Councilmember, City of Nampa, via telephone
Charlie Rountree, City of Meridian, in person
Aaron Scheff, Idaho Department of Environmental Quality, via telephone
Bruce Freckleton for Robert Simison, Mayor, City of Meridian, in person
Joe Stear, Mayor, City of Kuna, **Chair**, in person
Matt Stoll, Executive Director, Community Planning Association, Ex officio, in person
Marlene Tromp, Boise State University, via telephone
Leslie Van Beek, Commissioner, Canyon County, via telephone
Tina Wilson, City of Parma, via telephone
Holli Woodings, Councilmember, City of Boise, via telephone
Nikole Zogg, Southwest District Health, Ex officio, via telephone

MEMBERS ABSENT:

Warren Christensen, Councilmember, City of Kuna
Trevor Chadwick, Mayor, City of Star
Cory Dickard, Mayor, City of Melba
Dan Hyer, Councilmember, City of Greenleaf
Chelsie Johnson, City of Wilder
Caleb Lakey, Idaho Transportation Department – District 3
Jason Pierce, Mayor, City of Eagle
David Porterfield, Mayor, City of Notus
Steve Rule, Mayor, City of Middleton
Keri Smith, Commissioner, Canyon County
Jarom Wagoner, Mayor, City of Caldwell
Pam White, Commissioner, Canyon County
Bob Watkins, Golden Gate Highway District No. 3

OTHERS:

Ken Burgess, Veritas Advisors, via telephone
Braden Cervetti, Community Planning Association, via telephone
Tevrin Fuller, Community Planning Association, via telephone
Kent Goldthorpe, Ada County Highway District, via telephone
Dane Hoskins, Community Planning Association, via telephone
Liisa Itkonen, Community Planning Association, via telephone
Meg Larsen, Community Planning Association, via telephone
Justin Lucas, Ada County Highway District, via telephone
Amy Luft, Community Planning Association, via telephone
Dave Luft, Idaho Department of Environmental Quality, via telephone
Carl Miller, Community Planning Association, via telephone
Hunter Mulhall, Community Planning Association, via telephone
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, in person
Mary Ann Waldinger, Community Planning Association, via telephone

CALL TO ORDER:

Chair Joe Stear called the meeting to order at 1:32 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced that COMPASS is looking to hire a new grant writer.

CONSENT AGENDA

- A. Approve December 20, 2021, COMPASS Board Meeting Minutes**
- B. Receive Approved November 9, 2021, Executive Committee Meeting Minutes and December 2, 2021, Finance Committee Meeting Minutes**
- C. Approve List of Records for Destruction**
- D. Confirm Finance Committee Membership**
- E. Approve Revised Employment Policies and Procedures**
- F. Ratify Resolution Approving Revision 2 of the FY2022 UPWP**
- G. Ratify Modification to the FY2022-2028 Regional Transportation Improvement Program (TIP)**
- H. Approve Regional Transportation Advisory Committee Members**
- I. Approve Rescheduling June 20, 2022, COMPASS Board of Directors' Meeting to June 27, 2022**

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

SPECIAL ITEMS

A. Status Report – Air Quality Update

David Luft provided an update on air quality issues in the Treasure Valley.

ACTION ITEMS

A. Approve *Communities in Motion 2050* (CIM 2050) Project Scoring Process

Toni Tisdale reviewed the project scoring processes for CIM 2050.

After discussion, **Brent Orton moved and Charlie Rountree seconded to approve the project scoring processes for CIM 2050. Motion passed.**

B. Adopt Resolutions Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and FY2022-2028 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed amendments to CIM 2040 2.0 and the FY2022-2028 TIP.

After discussion, **Mary May moved and Nichoel Baird Spencer seconded to adopt Resolution 10-2022 amending CIM 2040 2.0 and Resolution 11-2022 amending and modifying the FY2022-2028 TIP, including the removal of KN 20549 from the action. Motion passed unanimously.**

C. Approve State Street Corridor Memorandum of Understanding (MOU)

Kelli Badesheim with Valley Regional Transit reviewed an MOU for coordinating implementation of a transit corridor along State Street/State Highway 44.

After discussion, **Elaine Clegg moved and Lauren McLean seconded to approve the Memorandum of Understanding for the State Street Corridor. Motion passed unanimously.**

INFORMATION ITEMS

A. Review Development of *Communities in Motion 2050* (CIM 2050)

Carl Miller provided a progress report on the development of CIM 2050.

B. Review CIM 2050 Funded Projects and Unfunded Needs

Mary Ann Waldinger reviewed CIM 2050 funded projects and unfunded needs.

C. Review Updates to *Communities in Motion 2040 2.0* (CIM 2040 2.0)

Liisa Itkonen reviewed updated 2021 information in CIM 2040 2.0.

D. Status Report – State and Federal Legislative Issues

Ken Burgess provided updates on the latest legislative developments at the state and federal levels.⁹

ADJOURNMENT

Chair Joe Stear adjourned the meeting at 3:31 p.m. Motion passed unanimously.

Approved this 18th day of April 2022.

**By: _____
Joe Stear, Chair
Community Planning Association of
Southwest Idaho**

Attest:

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



Working together to plan for the future

**EXECUTIVE COMMITTEE MEETING
JANUARY 11, 2022
COMPASS 2ND FLOOR LARGE CONFERENCE ROOM
700 NE 2ND STREET
MERIDIAN, ID 83642**

****MINUTES****

ATTENDEES: Rod Beck, Commissioner, Ada County, via telephone
Trevor Chadwick, Mayor, City of Star, in person
Elaine Clegg, Councilmember, **Immediate Past Chair**, City of Boise, via telephone
Jay Gibbons, Commissioner, **Secretary-Treasurer**, Canyon Highway District #4, via telephone
Debbie Kling, Mayor, **Chair Elect**, City of Nampa, via telephone
Mary May, Commissioner, **Vice Chair**, Ada County Highway District, in person
Jason Pierce, Mayor, City of Eagle, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Keri Smith, Commissioner, Canyon County, via telephone
Joe Stear, Mayor, **Chair**, City of Kuna, in person
Jarom Wagoner, Mayor, City of Caldwell, via telephone

MEMBERS ABSENT: Steve Rule, Mayor, City of Middleton

OTHERS PRESENT: Ken Burgess, Veritas Advisors, via telephone
Meg Larsen, Community Planning Association, via telephone
Justin Lucas, Ada County Highway District, via telephone
Amy Luft, Community Planning Association, via telephone
Matt Stoll, Executive Director, Community Planning Association, in person
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, via telephone

CALL TO ORDER:

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

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced COMPASS hired a new Assistant Planner who will begin on February 1, 2022. Additionally, COMPASS is now hiring for a Grant Writer position.

CONSENT AGENDA

A. Approve November 9, 2021, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish February 28, 2022, COMPASS Board Meeting Agenda

Matt Stoll reviewed the proposed agenda items for the COMPASS Board meeting scheduled for February 28, 2022.

After discussion, **Debbie Kling moved and Trevor Chadwick seconded approval of items 1-19 for the COMPASS Board of Directors meeting on February 28, 2022. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

B. Adopt Resolution 08-2022 to Approve Revision 2 of the FY2022 Unified Planning Work Program and Budget (UPWP)

Megan Larsen reviewed Revision 2 of the FY2022 UPWP.

After discussion, **Elaine Clegg moved and Mary May seconded to adopt Resolution 08-2022 to approve Revision 2 of the FY2022 UPWP. Motion passed unanimously. The COMPASS Board of Directors will be asked to ratify this action in its February 28, 2022, meeting.**

C. Consider Moving COMPASS Board Meeting Scheduled on June 20, 2022, to June 27, 2022

Matt Stoll recommended that the COMPASS Board of Directors move the June 2022 Board of Directors' meeting from June 20 to June 27, 2022, in observance of the Juneteenth holiday on June 20, 2022. This item will be brought to the Board for action under the Consent Agenda at its February 28, 2022, Board meeting.

After discussion, **Trevor Chadwick moved and Mary May seconded to recommend COMPASS Board of Directors move the June 2022 Board of Directors' meeting from June 20 to June 27, 2022, in observance of the Juneteenth holiday on June 20, 2022. Motion passed unanimously.**

INFORMATION ITEMS

A. Status Report – 2022 Idaho Legislative Session

Ken Burgess provided a status report on the 2022 Idaho state legislative session.

ADJOURNMENT

Chair Joe Stear adjourned the meeting at 1:58 p.m.

Approved this 15th day of February 2022.

By: 

**Debbie Kling, Chair Elect
Community Planning Association of
Southwest Idaho**

Attest:

By: 

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

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**EXECUTIVE COMMITTEE MEETING
FEBRUARY 15, 2022
COMPASS 2ND FLOOR LARGE CONFERENCE ROOM
700 NE 2ND STREET
MERIDIAN, ID 83642**

****MINUTES****

ATTENDEES:

Trevor Chadwick, Mayor, City of Star, in person
Elaine Clegg, Councilmember, **Immediate Past Chair**, City of Boise, via telephone
Jay Gibbons, Commissioner, **Secretary-Treasurer**, Canyon Highway District #4, via telephone
Debbie Kling, Mayor, **Chair Elect**, City of Nampa, via telephone
Mary May, Commissioner, **Vice Chair**, Ada County Highway District, in person
Steve Rule, Mayor, City of Middleton, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Keri Smith, Commissioner, Canyon County, via telephone
Joe Stear, Mayor, **Chair**, City of Kuna, via telephone

MEMBERS ABSENT: Rod Beck, Commissioner, Ada County
Jason Pierce, Mayor, City of Eagle
Jarom Wagoner, Mayor, City of Caldwell

OTHERS PRESENT: Ken Burgess, Veritas Advisors, via telephone
Meg Larsen, Community Planning Association, via telephone
Justin Lucas, Ada County Highway District, via telephone
Amy Luft, Community Planning Association, via telephone
Matt Stoll, Executive Director, Community Planning Association, in person
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, in person

CALL TO ORDER:

Chair Elect Debbie Kling called the meeting to order at 1:32 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced COMPASS is continuing its search to fill the Grant Writer position.

CONSENT AGENDA

A. Approve January 11, 2022, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Adopt Resolution Modifying the FY2022-2028 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed Resolution 09-2022, modifying the FY2022-2028 TIP to increase the cost of a pedestrian crossing project, at the request of the Ada County Highway District.

After discussion, Trevor Chadwick moved and Joe Stear seconded to adopt Resolution 09-2022 modifying the FY2022-2028 TIP. Motion passed unanimously. This item will be brought to the COMPASS Board of Directors for ratification at its February meeting.

INFORMATION ITEMS

A. Status Report – 2022 Idaho Legislative Session

Ken Burgess provided a status report on the 2022 Idaho state legislative session.

B. Status Report – COMPASS Federal Transportation Planning Certification Review

Matt Stoll reviewed the federal certification review process and timelines.

ADJOURNMENT

Trevor Chadwick moved and Mary May seconded to adjourn the meeting at 2:06 p.m.

Approved this 8th day of March 2022.

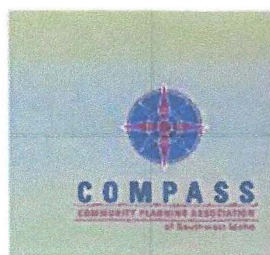
By: 

Joe Stear, Chair
Community Planning Association of
Southwest Idaho

Attest:

By: 

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



Working together to plan for the future

**FINANCE COMMITTEE MEETING
DECEMBER 16, 2021
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES: John Evans, Mayor, City of Garden City, via telephone
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone
Kendra Kenyon, **Vice Chair**, Commissioner, Ada County, via telephone
Mary May, **Chair**, Commissioner, Ada County Highway District, via telephone
Garret Nancolas, Mayor, City of Caldwell, via telephone
Holli Woodings, Councilmember, City of Boise, in person

MEMBERS ABSENT: Keri Smith, Commissioner, Canyon County

OTHERS PRESENT: David Hegstrom, Harris CPAs, via telephone
Meg Larsen, Community Planning Association, via telephone
Amy Luft, Community Planning Association, via telephone
Matt Stoll, Community Planning Association, in person
Hailey Townsend, Community Planning Association, in person
Josh Tyree, Harris CPAs, via telephone

CALL TO ORDER:

Chair Mary May called the meeting to order at 12:10 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll requested that Finance Committee members allow calendar invitations be sent for future COMPASS meetings.

CONSENT AGENDA

A. Approve December 2, 2021, Finance Committee Meeting Minutes

Holli Woodings moved and Kendra Kenyon seconded approval of the Consent Agenda as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEM

A. Review Report of Disbursements Made in the Reporting Period

Meg Larsen reviewed the report of disbursements made in the reporting period, November 6, 2021, to December 3, 2021, which was provided in the packet for information.

3

700 NE 2nd Street, Suite 200 | Meridian, ID 83642 | P. 208.855.2558 | F. 208.855.2559 | www.compassid

ACTION ITEM**A. Approve Draft Fiscal Year 2021 Audit**

Josh Tyree with Harris CPAs presented the draft FY2021 audit for COMPASS Finance Committee approval.

After discussion, **Holli Woodings moved and Garret Nancolas seconded to approve the variance report as presented. Motion passed unanimously.**

B. Establish 2022 Finance Committee Meeting Dates

Meg Larsen reviewed Revision 1 to the FY2022 Unified Planning Work Program and Budget.

After discussion, **John Evans moved and Kendra Kenyon seconded to establish the 2022 Finance Committee meeting dates, as presented. Motion passed unanimously.**

ADJOURNMENT

Kendra Kenyon moved and Garret Nancolas seconded to adjourn the meeting at 12 p.m. Motion passed unanimously.

Approved this 24th day of March 2022.

By: Jay Gibbons, Chair**Attest:**By: Vice Chair, Jim Hansen

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From: [Stephen Fultz](#)
To: [Hailey Townsend](#); [Matt Stoll](#)
Cc: [Elizabeth Allen](#); [Kate Dahl](#); [Dan Lister](#)
Subject: Change of Board representatives
Date: Wednesday, March 2, 2022 10:57:05 AM

Good morning COMPASS team:

I would like to request a change in our RTAC Board representative. We would ask that Kate Dahl (current Board member representing Canyon County) to be replaced by Elizabeth Allen. Ms. Allen is now over our Long Range Planning Division, and will have more time, interaction and input for the role (Ms. Dahl is now heading up our new Economic Development Division at Canyon County).

Thank you for your consideration in this matter.

Sincerely,

Steve Fultz, Director
Canyon County Development Services
111 North 11th Avenue, #140
Caldwell, Idaho 8360
Stephen.Fultz@canyoncounty.id.gov
208-454-7458

From: [Mayor Stear](#)
To: [Matt Stoll](#)
Cc: [Doug Hanson](#); [Hailey Townsend](#)
Subject: RTAC Representation
Date: Tuesday, March 15, 2022 3:04:52 PM

Good Tuesday Matt

Jace Hellman has moved on to a new and exciting position in his home state and can now be close to family. We are happy for him in his new adventures. Doug Hanson has been named as the new Planning and Zoning Director and is our preference for representation on the RTAC Committee. Please forward this for confirmation.

Thanks for all you do!

Joe Stear
Mayor of Kuna Idaho

751 W. 4th St.
PO Box 13
Kuna Idaho 83634
www.KunaCity.id.gov
(208) 922.5546





BOISE STATE UNIVERSITY
OFFICE OF THE PRESIDENT

March 30, 2022

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

Dear Matt,

I'm writing to recommend Gabe Finkelstein as Boise State University's representative on the Regional Transportation Advisory Committee (RTAC). Gabe will replace Drew Alexander, who has served on RTAC for the past six years.

Gabe is Boise State's new Assistant Director of Transportation and is eager to bring his expertise in transportation to the membership role and is an excellent fit for collaboration on the RTAC committee. Prior to his current role, Gabe was the Multi-Modal Programs Manager at Boise State, where he oversaw the Cycle Learning Center, pedestrian and bike planning, and relationships with Valley Regional Transit and City Go.

There is no urgency to this appointment as Drew will be available to help with the transition. Thank you for your consideration and please let me know if you have any questions.

Sincerely,

Dr. Marlene Tromp
President

COMPASS BOARD OF DIRECTORS AGENDA ITEM III-D

April 18, 2022

Topic: Resolution Modifying the FY2022-2028 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests that the COMPASS Board of Directors ratify Resolution 13-2022 (attached) modifying the FY2022-2028 TIP to increase the cost of two Idaho Transportation Department (ITD) projects and one Valley Regional Transit (VRT) project. The Regional Transportation Advisory Committee recommended approval on March 30, 2022.

The COMPASS Executive Committee will be requested to adopt the resolution at its April 12, 2022, meeting.

Background/Summary:

ITD requested cost increases to two projects to match current engineer's cost estimates:

- Key Number 20405 – Interstate 84, Bridge Repairs, District 3 – FY2022
 - Increase of \$647,000 (36%)
 - Board approval is required, as the total cost increase is more than 30%
- Key Number 22165 – US 20/26 (Chinden Boulevard), Interstate 84 to Middleton Road, Canyon County
 - Increase of \$3,156,000 (6%)
 - Board approval is required, as the total cost increase is more than \$2 million

Both projects are preparing to go to bid. ITD requested expedited approvals for the modifications.

In its March 30, 2022, meeting RTAC recommended a balancing action that requires Board approval:

- Transit – Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022
 - To help offset deferred capital replacement
 - Increase of \$423,000 (14%)
 - Board approval is required, as this action involves a transfer of funds between the Federal Highway Administration and the Federal Transit Administration

Implication (policy and/or financial):

The modifications to the TIP ensure that the documents continue to meet federal fiscal constraint requirements and enable work to begin immediately on these projects.

More Information:

- 1) Attachment – Resolution 13-2022
- 3) For detailed information contact: Toni Tisdale, Principal Planner at ttisdale@compassidaho.org

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RESOLUTION NO. 13-2022

FOR THE PURPOSE OF MODIFYING THE FY2022-2028 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

WHEREAS, 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 Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho’s Executive Committee approves the modifications to the FY2022-2028 Regional Transportation Improvement Program.

ADOPTED this 12th day of April 2022.

By: _____
Joe Stear, 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 Board Administrative Modification #3 for the
FY2022-2028 Regional Transportation Improvement Program

Idaho Transportation Department, February 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20405	I-84, Bridge Repairs, District 3 - FY2022	2022	ϕ 41				112 201	1592 2109	1704 2351
	Funding Source: STBG-State	2023							0
		2024							0
	Provide bridge repairs at the following locations on Interstate 84: Sand Hollow Road, Galloway Road, Purple Sage Road, US 20/26, Ten Mile Road, Hunter Lateral, Ridenbaugh Canal, Five Mile Creek, Indian Creek, Mayfield Road, Squaw Creek, and Canyon Creek. (Ada County 53%, Elmore County 16%, Canyon County 23%, and Payette County 4%) (Federal = \$2,178,000)	2025							0
		2026							0
		PD							0
		SUM	ϕ 41	0	0	0	112 201	1592 2109	1704 2351
	<p style="color: red;">Increase construction costs to match current engineer's estimates.</p> <p style="color: red;">Previous obligations: \$89,000 Original total: \$1,793,000 New total: \$2,440,000 Percent increase: 36%</p>								
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022	ϕ 150				ϕ 2800	37000 28399	37000 31349
	Funding Source: TECM	2023							0
		2024							0
	Widen US 20/26 (Chinden Boulevard) from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals. (Federal = \$0)	2025							0
		2026							0
		PD							0
		SUM	ϕ 150	0	0	0	ϕ 2800	37000 28399	37000 31349
	<p style="color: red;">Increase construction costs to match current engineer's estimate.</p> <p style="color: red;">Previous obligations: \$13,425,000 Original total: \$50,425,000 New total: \$53,581,000 Percent increase: 6%</p>								
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022					ϕ 500		ϕ 500
	Funding Source: State	2023							0
	Same as above. (Federal = \$0)	2024				ϕ 300	ϕ 700	ϕ 7100	ϕ 8100
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	ϕ 300	ϕ 1200	ϕ 7100	ϕ 8600
	<p style="color: red;">Increase construction costs to match current engineer's estimate.</p>								

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	2022						0	0
	Funding Source: Local Participating	2023						207	207
	Same as above. (Federal = \$0) Increase construction costs to match current engineer's estimate.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0

Regional Transportation Advisory Committee Balancing, March 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PC	RW	UT	CE	CN	SUM	
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	2022						529	529	
	Funding Source: STBG-TMA	2023						952	952	
	Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2022 in the Boise Urbanized Area. (Federal = \$882,000) Increase costs by \$423,000 to help offset deferred capital replacement. Original total: \$3,077,000 New total: \$3,500,000 Percent increase: 14%	2024							0	
		2025							0	
		2026							0	
		PD							0	
		SUM	0	0	0	0	0	0	529	529

19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	2022						2548	2548
	Funding Source: STBG-TMA (CRRSAA)	2023							0
	Same as above. (Federal = \$2,361,000) No change to this funding source.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	2548

CE = Construction Engineering
 CN = Construction
 CRRSAA = Coronavirus Response and Relief Supplemental Appropriations Act of 2021
 FY = Fiscal Year
 I = Interstate
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 STBG=Surface Transportation Block Grant
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area (Boise Urbanized Area)
 UT = Utilities
 VRT = Valley Regional Transit

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COMPASS BOARD OF DIRECTORS AGENDA ITEM III-E

Date: April 18, 2022

Topic: Revision 3 of the FY2022 Unified Planning Work Program and Budget

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 14-2022 approving Revision 3 of the FY2022 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 March 24, 2022, meeting and recommended approval of Revision 3 of the FY2022 UPWP as presented.

The following revisions to revenues are proposed in Revision 3 of the FY2022 UPWP:

- Add \$30,878 of Surface Transportation Block Grant-Transportation Management Area (STBG-TMA) funds from Key Number 19571, *Communities in Motion 2050* (CIM 2050). These are unspent funds that were obligated in prior years and held for future needs related to CIM 2050. Staff has identified a need to expand the scope of the I-84 Corridor Operations plan to include an analysis of high occupancy vehicle lanes on the corridor.
- Add matching funds of \$2,445 from fund balance for the addition of the CIM 2050 STBG-TMA funds.
- Add \$21,676 from fund balance. These are the funds remaining from the funding provided by ITD as its contribution to the I-84 Operations Plan.

The following revisions to expenses are proposed in Revision 3 of the FY2022 UPWP:

- Add \$55,000 to program number 661001, Long Range Planning, to cover increased costs associated with additional work on the I-84 Operations Study, related to the high occupancy vehicle study.

Implication (policy and/or financial):

Without COMPASS Board of Directors' adoption of Revision 3 of the FY2022 UPWP, the agency cannot make full use of available revenues.

More Information:

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

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RESOLUTION NO. 14-2022

**FOR THE PURPOSE OF APPROVING REVISION 3 OF THE
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET**

WHEREAS, Revision 2 of the FY2022 Unified Planning Work Program and Budget was adopted by the Community Planning Association of Southwest Idaho Executive Committee under Resolution 08-2022, dated January 11, 2022;

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 pass-through agreements with other agencies and increased project costs; and

WHEREAS, the attached memorandum and supporting documentation summarizes the adjustments included in Revision 3 of the FY2022 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 FY2022 Unified Planning Work Program and Budget; and

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

DATED this 18th day of April 2022.

APPROVED:

By: _____
Joe Stear, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

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

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Recommended Changes to FY2022 - Revision 3
Summary

FY2022 Revision 2 UPWP Revenues		\$ 4,197,465	FY2022 Revision 2 UPWP Expenses		\$ 4,197,465
1	Add \$30,878 from Key 19571, <i>Communities in Motion 2050</i> , to cover increased costs associated with additional work on the I-84 Operations plan, related to the High Occupancy Vehicle study	30,878	Increase Long-Range Planning by \$55,000 to pay for HOV study		55,000
	Add \$2,445 from fund balance to cover matching requirement	2,445			
	Add \$21,676 from fund balance to use up remaining funding provided by ITD for its contribution to the I-84 Operations plan	21,676			
Recommended Adjustments to Revenues		55,000	Recommended Adjustments to Expenses		55,000
Adjusted Revenues - Revision 3		\$ 4,252,465	Adjusted Expenses - Revision 3		\$ 4,252,465

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 3
REVENUE AND EXPENSE SUMMARY**

REVENUE	FY2022 Revision 2	FY2022 Revision 3
GENERAL MEMBERSHIP		
Ada County	241,931	241,931
Ada County Highway District	241,931	241,931
Canyon County	118,802	118,802
Canyon Highway District No. 4	44,458	44,458
Golden Gate Highway District No.3	5,906	5,906
City of Boise	106,519	106,519
City of Caldwell	28,112	28,112
City of Eagle	15,198	15,198
City of Garden City	5,542	5,542
City of Greenleaf	397	397
City of Kuna	12,156	12,156
City of Meridian	56,388	56,388
City of Melba	260	260
City of Middleton	4,594	4,594
City of Nampa	48,932	48,932
City of Notus	251	251
City of Parma	974	974
City of Star	5,904	5,904
City of Wilder	807	807
Subtotal	939,062	939,062
SPECIAL MEMBERSHIP		
Boise State University	9,400	9,400
Capital City Development Corporation	9,400	9,400
Idaho Department of Environmental Quality	9,400	9,400
Idaho Transportation Department	9,400	9,400
Valley Regional Transit	9,400	9,400
Subtotal	47,000	47,000
GRANTS AND SPECIAL PROJECTS		
FHWA/FTA - Consolidated Planning Grants		
CPG - FY2021 K# 20050 Ada County (carryover)	168,747	168,747
CPG - FY2021 K# 20050 Canyon County (carryover)	59,290	59,290
CPG - FY2022 K# 20640 Ada County	1,048,580	1,048,580
CPG - FY2022 K# 20640 Canyon County	368,420	368,420
Sub Total CPG Grants	1,645,037	1,645,037
STP-TMA & STBG-U - K# 19920, FY2022 off-the-top funds for Planning	306,705	306,705
STP TMA - K# 19571, <i>Communities in Motion 2050</i> & carryover	170,316	201,194
STP TMA - K# 19303, Travel Survey Data Collection (carryover)	448,002	448,002
Subtotal	925,022	955,901
OTHER REVENUE SOURCES		
Idaho Department of Environmental Quality	55,000	55,000
Ada County Air Quality Board	55,000	55,000
Air Quality Operations - Management Fee	66,475	66,475
Idaho Transportation Department (Metroquest Survey Software)	55,000	55,000
City of Eagle - Project Development reimbursement	35,000	35,000
Orthophotography - Participant Contributions	124,140	124,140
Interest Income	5,031	5,031
Subtotal	395,646	395,646
TOTAL REVENUE; Dues, Federal Funds, and Other miscellaneous	3,951,767	3,982,646
Draw From Fund Balance (CIM Implementation Grants)	100,000	100,000
Draw From Fund Balance (Matching funds for CIM carryover)	13,492	15,937
Draw From Fund Balance (I-84 HOV Study)		21,676
Draw From Fund Balance (funds set aside for orthophotography flight)	125,860	125,860
Draw From Fund Balance (to fund revenue shortfall)	6,346	6,346
Subtotal	245,698	269,819
TOTAL REVENUE, ALL RESOURCES	4,197,465	4,252,465

EXPENSE	FY2022 Revision 2	FY2022 Revision 3
SALARY, FRINGE & CONTINGENCY		
Salary	1,533,900	1,533,900
Fringe	726,300	726,300
Contingency (Overtime, Bonus, and Sick Time Trade)	19,000	19,000
Subtotal	2,279,200	2,279,200
INDIRECT OPERATIONS & MAINTENANCE		
Indirect Costs	205,599	205,599
Subtotal	205,599	205,599
DIRECT OPERATIONS & MAINTENANCE		
620001, Demographics and Growth Monitoring	2,500	2,500
653001, Communication and Education	40,800	40,800
661001, Long-Range Planning	238,807	293,807
661008, Bike Counter Management	19,800	19,800
685001, Transportation Improvement Program	5,800	5,800
685002, Project Development Program	110,000	110,000
685004, CIM Implementation Grants	100,000	100,000
702001, Air Quality Outreach	100,000	100,000
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	17,200	17,200
838001, Travel Survey Data Collection	483,490	483,490
860001, Geographic Information System Maintenance	313,169	313,169
990001, Direct Operations and Maintenance	124,050	124,050
Subtotal	1,712,666	1,767,666
TOTAL EXPENSE	4,197,465	4,252,465

REVENUE AND EXPENSE SUMMARY		
TOTAL REVENUE	4,197,465	4,252,465
LESS: TOTAL EXPENSES	4,197,465	4,252,465
REVENUE EXCESS/(DEFICIT)	0	0

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 3
EXPENSES BY WORK PROGRAM NUMBER AND FUNDING SOURCE**

WORK PROGRAM NUMBER	EXPENSES				FUNDING SOURCES								MATCH, LOCAL & OTHER FUNDING				TOTAL FUNDING SOURCES
	Work Days	Labor & Indirect Cost	Direct Cost	Total Cost	FY21 CPG Ada County K# 20050 (74%)	FY21 CPG Canyon County K# 20050 (26%)	FY22 CPG Ada County K# 20640 (74%)	FY22 CPG Canyon County K# 20640 (26%)	STP-TMA Off The Top K# 19920	STP-TMA CIM 2050 K# 19751	STP-TMA Travel Survey K# 19303	Total Federal Funds	Required Match	Local Funds/FB	Other Revenue	Total Local & Other	
601001 UPWP/Budget Development and Federal Assu	91	70,708	-	70,708	466	164	25,818	9,071	30,000			65,518	5,190			5,190	70,708
601002 UPWP/Certification Review	36	29,123	-	29,123			19,969	7,016				26,986	2,138			2,138	29,123
620001 Demographics and Growth Monitoring	101	73,602	2,500	76,102	2,562	900	27,420	9,634	30,000			70,516	5,586			5,586	76,102
620002 Development Monitoring	72	56,069	-	56,069			31,045	10,908	10,000			51,953	4,115			4,115	56,069
620003 Census 2020	23	16,431	-	16,431	137	48	11,130	3,910				15,225	1,206			1,206	16,431
653001 Communication and Education Long-Range Planning	179	114,277	40,800	155,077								-		155,077		155,077	155,077
661001 General Project Management	848	557,032	293,807	850,839	79,211	27,831	302,737	106,367		201,194		717,339.61	56,823	21,676	55,000	133,499	850,839
661008 Bike Counter Management	94	44,610	19,800	64,410	793	278	29,796	10,469				41,336	3,274	19,800		23,074	64,410
685001 Transportation Improvement Program	403	257,345	5,800	263,145	10,823	3,803	80,812	28,393	120,000			243,830	19,315			19,315	263,145
685002 Project Development Program	35	26,691	110,000	136,691	51,596	18,128	18,132	6,371				94,227	7,464		35,000	42,464	136,691
685003 Grant Research and Development	177	124,412	-	124,412								-		124,412		124,412	124,412
685004 CIM Implementation Grants	15	11,910	100,000	111,910	62	22	8,104	2,848				11,036	874	100,000		100,874	111,910
TOTAL PROJECTS	2,074	1,382,210	572,707	1,954,917	145,649	51,174	554,963	194,987	190,000	201,194	-	1,337,966	105,986	420,965	90,000	616,950	1,954,917
701001 Membership Services	157	112,573	-	112,573	362	127	76,827	26,993				104,310	8,263			8,263	112,573
702001 Air Quality Outreach	14	10,000	100,000	110,000								-			110,000	110,000	110,000
703001 Public Services	60	46,541	-	46,541								-		46,541		46,541	46,541
704001 Air Quality Operations	126	104,873	-	104,873								-		38,398	66,475	104,873	104,873
705001 Transportation Liaison Services	41	32,168	-	32,168	841	295	21,216	7,454				29,807	2,361			2,361	32,168
760001 Legislative Services	53	56,550	115,050	171,600								-		171,600		171,600	171,600
TOTAL SERVICES	451	362,705	215,050	577,755	1,203	423	98,044	34,448	-	-	-	134,117	10,624	256,539	176,475	443,638	577,755
801001 Staff Development	106	69,632	40,000	109,632			47,745	16,775				64,521	5,111	40,000		45,111	109,632
820001 Committee Support	210	133,218	2,000	135,218			91,345	32,094				123,440	9,778	2,000		11,778	135,218
836001 Regional Travel Demand Model	178	141,330	17,200	158,530	13,615	4,784	81,373	28,591	20,000			148,362	10,168			10,168	158,530
838001 Travel Survey Data Collection	47	37,318	483,490	520,808	194	68	25,394	8,922			448,002	482,580	38,227			38,227	520,808
842001 Congestion Management Process	96	75,491	-	75,491	413	145	51,350	18,042				69,950	5,541			5,541	75,491
842002 I-84 Corridor Operations Plan	35	27,790	-	27,790	144	51	18,910	6,644				25,750	2,040			2,040	27,790
860001 Geographic Information System Maintenance	402	255,106	313,169	568,275	7,529	2,645	79,456	27,917	96,705			214,251	23,361	80,662	250,000	354,024	568,275
TOTAL SYSTEM MAINTENANCE	1,074	739,884	855,859	1,595,743	21,895	7,693	395,574	138,985	116,705	-	448,002	1,128,854	94,227	122,662	250,000	466,889	1,595,743
990001 Direct Operations / Maintenance	-	-	124,050	124,050								-		119,019	5,031	124,050	124,050
991001 Support Services Labor	876	-	-	-								-				-	-
999001 Indirect Operations/Maintenance	-	-	-	-								-				-	-
TOTAL INDIRECT/OVERHEAD	876	-	124,050	124,050	-	-	-	-	-	-	-	-	-	119,019	5,031	124,050	124,050
G R A N D T O T A L	4,475	2,484,799	1,767,666	4,252,465	168,747	59,290	1,048,580	368,420	306,705	201,194	448,002	2,600,937	210,836	919,185	521,506	1,651,527	4,252,465

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 3
DIRECT EXPENSE SUMMARY**

DESCRIPTION	TOTAL DIRECT	PROFESSIONAL SERVICES (830)	EQUIPMENT / SOFTWARE (834)	TRAVEL / EVENTS / EDUCATION (840)	PRINTING (860)	OTHER (863)	PUBLIC INVOLVEMENT (864)	MEETING SUPPORT (865)	LEGAL / LOBBYING (872)	CARRY-FORWARD
620001 Demographics and Growth Monitoring	2,500					2,500				
653001 Communication and Education	40,800	19,900			600		20,300			
661001 Long-Range Planning	293,807	257,307			1,500		35,000			
661008 Bike Counter Management	19,800	-	19,800							
685001 Transportation Improvement Program	5,800						5,800			
685002 Project Development Program	110,000	110,000								
685004 CIM Implementation Grants	100,000	100,000								
702001 Air Quality Outreach	100,000	100,000								
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	17,200	17,200								
838001 Travel Survey Data Collection	483,490	483,490								
860001 Geographic Information System Maintenance	313,169	250,000	63,169							
990001 Direct Operations / Maintenance										
Phone System (CISCO is at end of life)	20,000		20,000							
Workspace buildout	18,000		18,000							
New/replacement hardware and software	10,000		10,000							
Transit network planning software	19,250		19,250							
Cube renewal; Cube Land	15,000		15,000							
Migrate website from Dreamweaver	10,200	10,200								
AICP and APBP Webinar series	1,600			1,600						
Tools of the Trade sponsorship	6,000			6,000						
Membership dues for COMPASS	17,000								17,000	
Other: board lunch, staff gifts, meeting refreshments, misc.	7,000							7,000		
GRAND TOTAL	1,767,666	1,348,097	165,219	65,600	2,100	13,600	61,100	9,000	102,950	-

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 3
INDIRECT OPERATIONS AND MAINTENANCE EXPENSE SUMMARY**

CATEGORY	ACCOUNT CODE	FY2022 Final	FY2022 Revision 1
Professional Services	930	29,000	29,000
Equipment Repair / Maintenance	936	200	200
Publications	943	2,500	2,500
Employee Professional Membership	945	7,500	7,500
Postage	950	750	750
Telephone	951	13,500	13,500
Building Maintenance and Reserve for Major Repairs	955	61,199	61,199
Printing	960	2,250	2,250
Advertising	962	1,500	1,500
Audit	970	16,200	16,200
Insurance	971	14,000	14,000
Legal Services	972	5,000	5,000
General Supplies	980	4,000	4,000
Computer Supplies	982	10,500	10,500
Computer Software / Maintenance	983	20,000	20,000
Vehicle Maintenance	991	1,500	1,500
Utilities	992	9,000	9,000
Local Travel	993	2,000	2,000
Other / Miscellaneous	995	5,000	5,000
TOTAL		205,599	205,599

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 3
WORKDAY ALLOCATION SUMMARY**

WORK PROGRAM DESCRIPTION		LEAD STAFF	DIRECTORS	PLANNING	COMMUNICATIONS	OPERATIONS	TOTAL
601001	UPWP/Budget Development and Federal Assurances	ML	29	5	2	55	91
601002	UPWP/Certification Review	AL	6	22	8	-	36
620001	Demographics and Growth Monitoring	CM	-	95	6	-	101
620002	Development Monitoring	CM	-	71	1	-	72
620003	Census 2020	CM	-	23	-	-	23
653001	Communication and Education	AL	12	17	150	-	179
	Long-Range Planning	LI					
661001	General Project Management	LI	10	749	89	-	848
661008	Bike Counter Management	BC	-	94	-	-	94
	Resource Development/Funding	TT					
685001	Transportation Improvement Program	TT	12	346	45	-	403
685002	Project Development Program	DH	-	35	-	-	35
685003	Grant Research and Development	DH	8	164	5	-	177
685004	CIM Implementation Grants	DH	-	15	-	-	15
TOTAL PROJECTS			77	1,636	306	55	2,074
701001	Membership Services	LI	-	152	5	-	157
702001	Air Quality Outreach	AL	-	-	14	-	14
703001	Public Services	MW	-	58	2	-	60
704001	Air Quality Operations	ML	65	-	13	48	126
705001	Transportation Liaison Services	MS	12	22	7	-	41
760001	Legislative Services	MS	53	-	-	-	53
TOTAL SERVICES			130	232	41	48	451
801001	Staff Development	ML	6	77	17	6	106
820001	Committee Support	ML	10	100	100	-	210
836001	Regional Travel Demand Model	MW	-	178	-	-	178
838001	Travel Survey Data Collection	MW	-	47	-	-	47
842001	Congestion Management Process	MW	-	94	2	-	96
842002	I-84 Corridor Operations Plan	MW	-	35	-	-	35
860001	Geographic Information System Maintenance	EA	-	402	-	-	402
TOTAL SYSTEM MAINTENANCE			16	933	119	6	1,074
TOTAL DIRECT			223	2,801	466	109	3,599
991001	Support Services Labor	ML	237	189	99	351	876
TOTAL INDIRECT/OVERHEAD			237	189	99	351	876
TOTAL LABOR			460	2,990	565	460	4,475

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FY2022 - Revision 3

WORKDAY ALLOCATION

PROGRAM NO.	601	CLASSIFICATION:	Project
TITLE: UPWP Budget Development and Monitoring			
TASK / PROJECT DESCRIPTION:		Monitor and amend, as necessary, the FY2022 Unified Planning Work Program and Budget (UPWP) and related transportation grants for the metropolitan planning organization (MPO). Develop and obtain COMPASS Board approval for the FY2023 UPWP. Attain compliance on all federal requirements of transportation planning implemented under applicable federal transportation bills.	
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		The UPWP is a comprehensive work plan that coordinates federally funded transportation planning and transportation related planning activities in the region and identifies the related planning budget.	
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW		Federal Code 23 CFR § 450.308 (b) An MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.	
FY2022 BENCHMARKS			
MILESTONES / PRODUCTS			
FY2022 UPWP Process and track revenues and expenditures for the FY2022 UPWP and related transportation grants Process required state and local agreements and other required paperwork for transportation grants			Ongoing As Needed
Process and obtain Board approval of FY2022 UPWP revisions Distribute revisions of the FY2022 UPWP to the Idaho Transportation Department for tracking purposes Distribute revisions of the FY2022 UPWP to the Federal Highway Administration and the Federal Transit Administration for approval			As Needed
FY2023 UPWP Development Develop process and schedule for the FY2023 UPWP Solicit membership input on possible transportation planning projects and associated needs for FY2023 Submit initial revenue assessment for FY2023 to the Finance Committee for input Obtain Board approval on FY2023 General and Special membership dues			Nov Jan-Feb Mar Apr
Present FY2023 UPWP Present draft FY2023 UPWP to Finance Committee for input and feedback Present draft FY2023 UPWP to Finance Committee for recommendation Submit FY2023 UPWP to Board for adoption Submit and obtain approval from Federal Highway Administration of FY2023 UPWP Distribute FY2023 UPWP to the Idaho Transportation Department and Federal Transit Administration			Jun Jul Aug Aug Aug
Track federal requirements as related to Self-Certification Compliance with federal requirements			Ongoing
Track federal requirements as related to Regional Transportation Improvement Program and the Long-Range Transportation Plan Document and prepare for Federal Certification Review Monitor federal changes through the Federal Register			Ongoing
Certification Review Work with federal agencies to set up review Respond to questions and prepare materials for submission prior to in-person review Host the certification review team for the certification review Receive final report and prepare necessary responses Inform the COMPASS Board of Directors of the certification review Develop corrective action plan as necessary			Mar Mar Apr Jul Aug Aug Aug
LEAD STAFF: Meg Larsen		Expense Summary	
END PRODUCTS: FY2022 UPWP revisions; FY2023 UPWP; 2022 certification review, and maximize funding opportunities.			
		Total Workdays: 127	
		Salary \$ 62,884	
		Fringe 28,412	
		Overhead 8,536	
		Total Labor Cost: 99,831	
ESTIMATED DATE OF COMPLETION: September-2022		DIRECT EXPENDITURES:	
Funding Sources			
Participating Agencies		Professional Services \$ -	
		Legal / Lobbying	
		Equipment Purchases	
		Travel / Education	
		Printing	
		Public Involvement	
		Meeting Support	
		Other	
		Total Direct Cost: \$ -	
Total:		601 Total Cost: \$ 99,831	

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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 data review, 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, including the fiscal impact analysis, enables local decision-makers to bridge regional and local planning efforts to provide growth supportive of <i>Communities in Motion</i> ; and 5) Census data review enables COMPASS data to reflect the results of the 2020 Census.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 (b) -- Long-range plans require valid forecasts of future demand for transportation services that are based on existing conditions that can be included in the travel demand model. In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
Population and Employment Estimates Data collection and geocoding of building permits Compare and align population estimates with 2020 census counts Complete 2021 employment data Complete 2021 Development Monitoring Report Complete 2022 population estimates and receive Board acceptance Development Forecasting, Tracking, and Reconciliation Update preliminary plat files and other entitled development Reconcile CIM 2050 preferred growth scenario with entitlements Evaluate land use models and scenario planning tools for next long-range plan Housing Analysis Develop housing and demographic profile Establish steering committee for housing evaluation Issue Request For Proposals, and select consultant Demographics Support Respond to member requests for census data Provide development and policy reviews and checklists Provide fiscal impact analysis per policy Development checklist report						Ongoing Oct Mar Mar Apr Ongoing Apr Mar June Sept Ongoing Ongoing Ongoing Mar
LEAD STAFF: Carl Miller					Expense Summary	
END PRODUCT: Demographic products: 1) 2022 population estimates; 2) 2021 employment estimates; 3) Census 2020 data review; 4) 2021 Development Monitoring Report updated; 5) annual demographic reconciliation; 5) housing analysis RFP; and 6) development checklist report.					Total Workdays: 196 Salary \$ 92,030 Fringe 41,581 Overhead 12,492 Total Labor Cost: 146,102	
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies	
CPG, K20050	\$ 2,699	\$ 948		\$ 3,648	Housing authorities and other housing stakeholders	
CPG, K20640	69,595	24,452		94,047		
STP-TMA, K19920			40,000	40,000		
Local / Fund Bal	8,071	2,836		10,907		
Total:	\$ 80,365	\$ 28,236	\$ 40,000	148,602		
					Total Direct Cost: \$ 2,500 620 Total Cost: \$ 148,602	

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PROGRAM NO.	653			CLASSIFICATION:	Project	
TITLE:	Communication and Education					
TASK / PROJECT DESCRIPTION:	The Communication and Education task broadly includes external communications, public relations, public involvement, public education, and ongoing COMPASS Board education. Specific elements of the task include, but are not limited to, managing the ongoing COMPASS education series, the annual COMPASS 101 workshop, periodic Board workshops, and the Leadership in Motion awards program; writing the annual report, <i>Keeping Up With COMPASS</i> newsletter, brochures, web content, news releases, and other documents; managing COMPASS' social media channels; supporting the Public Participation Workgroup; and representing COMPASS at open houses and other events.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The Communication and Education program helps COMPASS facilitate public involvement in, and understanding of, transportation and related planning efforts by planning and implementing an integrated communications/education and public involvement strategy.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.316 requires public input and involvement in metropolitan planning organization planning activities. Public involvement for specific programs (e.g., regional transportation improvement program, regional long-range transportation plan [<i>Communities in Motion</i>]) is planned and budgeted under those programs. The Communication and Education task supports that outreach and involvement through developing and updating the COMPASS participation plan, coordinating outreach efforts, and providing more general (non-program specific) opportunities for the public to learn about transportation, planning, financial, and related issues to support federally required public involvement efforts.					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
General Continue work with media -- set up interviews, develop story ideas, respond to inquiries, write/distribute news releases Support work of Public Participation Workgroup Implement the COMPASS participation plan; work toward goals established in the plan Provide outreach/public speaking support and training to staff					Ongoing Ongoing Ongoing	
Develop tools, such as electronic and print materials, designed for most effective means of communication Maintain and enhance COMPASS social media channels Continually update the COMPASS website to improve usability and keep content up to date Develop the FY2021 annual report, annual budget summary, and annual communication summary Write and distribute monthly update handout Write and distribute monthly Keeping Up With COMPASS newsletter Update/develop other print materials as appropriate					Ongoing Ongoing Oct - Dec Ongoing Ongoing Ongoing	
Education and community outreach Develop and implement FY2022 public education series Support and collaborate with other agencies' outreach and education efforts and programs Participate in community events to share planning-related information Attend/support member agencies at public meetings Manage/support Leadership in Motion awards program Plan and host annual "COMPASS 101" workshop Sponsor "Look! Save a Life" bicycle/pedestrian safety campaign (coordinated through the City of Boise Police Department) Present information about COMPASS and our programs to stakeholders and community groups as requested					Jan - Sep Ongoing Ongoing Ongoing Aug - Dec Jan - Feb Mar - Jun Ongoing	
LEAD STAFF:	Amy Luft				Expense Summary	
END PRODUCT:	Public involvement in, and understanding of, transportation planning and related issues.					
					Total Workdays:	179
					Salary	\$ 71,983
					Fringe	32,523
					Overhead	9,771
					Total Labor Cost:	114,277
ESTIMATED DATE OF COMPLETION:				September-2022		DIRECT EXPENDITURES: Professional Services \$ 19,900 Legal / Lobbying Equipment Purchases Travel / Education Printing 600 Public Involvement 20,300 Meeting Support Other
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies	
CPG, K20640 STP-TMA, K19920				\$ -		
Local / Fund Bal			155,077	155,077		
				-		
	\$ -	\$ -	\$ 155,077	\$ 155,077		
					Total Direct Cost:	\$ 40,800
					653	Total Cost: 155,077

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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.				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
661001 General Project Management					
Work with the Regional Transportation Advisory Committee, workgroups and the COMPASS Board to develop CIM 2050			Oct-Dec		
Monitor legislative, funding, etc. changes			Ongoing		
Compile 2021 updates to CIM 2040 2.0			Jan		
Update financial forecast			Apr		
Describe needed transportation investments			May		
Identify likely environmental concerns and mitigation strategies			May		
Draft technical documents			May		
Prepare draft plan for public comment			Aug		
Roadways					
Integrate results of congestion management process			Feb		
Integrate complete network policy to transportation improvements			Mar		
Develop transportation demand management (TDM) strategies			Mar		
Identify needed roadway improvements			Apr		
Freight					
Work with Freight Advisory Workgroup to identify freight related needs for CIM 2050			Mar		
Help member agencies identify freight projects and develop funding applications			Ongoing		
Active Transportation (bicycle and pedestrian)					
Develop estimate of pathway maintenance needs			Jan		
Develop regional pathway implementation plan/strategy (including rails with trails)			Jan		
Identify needed active transportation improvements			Apr		
Public Transportation					
Update High Capacity Transit Study for 2020/2050 data			Dec		
Develop list of public transportation investments and a phasing plan			Apr		
Develop park and ride implementation plan			May		
Performance Management					
Update asset management information			Jan		
Update federally required performance targets as needed			May		
Complete TIP Achievement reporting process			Aug		
Assess impacts of growth and transportation scenario and needed transportation investments			June		
Share performance information with stakeholders and decision-makers			Sep		
Public Involvement					
Conduct public involvement according to the work plan			Oct-Sep		
Coordinated Public Transit-Human Services Transportation Plan Update					
Work with stakeholders to identify transportation service needs and strategies			Oct		
Conduct public involvement period and outreach activities for draft plan			Jan		
Finalize plan incorporating public and stakeholder input			Mar		
Adopt plan through committee and Board review processes at COMPASS and VRT			Apr		
661008 Bike Counter Management					
Manage portable counter requests			Ongoing		
Manage permanent counter program and COMPASS Data Bike			Ongoing		
Manage and report data			Ongoing		
LEAD STAFF:		Liisa Itkonen			
END PRODUCT: Implementation of <i>Communities in Motion 2050</i> work plan, including financial forecast, lists of needed transportation improvements, and draft plan documents; summary of project updates in CIM 2040 2.0; bicycle and pedestrian data; Coordinated Public Transit-Human Services Transportation Plan.			Expense Summary		
			Total Workdays: 942		
			Salary \$ 378,974		
			Fringe 171,227		
			Overhead 51,440		
			Total Labor Cost: 601,641		
ESTIMATED DATE OF COMPLETION:		September-2022			
DIRECT EXPENDITURES:					
			Professional Services \$ 257,307		
			Legal / Lobbying		
			Equipment Purchases 19,800		
			Travel / Education		
			Printing 1,500		
			Public Involvement 35,000		
			Meeting Support		
			Carry-Forward		
			Total Direct Cost: \$ 313,607		
			661 Total Cost: 915,248		
Funding Sources		Participating Agencies			
	Ada	Canyon	Special	Total	Member Agencies
CPG, K20050	80,003	28,109		108,112	ITD
CPG, K20640	332,533	116,836		449,369	FHWA
STP-TMA, K19920					FTA
STP-TMA, K19571			201,194	201,194	
ITD, survey software			55,000	55,000	
Local / Fund Bal	44,472	15,625	41,476	101,573	
Total:	457,008	160,570	297,670	915,248	

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PROGRAM NO.	685				CLASSIFICATION:	Project	
TITLE:	Resource Development/Funding						
TASK / PROJECT DESCRIPTION:	Develop a FY2023-2029 Regional Transportation Improvement Program (TIP) for Ada and Canyon Counties that complies with all federal, state, and local regulations and policies for the purpose of funding transportation projects. Process amendments and provide project tracking and monitoring for the FY2022-2028 TIP. COMPASS staff, with consultant assistance, will assist member agencies in taking project ideas and transforming them into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public information plans. Grant research, development and grant administration is expected to secure additional funding into the region. COMPASS will award <i>Communities in Motion</i> (CIM) Implementation Grants to member agencies after appropriate outreach, prioritization, and contract due diligence.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Implement requested projects by member agencies, and leverage local dollars. Well defined and scoped projects with accurate project costs and schedules allow strong grant applications, linked closely with CIM 2040 goals and performance measures, increase the delivery of funded projects on time and on budget. These efforts provide the necessary federal documentation for member agencies to obtain federal funding for transportation projects. Staff provides assistance to member agencies to ensure projects meet deadlines and do not lose federal funding through project monitoring and committee participation.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	The task is designed to help identify additional revenue sources for member agencies to assist in funding improvements and on-going maintenance of the transportation system; also assists member agencies in implementing the regional long-range transportation plan, <i>Communities in Motion 2040 2.0</i> , and the annual TIP. Under 12 CFR § 450.306 and 23 CFR § 450.324, COMPASS is required to develop a TIP in cooperation with ITD and public transportation operators. Certain additional requirements are required in the Boise Urbanized Area because it is considered a Transportation Management Area (TMA). The TIP is required to be updated every four years; however, COMPASS follows the update cycle of ITD's Idaho Transportation Investment Program (ITIP), which is updated annually. All projects receiving federal funding or considered regionally significant must be consistent with the regional long-range transportation plan. The TIP is tied to the Air Quality Conformity Demonstration to ensure funded projects do not violate budgets set in the State Implementation Plan (SIP) (air quality budgets for the State of Idaho). The TIP is also scrutinized in the federal Certification Review.						
FY2022 BENCHMARKS							
MILESTONES / PRODUCTS							
685001 Transportation Improvement Program Update funding application process Conduct member outreach Solicit project applications Assist members with developing complete applications Facilitate ranking of project applications Assign projects to funding programs Develop the final FY2023-2029 Regional Transportation Improvement Program Incorporate reporting methods for federal performance targets, prior to deadlines Monitor and track FY2022-2028 Regional Transportation Improvement Program Balance federal-aid programs managed by COMPASS, as changes occur Provide assistance to member agencies with federal-aid funding concerns Provide assistance to Valley Regional Transit (VRT) Update the Resource Development Plan						Oct-Sept	
685002 Project Development Program Select, contract with, and manage consultants Manage project development teams Review/revise, approve, and disseminate reports						Oct-Sept	
685003 Grant Research and Development Seek funding for project needs listed in the Resource Development Plan Monitor grant sources; share grant information Match grant sources with unfunded members needs Write/assist member agencies with grant applications - INFRA, RAISE, CDBG, etc.						Oct-Sept	
685004 CIM Implementation Grants Administer contracting/reporting/billing processes Manage projects to ensure completion on time and on budget						Oct-Sept	
LEAD STAFF:	Toni Tisdale					Expense Summary	
END PRODUCTS: Current-year TIP amendments and TIP update. Annual Resource Development Plan. Project Development Program pre-concept reports. Application assistance. CIM Implementation Grants.						Total Workdays: 630	
						Salary \$ 264,784	
						Fringe 119,634	
						Overhead 35,941	
						Total Labor Cost: 420,358	
ESTIMATED DATE OF COMPLETION:					September-2022		DIRECT EXPENDITURES:
Funding Sources				Participating Agencies			
	Ada	Canyon	Special	Total	Member Agencies		
CPG, K20050	\$ 62,480	\$ 21,953		\$ 84,433	Professional Services \$ 210,000		
CPG, K20640	107,048	37,612		144,660	Legal / Lobbying		
STP-TMA, K19920			120,000	120,000	Equipment Purchases		
				-	Travel / Education		
City of Eagle			35,000	35,000	Printing		
Local / Fund Bal	20,463	7,190	224,412	252,065	Public Involvement 5,800		
				-	Meeting Support		
				-	Other		
						Total Direct Cost: \$ 215,800	
Total:						685	Total Cost: \$ 636,158

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PROGRAM NO.	702			CLASSIFICATION:	Service
TITLE:	Air Quality Outreach				
TASK / PROJECT DESCRIPTION:	The Air Quality Outreach program supports the Idaho Department of Environmental Quality (DEQ) and the Air Quality Board in their outreach efforts regarding air quality in the Treasure Valley through coordinating an multi-agency outreach and education program.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Air quality has been an ongoing issue in the Treasure Valley for over 30 years. While many steps have been taken to limit the release of air quality pollutants, individual behaviors must also change to achieve an improvement, or even a lack of degradation, in air quality. Outreach and education on air quality issues and steps individuals can take to curb individual air quality emissions are necessary to bring about this change.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	COMPASS will assist DEQ and the Air Quality Board in fulfilling requirements for outreach and education as outlined in Title 39, Section 116B of Idaho code, which states, (1) The board shall...provide for the implementation of a motor vehicle inspection and maintenance program...[and]...provide for: ...(g) A fee, bond or insurance which is necessary to carry out the provisions of this section and to fund an air quality public awareness and outreach program. (http://www.legislature.idaho.gov/idstat/Title39/T39CH1SECT39-116B.htm).				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Outreach Coordinate a multi-agency air quality outreach and education program, focusing on how individuals can help curb air pollution.					Ongoing
LEAD STAFF: Amy Luft					Expense Summary
END PRODUCT: Increased public understanding of air quality issues and an individual's role in curbing air pollution through assisting DEQ and the Air Quality Board in outreach and communication efforts.					Total Workdays: 14
					Salary \$ 6,299
					Fringe 2,846
					Overhead 855
					Total Labor Cost: \$ 10,000
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services \$ 100,000
				\$ -	Legal / Lobbying
DEQ/AQB			110,000	110,000	Equipment Purchases
				-	Travel / Education
					Printing
					Public Involvement
					Meeting Support
					Other
Total:	\$ -	\$ -	\$ 110,000	\$ 110,000	Total Direct Cost: \$ 100,000
					702 Total Cost: \$ 110,000

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PROGRAM NO.	703			CLASSIFICATION:	Service
TITLE:	Public Services				
TASK / PROJECT DESCRIPTION:	To provide data, mapping, demographic, and other assistance to the public and non-member entities, as appropriate. For some products, such as maps, there is a charge for the product. When data or other information are not "off-the-shelf" and staff time is needed for research, a labor charge may be applied consistent with COMPASS policy.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	COMPASS responds to questions from the public and provides a number of products to the public and other entities: demographic data, development information, traffic counts and projections, maps, and geographic information system analyses.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of services to the public. However, these services support COMPASS' vision, mission, roles, and values, including: "...serve as a source of information and expertise..." (COMPASS Mission), "serve as the regional technical resource..." (Role #3 Expert), and "perform and share quality analyses" (Role #3 Expert).				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Provide assistance to public and non-member entities, as requested, in the areas of: Geographic Information Systems (GIS) (maps, data, and analyses) Data and travel demand modeling for proposed developments Demographic, development, and related information Traffic counts and related information Travel time data and analysis Other general requests for information					Ongoing
LEAD STAFF: Mary Ann Waldinger				Expense Summary	
END PRODUCT: Information assistance to the general public.				Total Workdays: 60	
				Salary \$ 29,316	
				Fringe 13,246	
				Overhead 3,979	
				Total Labor Cost: 46,541	
ESTIMATED DATE OF COMPLETION: September-2022				DIRECT EXPENDITURES: \$ -	
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Member Agencies
				\$ -	
Local / Fund Bal			46,541	\$ 46,541	
Total:	\$ -	\$ -	\$ 46,541	\$ 46,541	
				Total Direct Cost: \$ -	
				703	Total Cost: \$ 46,541

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PROGRAM NO.	704	CLASSIFICATION:	Service	
TITLE:	Air Quality Operations			
TASK / PROJECT DESCRIPTION:	To provide COMPASS labor supporting the ongoing administrative functions related to the operations of Air Quality Board. Areas include: personnel management, financial management, information technology management, procurement, contracting, and general administration. Work with independent auditor on annual audit.			
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Assisting COMPASS's members in meeting and improving air quality is one of the many planning services that COMPASS currently provides. Providing administrative support to the Air Quality Board for its operating functions enables the Air Quality Board to perform its functions in a more cost-effective manner.			
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW	There is no federal requirement for this service.			
FY2022 BENCHMARKS				
MILESTONES / PRODUCTS				
General Administration Provide meeting coordination, materials, and follow-up to the Board Conduct appropriate procurement processes and prepare contracts, as needed Facilitate updates to Air Quality Rules and Regulations, as needed Monitor general workplace and personnel needs Provide administrative assistance for agency needs Personnel Management Prepare and complete recruitment processes Conduct employee annual evaluations Financial Management Close FY2021 financial records and begin FY2022 Provide annual audit support and complete financial reports Complete AQB annual Audit Report Prepare and distribute year-end payroll reports Prepare financial reports for review by the Air Quality Board Maintain inventory of furniture, equipment, hardware and software Information Technology Work with software provider to meet program needs and implement improvements and updates Prioritize needs, analyze costs, make recommendations and implement system improvements Coordinate with staff to configure equipment and software to meet the needs of each position			Ongoing As needed As needed Ongoing Ongoing As needed Oct-Nov Oct-Dec Jan Jan Quarterly Ongoing Ongoing	
LEAD STAFF: Meg Larsen		Expense Summary		
End Product: Using the skills of COMPASS staff, provide for the administrative functions of the Air Quality Board.		Total Workdays: 126		
		Salary \$ 66,059		
		Fringe 29,847		
		Overhead 8,967		
		Total Labor Cost: 104,873		
ESTIMATED DATE OF COMPLETION: September-2022		DIRECT EXPENDITURES:		
Funding Sources		Participating Agencies		
Air Quality Board	Ada	Canyon	Special	Air Quality Board
			\$ 104,873	
			\$ 104,873	
Total:	\$ -	\$ -	\$ 104,873	104,873
		Total Direct Cost: \$ -		
		Total Cost: \$ 104,873		704

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PROGRAM NO.	705				CLASSIFICATION:	Service	
TITLE:	Transportation Liaison Services						
TASK / PROJECT DESCRIPTION:	To provide adequate staff liaison time at member agency meetings and coordinate transportation-related planning activities with member agencies.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Transportation liaison services ensure staff representation and coordination with membership on transportation-related planning. Requests that exceed four days may require COMPASS Board approval of a new work program.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Achieve better inter-jurisdictional coordination of transportation and land use planning. Documentation of other significant transportation planning projects occurring within the Treasure Valley through the Unified Planning Work Program and Budget.						
FY2022 BENCHMARKS							
MILESTONES / PRODUCTS							
Attend member agency meetings and coordinate transportation-related planning activities with member agencies.							Ongoing
LEAD STAFF: Matt Stoll					Expense Summary		
END PRODUCT: Ongoing staff liaison role to member agencies.							
					Total Workdays: 41		
					Salary \$ 20,263		
					Fringe 9,155		
					Overhead 2,750		
					Total Labor Cost: 32,168		
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:		
Funding Sources				Participating Agencies			
	Ada	Canyon	Special	Total	Professional Services \$ - Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other Total Direct Cost: \$ - 705 Total Cost: \$ 32,168		
CPG, K20050	\$ 841	\$ 295		\$ 1,136			
CPG, K20640	21,216	7,454		28,670			
Local / Fund Bal	1,747	614		2,361			
Total:	\$ 23,804	\$ 8,364		\$ 32,168			

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PROGRAM NO.	760			CLASSIFICATION:	Service
TITLE:	Legislative Services				
TASK / PROJECT DESCRIPTION:	Work with and manage the contract for legislative services. Identify, review, monitor, advocate and report to the COMPASS Board on pending state and federal legislation that directly or indirectly relates to COMPASS priorities and activities.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	To secure funding and influence policies on relevant transportation-related legislation at the federal and state levels.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There is no federal requirement for this process. The Board works together to identify and prioritize needs and projects.				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Federal Legislative Priorities Work with COMPASS Executive Committee to identify priorities and position statements for federal legislation Obtain COMPASS Board approval of federal legislative priorities Educate and advocate on federal legislative priorities Evaluate possible legislative priorities for next federal legislative session					Oct-Nov Nov-Dec Dec-Sep May-Sep
State Legislative Priorities Work with Executive Committee to identify possible priorities and position statements for FY2022 legislative session Obtain Board endorsement of FY2022 legislative priorities Educate and advocate on FY2022 legislative priorities Evaluate possible legislative priorities for FY2022 legislative session					Oct-Nov Nov-Dec Dec-Apr May-Sep
LEAD STAFF: Matt Stoll					Expense Summary
END PRODUCT: An effective advocacy program for legislative issues and positions that have been approved by the Board.					Total Workdays: 53
					Salary \$ 35,621
					Fringe 16,094
					Overhead 4,835
					Total Labor Cost: 56,550
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services
				\$ -	Legal / Lobbying \$ 85,950
Local / Fund Bal			171,600	\$ 171,600	Equipment Purchases
				-	Travel / Education 18,000
					Printing
					Public Involvement
					Meeting Support
					Other 11,100
Total:	\$ -	\$ -	\$ 171,600	\$ 171,600	Total Direct Cost: \$ 115,050
					760 Total Cost: 171,600

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PROGRAM NO.	801			CLASSIFICATION:	System Maintenance
TITLE:	Staff Development				
TASK / PROJECT DESCRIPTION:	To provide staff with resources necessary to keep them informed of federal and state regulations, current transportation planning technologies, and best practices and activities nationally.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The activities of this task are part of the overall continuous process to enhance technical and professional capacity. It is important that staff be informed and educated on new regulations and practices to develop and maintain a responsive transportation program.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of staff training; however, COMPASS provides staff with opportunities for training and education. Training examples include attending workshops and conferences sponsored by Federal Highway Administration, National Association of Regional Councils, American Planning Association, Western Planners, Association of Metropolitan Planning Organizations, and the Transportation Research Board, etc., to keep staff well informed.				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Staff training and development					Ongoing
LEAD STAFF: Meg Larsen					
END PRODUCT: Maintain staff knowledge of federal grant requirement needs and changes and build a strong team through national and local seminars, workshops, conferences, and educational classes.					
Expense Summary					
					Total Workdays: 106
					Salary \$ 43,861
					Fringe 19,817
					Overhead 5,954
					Total Labor Cost: 69,632
ESTIMATED DATE OF COMPLETION: September-2022					
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	
CPG, K20640 STP-TMA, K19920	\$ 47,745	\$ 16,775		\$ 64,521	Federal Highway Administration Federal Transit Administration
Local / Fund Bal	3,782	1,329	40,000	45,111	
Total:	\$ 51,527	\$ 18,104	\$ 40,000	\$ 109,632	
					DIRECT EXPENDITURES:
					Professional Services \$ -
					Legal / Lobbying
					Equipment Purchases
					Travel / Education 40,000
					Printing
					Public Involvement
					Meeting Support
					Other
					Total Direct Cost: \$ 40,000
					801 Total Cost: \$ 109,632

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PROGRAM NO.	820			CLASSIFICATION:	System Maintenance	
TITLE:	Committee Support					
TASK / PROJECT DESCRIPTION:	To provide support to the COMPASS Board and standing committees as defined by the COMPASS Bylaws and Joint Powers Agreement. As lead agency, COMPASS also provides support to the Interagency Consultation Committee.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Provide coordination and communication among member agencies' staff and elected officials in transportation and land use planning, through meeting materials, agendas, and minutes, which are a historical record of events leading to the decision-making processes.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	The COMPASS Joint Powers Agreement, Section 4.1.6(K), states, Open Meeting Law: All meetings of the Board shall be governed under the provisions of the Open Meeting Law, Chapter 2, Title 74, Idaho Code, and any amendments and/or recodification thereof.					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
Provide meeting coordination, materials, and follow-up to the Board, standing committees and workgroups.					Ongoing	
LEAD STAFF:	Meg Larsen				Expense Summary	
END PRODUCT:	Ongoing support of committees to promote involvement and communication.				Total Workdays: 210	
					Salary \$ 83,914	
					Fringe 37,914	
					Overhead 11,390	
					Total Labor Cost: 133,218	
ESTIMATED DATE OF COMPLETION:	September-2022				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		Professional Services \$ -
	Ada	Canyon	Special	Total	Member Agencies	Legal / Lobbying
CPG, K20640	\$ 91,345	\$ 32,094		\$ 123,440		Equipment Purchases
STP-TMA, K19920				-		Travel / Education
Local / Fund Bal	7,236	2,542	2,000	11,778		Printing
				-		Public Involvement
						Meeting Support
						Other
						2,000
Total:	\$ 98,581	\$ 34,637		\$ 135,218	820	Total Direct Cost: \$ 2,000
						Total Cost: 135,218

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PROGRAM NO.	836			CLASSIFICATION:	System Maintenance
TITLE:	Technical Support: Regional Travel Demand Model				
TASK / PROJECT DESCRIPTION:	Upkeep of the regional travel demand model is an ongoing task needed to maintain the model as a useful tool in planning activities. It also provides vital information for the required process of air quality conformity demonstration and all benefit-cost evaluations.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The model outputs are used to test and plan transportation projects, support Ada County Highway District's impact fee program, conduct air quality conformity of the Regional Transportation Improvement Program (TIP) and regional long-range transportation plan, review proposed developments and traffic impact studies, provide area of influence, and respond to various special member requests.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 -- Long-range transportation plans require valid forecasts of future demand for transportation services which are provided by a travel demand model. Outputs from the model are also necessary for transportation conformity determinations of the TIP and long-range plan and evaluating the impacts of alternative transportation investments. In updating the transportation plan, 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...."				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Key Elements					
Maintain and update traffic count database					Ongoing
Maintain the structure and integrity of the regional travel demand model for air quality conformity and use in the Transportation Economic Development Impact System (TREDIS)					Ongoing
Provide travel demand modeling assistance to support member agency needs and special projects					Ongoing
Maintain the input and output files for air quality conformity process and model (MOVES) and conduct conformity for regional TIP and/or long-range transportation plan					Apr - Jul
Provide project and program evaluations using TREDIS for grant applications and ITD's Safety and Capacity Program					Oct - Aug
Reconcile demographic data and integrate in the current and forecast years of the regional model					Mar - May
2050 Plan Technical Support					
Provide technical and modeling support as needed for 2050 Plan.					Ongoing
Provide annual review of the National Highway System, Federal Aid and Planning Functional Classification Systems (Task 661 Roadways)					Jan-Apr
Special Tasks and Model Improvements					
Provide technical analysis on member agency requests vetted through RTAC					Ongoing
Provide modeling and technical assistance to ITD's corridor and environmental studies					Ongoing
Provide technical analysis on unanticipated member agency requests					Ongoing
Maintain the data foundation system and continue to incorporate into other data sources					Ongoing
LEAD STAFF: Mary Ann Waldinger					
END PRODUCT: Reasonable and reliable regional travel demand model using the latest available information and forecasts for various types of projects, studies, and analyses.					Expense Summary
					Total Workdays: 178
					Salary \$ 89,024
					Fringe 40,223
					Overhead 12,084
					Total Labor Cost: 141,330
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	
CPG, K20050	\$ 13,615	\$ 4,784		\$ 18,398	Highway Districts
CPG, K20640	81,373	28,591		109,964	Member Agencies
STP-TMA, K19920			20,000	20,000	Federal Highways Administration
				-	Idaho Transportation Department
				-	Valley Regional Transit
Local / Fund Bal	7,524	2,644		10,168	Department of Environmental Quality
				-	
Total:	\$ 102,512	\$ 36,018	\$ 20,000	\$ 158,530	
					Total Direct Cost: \$ 17,200
					836 Total Cost: \$ 158,530

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PROGRAM NO.	838			CLASSIFICATION:	System Maintenance	
TITLE:	Technical Support: 2020/21 Travel Data Survey (key no. 19303)					
TASK / PROJECT DESCRIPTION:	Upkeep of the regional travel demand model is an ongoing task needed to maintain the model as a useful tool in planning activities. Travel survey data are used to update various inputs and parameters necessary to facilitate the calibration and validation of the regional travel demand model. The data are also used to support other planning activities that benefit from high quality local data not available from any other source.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The model outputs are used to test and plan transportation projects, support Ada County Highway District's impact fee program, conduct air quality conformity of the Regional Transportation Improvement Program (TIP) and regional long-range transportation plan, review proposed developments and traffic impact studies, provide area of influence, and respond to various special member requests.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 -- Long-range transportation plans require valid forecasts of future demand for transportation services which are provided by a travel demand model. Outputs from the model are also necessary for transportation conformity determinations of the TIP and long-range plan and evaluating the impacts of alternative transportation investments. In updating the transportation plan, 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...."					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
Key Elements						
Project management of the Travel Survey Data Collection project key elements: Administration of the Household Travel Survey (HTS) main survey Review HTS data - QA/QC and expansion Review HTS documentation and analysis Administration of the On-Board survey Review On-Board data - QA/QC and expansion Review On-Board documentation and analysis Review and analyze external trip data					Oct - May Oct - Nov Dec - May May - Jun Oct Nov-Dec Jan Jan-Apr	
LEAD STAFF: Mary Ann Waldinger					Expense Summary	
END PRODUCT: Reasonable and reliable regional travel demand model using the latest available information and forecasts for various types of projects, studies, and analyses.					Total Workdays: 47	
					Salary \$ 23,506	
					Fringe 10,621	
					Overhead 3,191	
					Total Labor Cost: 37,318	
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		Professional Services \$ 483,490
	Ada	Canyon	Special	Total	Highway Districts	Legal / Lobbying
CPG, K20050	\$ 194	\$ 68		\$ 262	Member Agencies	Equipment Purchases
CPG, K20640	25,394	8,922		34,316	Federal Highways Administration	Travel / Education
STP-TMA, k19303			448,002	448,002	Idaho Transportation Department	Printing
				-	Valley Regional Transit	Public Involvement
Local / Fund Bal	28,288	9,939		38,227	Department of Environmental Quality	Meeting Support
				-		Other
Total:	\$ 53,876	\$ 18,929	\$ 448,002	\$ 520,808		
					Total Direct Cost: \$ 483,490	
					838	Total Cost: \$ 520,808

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PROGRAM NO.	842			CLASSIFICATION:	System Maintenance
TITLE:	Congestion Management Process				
TASK / PROJECT DESCRIPTION:	Maintain a functional congestion management system (CMS) for the Treasure Valley. Conduct data collection, update the congestion management process as needed, produce an annual Transportation System Monitoring Report, maintain regional intelligent transportation system (ITS) architecture. Research, provide, and monitor transportation demand management (TDM) strategies. Develop strategy for congestion management data collection.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Provides annual CMS report of the congestion levels on major corridors that compares previous year results, and explains the reason for the change. Typically, reason for change is improvements needed such as signal timing and ITS. Periodic needs are: baseline data collection of vehicle occupancy rates, additional research and evaluation of possible transportation demand management strategies.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 -- Congestion Management Process is one of the Planning Factors and is required in Transportation Management Areas (TMA). COMPASS has been collecting travel time data since 2003, which provides a summary of how the major roads are functioning during the am and pm peak hours. This process and its results have been integrated into the transportation improvement program prioritization process. Travel time data collection and a data management plan are also required for MPOs in federal legislation. Furthermore, FHWA Final Rule and FTA Policy on ITS requires that all ITS projects funded by highway trust fund or Mass Transit Account conform to the National ITS Architecture.				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Congestion Management and Travel Time Data					
Complete the Congestion Management Annual (CMA) report using the National Performance Measure Research Data Set (NPMRDS) for 2021					Jan-Mar
Complete Tier 2 analysis for the 2021 Congestion Management Annual (CMA) report using INRIX travel time data					Jan-Mar
Complete the Congestion Management Process Document					Oct-Dec
Convert congestion management annual report to digital format (webmap/storymap)					Mar-Apr
NPMRDS Travel Time Data and Process					
Develop process for evaluating effectiveness of congestion mitigation projects using the NPMRDS and INRIX travel time data sets					Ongoing
Transportation System Management and Ops (TSMO) and ITS Plan Update					
Update the regional ITS inventory and TSMO/ITS projects list					Feb-Mar
Refine the integration of management and operation strategies and TSMO projects into the long range plan (2050 plan)					Ongoing
I-84 Corridor Operations Plan					
Complete I-84 Corridor Operations Plan					Jan-Feb
LEAD STAFF: Mary Ann Waldinger					
END PRODUCT: Update of the congestion management process, annual congestion management report, 2021 travel time data collection and analysis, Updated TSMO/ITS projects list and inventory, I-84 corridor operations plan.					
Expense Summary					
Total Workdays:					131
Salary \$					65,056
Fringe					29,394
Overhead					8,830
Total Labor Cost:					103,280
ESTIMATED DATE OF COMPLETION: September-2022					
Funding Sources					Participating Agencies
	Ada	Canyon	Special	Total	Highway Districts
CPG, K20050	\$ 557	\$ 196		\$ 753	Member Agencies
CPG, K20640	70,260	24,686		94,946	Federal Highways Administration
				-	
				-	
Local / Fund Bal	5,610	1,971		7,581	
				-	
Total:	\$ 76,427	\$ 26,853	\$ -	\$ 103,280	
Total Direct Cost: \$					-
Total Cost: \$					103,280

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PROGRAM NO.	860	CLASSIFICATION:	System Maintenance		
TITLE:	Geographical Information System Maintenance (GIS)				
TASK / PROJECT DESCRIPTION:	Planning activities depend on current and accurate geographic information. For data to be available in a quality suitable for planning, continual data acquisition is necessary. This involves partnering with other GIS stakeholders, data maintenance, editing, and creating new data from GPS and orthophotography.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	GIS data and technology are used for internal budget support. COMPASS also provides this geographic information to its members and the general public in the form of maps, data, and analysis. COMPASS works in conjunction with its member agencies via the Regional Geographic Advisory Workgroup (RGAWG) to create regional data that can be used for many purposes.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW, REFERENCE TO STRATEGIC PLAN:	Federal Code 23 CFR § 450.324 (f)-- In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Provide GIS Data Maintenance and Support for COMPASS Projects. Data analysis, and maintenance for performance reporting and other planning needs Enterprise database maintenance Data integration GIS Technology Census BAS GIS Cooperation Continue participation in the Treasure Valley GIS User Group and Canyon Spatial Data Cooperative (SDC) meetings Regional Geographic Advisory Committee Host the Regional Geographic Advisory Workgroup to enable regional cooperation of GIS data Regional Data Center Expand and maintain authoritative regional GIS data COMPASS staff will conduct data accuracy checks and metadata on regional data sets Transportation Improvement Program Provide ongoing support 2022 Orthophotography Project Conduct 2022 orthophotography flight Issue Request for Proposals Continue to plan for future orthophotography acquisition and funding			Ongoing Quarterly/as needed Quarterly/as needed Ongoing Ongoing Ongoing		
LEAD STAFF: Eric Adolfsen END PRODUCT: 1) An expanded use of GIS technology and data for regional planning; and 2) Continued GIS coordination and development of the most accurate and up-to-date information possible.			Expense Summary Total Workdays: 402 Salary \$ 160,691 Fringe 72,603 Overhead 21,812 Total Labor Cost: 255,106		
ESTIMATED DATE OF COMPLETION: September-2022			DIRECT EXPENDITURES: Professional Services \$ 250,000 Legal / Lobbying Equipment Purchases 63,169 Travel / Education Printing Public Involvement Meeting Support Other Carry-Forward Total Direct Cost: \$ 313,169		
Funding Sources			Participating Agencies		
	Ada	Canyon	Special	Total	All Member Agencies
CPG, K20050	\$ 7,529	\$ 2,645		\$ 10,174	
CPG, K20640	79,456	27,917		107,372	
STP-TMA, K19920			96,705	96,705	
Ortho Participants			124,140	124,140	
Local / Fund Bal	17,287	6,074	206,522	229,884	
Total:	\$ 104,272	\$ 36,636	\$ 427,367	\$ 568,275	
			860	Total Cost:	568,275

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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.		

FY2022 BENCHMARKS	MILESTONES / PRODUCTS
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Provide local dollars for expenditures not federally funded.	Ongoing
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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-2022	DIRECT EXPENDITURES:																																																
Funding Sources	Participating Agencies																																																
<table border="1"> <thead> <tr> <th></th> <th>Ada</th> <th>Canyon</th> <th>Special</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>\$ -</td> </tr> <tr> <td>Other</td> <td></td> <td></td> <td>5,031</td> <td>5,031</td> </tr> <tr> <td>Local / Fund Bal</td> <td></td> <td></td> <td>119,019</td> <td>119,019</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>-</td> </tr> <tr> <td>Total:</td> <td>\$ -</td> <td>\$ -</td> <td>\$ 124,050</td> <td>\$ 124,050</td> </tr> </tbody> </table>		Ada	Canyon	Special	Total					\$ -	Other			5,031	5,031	Local / Fund Bal			119,019	119,019					-	Total:	\$ -	\$ -	\$ 124,050	\$ 124,050	<table border="1"> <tbody> <tr> <td>Professional Services</td> <td>10,200</td> </tr> <tr> <td>Legal / Lobbying</td> <td>\$ 17,000</td> </tr> <tr> <td>Equipment Purchases</td> <td>82,250</td> </tr> <tr> <td>Travel / Education</td> <td>7,600</td> </tr> <tr> <td>Printing</td> <td></td> </tr> <tr> <td>Public Involvement</td> <td></td> </tr> <tr> <td>Meeting Support</td> <td>7,000</td> </tr> <tr> <td>Other</td> <td></td> </tr> <tr> <td>Total Direct Cost:</td> <td>\$ 124,050</td> </tr> </tbody> </table>	Professional Services	10,200	Legal / Lobbying	\$ 17,000	Equipment Purchases	82,250	Travel / Education	7,600	Printing		Public Involvement		Meeting Support	7,000	Other		Total Direct Cost:	\$ 124,050
	Ada	Canyon	Special	Total																																													
				\$ -																																													
Other			5,031	5,031																																													
Local / Fund Bal			119,019	119,019																																													
				-																																													
Total:	\$ -	\$ -	\$ 124,050	\$ 124,050																																													
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Total Direct Cost:	\$ 124,050																																																
	990 Total Cost: \$ 124,050																																																

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PROGRAM NO.	991			CLASSIFICATION:	Indirect / Overhead
TITLE:	Support Services Labor				
TASK / PROJECT DESCRIPTION:	To provide labor to support the ongoing administrative functions related to the operations of COMPASS. Areas include: personnel management, financial management, information technology management, procurement, contracting, and general administration. Work with independent auditor on annual audit.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	To maintain payroll, accounts payable/receivable, benefits, recruitment, building and vehicle maintenance, general ledger bank reconciliation, cash flow, annual audit, and development of the computer system.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	<p>The Office of Management and Budget (OMB) requires that a single audit be performed to ensure federal funds are being expended properly. The most recent OMB regulation issued for this purpose is Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). It includes uniform cost principles and audit requirements for federal awards to nonfederal entities and administrative requirements for all federal grants and cooperative agreements.</p> <p>Memorandum of Understanding 04-01, Operation and Financing of the Metropolitan Planning Organization in the Boise and Nampa Urbanized Areas -- between COMPASS and the Idaho Transportation Department states and agrees to allow indirect costs as outlined in the agreement.</p>				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
General Administration Review standing agreements Conduct appropriate procurement processes and prepare contracts, as needed Update COMPASS operational policies as needed Monitor general workplace and personnel needs Provide administrative assistance for agency needs Personnel Management Prepare and complete recruitment processes Conduct employee annual evaluations Renew insurance policies Pursue FY2022 benefit options Financial Management Close FY2021 financial records and begin FY2022 Provide annual audit support and complete financial reports Complete COMPASS annual Audit Report Prepare and distribute year-end payroll reports Complete budget variance information and report to the Finance Committee quarterly. Maintain inventory of furniture, equipment, hardware and software Information Technology Manage Information Technology consultant and coordinate work efforts Prioritize needs, analyze costs, make recommendations and implement system improvements Coordinate with staff to configure equipment and software to meet the needs of each position Maintain security and integrity of IT systems, and perform appropriate back ups Coordinate systems with member agencies Migrate COMPASS website from Dreamweaver to a new platform					Aug As needed As needed Ongoing Ongoing As needed Oct-Nov Oct-Dec Jan Jan Quarterly Ongoing Ongoing Oct - Dec
LEAD STAFF: Meg Larsen END PRODUCT: An agency where administrative support, personnel management, financial management, and general administrative needs are fully met and whose activities are effectively monitored and communicated to the Board.					Expense Summary
					Total Workdays: 876
					Salary \$ -
					Fringe -
					Overhead -
					Total Labor Cost: \$ -
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services \$ -
				\$ -	Legal / Lobbying
				-	Equipment Purchases
				-	Travel / Education
				-	Printing
				-	Public Involvement
				-	Meeting Support
				-	Other
				-	
Total:	\$ -	\$ -		\$ -	Total Direct Cost: \$ -
					991 Total Cost: \$ -

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COMPASS BOARD OF DIRECTORS AGENDA ITEM III-F

Date: April 18, 2022

Topic: Extension Delivery Deadlines for Local Federal-Aid Projects

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval to extend the deadlines on 11 local federal-aid projects. COMPASS staff did not request Regional Transportation Advisory Committee recommendation of this action.

Background/Summary:

The *COMPASS Funding Application Guide FY2022-2028*, approved on August 16, 2021, includes a deadline of March 1 for obligation of funds in programs managed by COMPASS. The Idaho Transportation Department (ITD) has deadlines to "sweep," or remove, unobligated funds prior to the end of the fiscal year, and reprogram them to other projects that can obligate funds immediately. The COMPASS March 1 deadline was established to allow time to reprogram funds within the region if the sponsor is unable to obligate funds before ITD's sweep.

COMPASS received letters requesting to delay projects from the Ada County Highway District and the City of Boise due to unforeseen circumstances in meeting the March 1 deadline. The sponsor letters of request are provided in Attachment 1. COMPASS staff also requests delay of six projects due to a range of issues, mostly recent balancing actions and technical issues. The details of these requests are provided in the Report of Extension Requests – FY2022 (Attachment 2).

This year, it has been difficult to obtain agreements and finalize documents due to staff turnover and understaffing at multiple agencies. COMPASS staff feels the proposed deadlines are appropriate and will work closely and continuously with sponsor agencies to obtain information needed for the obligations as quickly as possible.

Implication (policy and/or financial):

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

More Information:

- 1) Attachment 1: Letters of Request
- 2) Attachment 2: Report of Extension Requests
- 3) For detailed information contact: Tevrin Fuller, Data Analyst, at tfuller@compassidaho.org.

TT: \\cpa.local\dfs\Shared\FY22\900 Operations\Board\2022 Packets\April 2022\III-F_1_220418mmoBDextension.docx



PLANNING AND DEVELOPMENT SERVICES

MAYOR: Lauren McLean | DIRECTOR: Tim Keane

Attachment 1

COMPASS

Attn: Matt Stoll, Director
700 NE 2nd Street, Suite 200
Meridian, ID 83642

March 16, 2022

RE: Request to Extend Deadline for Federal Funding Obligation

Key #23324 Garden Street, Cassia Park to Albion Street Multiuse Pathway

Key #23307 Federal Way and Broadway Avenue Multiuse Pathway

Key #22931 SH-55, Bristol Heights to US20/26 Pedestrian Improvements Project

Dear Director Stoll,

On Behalf of the City of Boise, I would like to request COMPASS extended the federal funding obligation deadline for three projects, currently set for March 1, 2022. With assistance from the Local Highway Technical Assistance Council, Boise requested three State and Local Agreements in January of 2022. Boise is currently waiting on the Idaho Transportation Department to issue the draft State and Local Agreements. The timeline extension requests pertain to the three projects listed below.

- Cassia Park to Albion Multiuse Pathway – #23324
- Federal Way and Broadway Multiuse Pathway – #23307
- SH55, Bristol Heights to US20/26 Multiuse Pathway – Key #22931

If you have any questions or concerns, please feel free to contact Boise's Transportation Planner, Dave Rader at 208-608-7096 or drader@cityofboise.org.

Sincerely,

Lauren McLean
Mayor, City of Boise



Mary May, President
Alexis Pickering, Vice-President
Jim D. Hansen, 2nd Vice President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

February 10, 2022
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD is working diligently with our consultants, the State Historic Preservation Office and ITD staff to complete necessary plans, specifications, and engineering (PS&E) approvals and the related FY2022 State and Local Agreements. Unfortunately for several projects we cannot meet COMPASS' obligation deadline of March 1, 2022.

ACHD requests an extension of the COMPASS Board's obligation deadline of March 1 to May 13, 2022, for the following federally funded projects:

- KN 19465 – Pavement Preservation and ADA, Phase 1, Boise Area - FY2022. Approval of the PS&E has been delayed.
- KN 20122– Pavement Preservation and ADA, Phase 2, Boise Area - FY2022. Approval of the PS&E has been delayed.

In addition, the inclusion of Advance Construction language for KN 23095 has been approved by both ITD and ACHD Legal and is now on the February 23, 2022 ACHD Commission agenda.

- KN 23095- Five Mile Road Overpass and Roadway Improvements – A new SLA that includes Advance Construction language is scheduled to be presented to the Commission on February 23, 2022.

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

Sincerely,

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

Sponsor Requests

Project	Cost	Phase	Funding Source	Reason	Proposed Deadline
Five Mile Road Overpass and Widening, NEPA, Boise (Key Number 23095)	\$1,623,000	Design	STBG-TMA, State, and Local	Delay in receiving the State/Local Agreement	June 1, 2022
Garden Street Multituse Pathway, Cassia Park to Albion Street, Boise (Key Number 23324)	\$246,000	Design	STBG-TMA and CRRSAA	Delay in receiving the State/Local Agreement	June 1, 2022
Pathway, Federal Way and Broadway Avenue Multiuse Pathway, Boise (Key Number 23307)	\$175,000	Design	TAP-TMA	Delay in receiving the State/Local Agreement	June 1, 2022
Pavement Preservation and ADA, Phase 1, Boise Area – FY2022 (Key Number 19465)	\$5,927,000	Construction	STBG-TMA	Delay on finalizing plans	May 13, 2022
Pavement Preservation and ADA, Phase 2, Boise Area – FY2022 (Key Number 20122)	\$2,326,000	Construction	STBG-TMA	Delay on finalizing plans	May 13, 2022

COMPASS Staff Requests

Project	Cost	Phase	Funding Source	Reason	Proposed Deadline
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle (Key Number 20841)	\$1,710,922	Construction	STBG-TMA and TAP-TMA	Project recently received additional funding through balancing; working with the Local Highway Technical Assistance Council to obligate multiple balancing actions at one time.	April 30, 2022
Capital Maintenance, Phase 2, Boise Area – FY2021 (Key Number 20129)	\$377,000	Construction	STBG-TMA and Local	Technical issues and shortage of \$5,000; obligation is in process.	April 30, 2022

Project	Cost	Phase	Funding Source	Reason	Proposed Deadline
Commuteride, ACHD (Canyon County) (FY2023) (Key Number 22015/CPA3)	\$55,000	Construction	STBG-U	Project was advanced from FY2023 to FY2022 – waiting until later in the year to obligate (in process)	April 30, 2022
Pavement Preservation and ADA, Part 1, Boise Area – FY2023 (Key Number 20259)	\$636,000	Design and Right-of-Way	STBG-TMA, TAP-TMA, and Local	Recently received funding through balancing and waiting on addendum of the State/Local Agreement to allow TAP-TMA funds.	April 30, 2022
Planning, COMPASS (FY2023) (Key Number 20560/CPA1)	\$99,000	Design	STBG-U	Project was advanced from FY2023 to FY2022 – waiting until later in the year to obligate (in process)	April 30, 2022
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022 (Key Number 19763)	\$423,000	Construction	STBG-TMA	Larger transfer is in process. Project recently received additional funding through balancing.	June 1, 2022



COMPASS BOARD OF DIRECTORS AGENDA ITEM IV-B

Date: April 18, 2022

Topic: Infrastructure Investment and Jobs Act (IIJA)

Request/Recommendation

This is a discussion item only.

Background/Summary:

The Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. This bill replaces the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The bill includes approximately \$2.2 billion over five years in federal highway formula funding for Idaho highways and bridges.

The IIJA includes funding for metropolitan planning organizations (MPOs), such as COMPASS, to support regional transportation planning, and includes additional MPO planning requirements.

IIJA also reauthorizes several surface transportation programs, including the federal-aid highway program, transit programs, and highway safety. IIJA contains approximately \$550 billion for funding infrastructure, including the largest federal investment in public transit in history, largest investment in passenger rail since the creation of Amtrak, and largest dedicated bridge investment since the construction of the interstate system. The bill also directs the US Department of Transportation to establish a pilot program for a national motor vehicle per-mile user fee system to maintain the solvency of the Highway Trust Fund.

Several new funding programs are designed to address climate change, enhance the resilience of the surface transportation system, provide additional flexibility in design guides for locally owned complete streets, improve equity, develop a national electric vehicle charging infrastructure network, and better link housing, economic development, and transportation.

Additional information will be forthcoming on the application of the IIJA regulations; this overview will enable the COMPASS Board of Directors to start considering necessary planning steps and funding opportunities.

A summary of funding sources included in IIJA is provided in the attachment. Staff will continue to research new funding opportunities, review guidelines as they are released, and share information with you as it is available. While provisions in the bill including spending on infrastructure priorities such as seaports, airports, the electric grid, water systems, and internet broadband, COMPASS staff will focus on surface transportation funding and policies.

More Information:

- 1) Attachment: IIJA Funding Summary
- 2) For additional information contact: Toni Tisdale, Principal Planner at 208/475-2238 or ttisdale@compassidaho.org or Carl Miller, Principal Planner, at 208/475-2239 or cmiller@compassidaho.org.

Funding Summary

Infrastructure Investment and Jobs Act (IIJA)

[Bipartisan Infrastructure Law (BIL)]

Transportation Authorization Act FY2022-2026

Not all-inclusive

Link to IIJA: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

Attachment

Formula Funding

Bold text = new program

>

Acronym list on final page

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	FY2022 Funds for Idaho Formula* (FY2021 for comparison, if available)	Purpose/Eligibility	Comments	
FHWA	Bridge Formula Program (Section 11118)	\$45,000,000	Replace, rehabilitate, preserve, protect, and construct bridges on public roads.	ITD program. Set asides: 15% for off-system bridges 3% for tribal facility bridges 0.5% for administrative expenses	
FTA	Capital Investment Grants (Section 5303, 5307, 5309, 5310, 5311, 5339)	<i>Estimated</i> amounts under comments	Most flexible funding for public transportation. Increases from FY2021: 5303: 30% 5307: 30% 5310: 47.5% 5339: 3.7%	Boise 5303: \$136K 5307: \$6.1M 5310: \$475K 5339: \$551K	Nampa 5303: \$59K 5307: \$3.4M 5310: \$397K 5339: \$296K
FHWA	Carbon Reduction Program (Section 11403)	\$9,044,420	Projects that support the reduction of transportation emissions, including the construction, planning, and design of trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, public transportation projects and congestion management technologies.	Areas over 200K - \$1,311,413 50K to 200K - \$1,658,220 Coeur d'Alene - \$368,945 Idaho Falls - \$340,274 Lewiston - \$119,034 Nampa - \$568,164 Pocatello - \$261,803 5K to 50K - \$938,534 Less than 5K - \$1,970,706 Any Area - \$3,165,547	

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	FY2022 Funds for Idaho Formula* (FY2021 for comparison, if available)	Purpose/Eligibility	Comments
FHWA	Congestion Mitigation and Air Quality (CMAQ)	\$13,682,487	Reduce congestion and mobile source emissions for which an area is designated nonattainment or maintenance for ozone, carbon monoxide, and particulate matter by EPA.	ITD does not fund this program.
FHWA	Highway Safety Improvement Program (HSIP) (Section 11111)	\$21,251,190 (\$17,216,666)	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The program requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	ITD program.
FHWA	National Electric Vehicle Infrastructure (NEVI)	\$4,425,511	Strategically deploy electric vehicle charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.	ITD program.
FHWA	National Freight Program (Section 21102)	\$9,720,954 (\$10,552,605)	Projects that contribute to the efficient movement of freight on the National Highway Freight Network and are identified in a freight investment plan included in the state's freight plan. State may use not more than 30% of total funds for freight intermodal or freight rail projects.	ITD program.
FHWA	National Highway Performance Program (NHPP) (Section 11105)	\$204,330,639 (\$174,725,933)	Highways and bridges, generally on the NHS, plus certain bridges on non-NHS federal-aid highways.	ITD program.
FHWA	Metropolitan Planning (highway)	\$2,135,894	Multimodal transportation planning and programming in metropolitan areas. - Collection and analysis of data on demographics, trends, and system performance - Travel demand and system performance forecasting - Identification and prioritization of transportation system improvement needs - Coordination of planning process and decision making with the public, elected officials, and stakeholder groups	COMPASS program. Set-aside: Safe and Accessible Transportation Options (\$53,397/year) Total for Metro Planning net set-aside - \$2,082,497
FHWA	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (Section 11405)	\$10,284,154	Conduct resilience planning, strengthen and protect evacuation routes, and increase the resilience of surface transportation infrastructure from impacts of flooding, wildfires, extreme weather events, and other natural disasters. Highway and transit projects are eligible.	Planning set-aside - \$205,683 Programming - \$10,078,471 (40% may be for construction of new capacity, 10% may be for development phase /other preconstruction activities)

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	FY2022 Funds for Idaho Formula* (FY2021 for comparison, if available)	Purpose/Eligibility	Comments
FHWA	Rail Grade Crossings	\$1,957,093 (\$1,945,798)	Elimination of hazards at railway-highway crossings. Eligible for all public crossing including roadways, bike trails, and pedestrian paths. 50% of apportionment is dedicated for the installation of protective devices at crossings. The remainder of funds may be used for any hazard elimination project, including installing protective devices and eliminating hazards posed by blocked crossings due to idling trains.	ITD program.
FHWA	State Planning and Research	\$7,109,987 (\$6,188,688)	Planning and research, such as new knowledge areas, adapting findings for practical applications by developing new technologies, and transferring these technologies to users.	ITD program.
FHWA	Surface Transportation Block Grant (STBG) (Section 11109)	\$90,132,072 (\$81,672,075)	<p>Most flexible funding through FHWA. Eligible uses include:</p> <ul style="list-style-type: none"> - Construction of highways, bridges, and tunnels; transit capital; infrastructure-based intelligent transportation systems capital improvements; truck parking facilities - Operational improvements for traffic monitoring, management, and control facilities and programs - Environmental measures - Highway and transit safety infrastructure improvements and programs - Fringe and corridor parking facilities - Recreational trails projects - Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former interstate system routes or other divided highways - Development and implementation of state asset management plan for NHS and performance-based management program for other public roads - Protection for bridges and tunnels on public roads - Surface transportation planning programs - Projects and strategies designed to support congestion pricing 	<p>Areas over 200K - \$11,058,279</p> <p>50K to 200K - \$13,982,675</p> <p>5K to 50K - \$7,914,036</p> <p>Less than 5K - \$16,617,650</p> <p>Any Area - \$35,512,759</p> <p>Off-system bridges - \$5,046,673</p>

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	FY2022 Funds for Idaho Formula* (FY2021 for comparison, if available)	Purpose/Eligibility	Comments
FHWA	STBG Set-Aside (Transportation Alternatives Program [TAP])	\$9,272,023 (\$5,696,414)	<p>For projects generally for nonmotorized use. Eligible uses include:</p> <ul style="list-style-type: none"> - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities - Conversion and use of abandoned railroad corridors for trails - Construction of turnouts, overlooks, and viewing areas - Community improvement activities for inventory, control, or removal of outdoor advertising - Environmental mitigation activities, including pollution prevention or abatement related to highway construction or due to highway runoff - Reduce vehicle-caused wildlife mortality - Restore and maintain connectivity among terrestrial or aquatic habitats 	<p>Recreational Trails - \$1,710,560</p> <p>Areas over 200K - \$995,184</p> <p>50K to 200K - \$1,258,363</p> <p>5K to 50K - \$712,219</p> <p>Less than 5K - \$1,495,597</p> <p>Any Area - \$3,100,200</p> <p>NEW: MPO (non-TMA) is eligible</p> <p>State is eligible at the request of a listed eligible agency</p>

*Amount shown is the federal portion only (no required local match is included)

Competitive Grants

Bold text = new program

Blue text = pilot program

Acronym list on final page

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FHWA	Advanced Transportation Technologies and Innovative Mobility Deployment	\$900M (\$180M/Year)	Deploy, install, and operate advanced transportation technologies. Projects should improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure. State or local governments, transit agencies, MPOs, or multi-jurisdictional groups are eligible to apply.	More details are forthcoming.
FAA	Airport Infrastructure Grants	\$15B (\$3B/Year)	For airports eligible for grants under certain sections of title 49 for airport-related projects (47115, 47114, 47102, 47124)	There are many stipulations for this grant program.
FAA	Airport Terminal Program	\$5B (\$1B/Year)	For airport terminal development projects that address the aging infrastructure of the nation's airports.	There are many stipulations for this grant program.
DOE	Battery Manufacturing and Recycling Grants	\$3B (\$600M/Year)	Demonstration projects, construction of commercial-scale facilities, and retrofit or retooling of existing facilities for battery component manufacturing, advanced battery manufacturing, and recycling. Institutions of higher learning, states, local governments, private entities, and others are eligible to apply.	Release expected 3 rd quarter 2022.
DOE	Battery Materials Processing Grants	\$3B (\$600M/Year)	Demonstration projects, construction of commercial-scale facilities, and retrofit or retooling of existing battery materials processing facilities. Institutions of higher learning, states, local governments, private entities, and others are eligible to apply.	Release expected 3 rd quarter 2022.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FHWA	Bridge Investment Program (Section 11118)	\$12.2B (\$2.4B/Year)	Replace, rehabilitate, preserve, or protect one or more bridges on the National Bridge Inventory. Replace or rehabilitate culverts to improve flood control or improve habitat connectivity for aquatic species. States, MPOs, local government, and others are eligible to apply. Construction must begin no later than 18 months after the date of obligation.	More details are forthcoming. Large project minimum: \$50M with 50% federal maximum share Other project minimum: \$2.5M with 80% federal maximum share Off-system bridges 90% federal maximum and federal assistance other than a grant under the program may be used to satisfy the non-federal share. Set-aside: Grants for Planning, Feasibility Analysis and Revenue Forecasting (\$20M/Year)
FTA	Bus and Bus Facilities	\$1.86B (\$372M/Year)	Replace, rehabilitate, purchase, or lease buses and bus-related equipment and rehabilitate, purchase, construct, or lease bus-related facilities.	Released: March 7, 2022 Deadline: May 31, 2022
FTA	Capital Investment Grants (5309) (30005)	\$8B (\$1.6B/Year)	Transit capital investment, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.	There are many stipulations for this grant program.
DOE	Carbon Utilization Program	\$310M (\$62M/Year)	Procure and use commercial or industrial products that use or are derived from anthropogenic carbon oxides and demonstrate significant net reductions in lifecycle greenhouse gas emissions compared to incumbent technologies, processes, and products. States, local governments, and public utilities are eligible to apply.	Release expected 4 th quarter 2022.
FHWA	Charging and Fueling Infrastructure Grants (Section 11401)	\$2.5B (\$300M- \$700M/Year)	Strategically deploy publicly accessible electric vehicle charging, hydrogen fueling, propane fueling, and natural gas fueling infrastructure along designated alternative fuel corridors or other accessible locations. Some limitations and targets. Two programs: one for community charging and one for corridor charging.	More details are forthcoming. Maximum: \$15M
EPA	Clean School Bus Program (Section 71101)	\$5B (\$1B/Year)	Convert school bus fleets. 50% of funds available for zero-emission vehicles and 50% for alternative fuels. States, local governments, and nonprofit school transportation associations are eligible to apply.	Release expected spring 2022.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FHWA	Congestion Relief Program (Section 11404)	\$250M (\$50M/Year)	Urbanized areas with populations greater than 1 million.	Idaho agencies are not eligible.
FRA	Consolidated Rail Infrastructure and Safety Improvement Grants (CRISI) (Section 22103)	\$5B (\$1B/Year)	Improve the safety, efficiency, and reliability of intercity passenger and freight rail.	More details are forthcoming.
DOE	Electric Drive Vehicle Battery Recycling and 2nd Life Apps (Section 40208)	\$200M (\$40M/Year)	Conduct research, develop, test, and evaluate solutions to increase the rate and productivity of electric drive vehicle batter recycling. Conduct demonstration projects to create innovative and practical approaches to increase the recycling and second use of electric drive vehicle batteries. States, local governments, non-profits and others are eligible to apply.	Expected release first quarter 2022.
DOE	Energy Efficiency and Conservation block Grant Program (Section 40552)	\$550M (\$110M/Year)	Reduce energy use, reduce fossil fuel emissions, and improve energy efficiency. Eligible uses include: - Develop energy efficiency and conservation strategy - Conduct residential and commercial building energy audits - Establish financial incentive programs for energy efficiency improvements - Energy efficiency retrofits - Develop emergency efficiency and conservation programs for buildings and facilities	Release expected fall 2022.
FTA	Enhanced Mobility Pilot	\$24.1M (\$4.8M/Year)	Improve coordinated access and mobility.	More details are forthcoming.
FAA	Facilities and Equipment (Airport)	\$5B (\$1B/Year)	Enhancements to facilities and equipment at airports. Eligible uses include: - Replace terminal and en route air traffic control facilities - Improve air route traffic control center and combined control facility buildings - Improve air traffic control en route radar facilities - Improve air traffic control tower and terminal radar approach control facilities - National airspace system facilities - Landing and navigational aids - Fuel storage tank replacement/management - Unstaffed infrastructure sustainment Commercial vendors are eligible to apply.	Each project is on its own planning cycle and individual milestones. There are many stipulations for this program.
FHWA	Federal Lands Access Program (FLAP) (Section 11113)	\$1.5B (\$286M- \$309M/Year)	Transportation facilities owned by state, county, local, and tribal governments that provide access to lands owned and operated by the federal government.	More details are forthcoming.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
DOE	Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities (Section 40541)	\$500M (\$100M/Year)	To make energy efficiency, renewable energy, and alternative fueled vehicle upgrades and improvements at public schools.	Request for information will be published in March 2022. Release expected in fall 2022.
FHWA	Healthy Streets Program (Section 11406)	\$600M (\$100M/Year)	Eligible activities: -Assess urban heat islands to identify hot spot areas of extreme heat or elevated air pollution -Conduct comprehensive tree canopy assessment -Conduct equity assessment by mapping tree canopy gaps, flood-prone locations, and urban heat island hot spots -Planning activities (develop investment plan) -Purchase and deploy cool pavements to mitigate urban heat island hot spots -Purchase and deploy porous pavement to mitigate flooding and stormwater runoff -Purchase, plant, and maintain trees -Assess underground infrastructure and coordinate with local transportation and utility providers	More details are forthcoming. Maximum: \$15M
FMCSA	High Priority Activities Program (Safety Programs)	\$432.5M (\$86.5M/Year)	Carry out activities and projects that augment motor carrier safety including: - Support participation in performance and registration information systems management - Conduct safety data improvement - Increase public awareness and education on commercial vehicle safety - Target unsafe driving in areas identified as high-risk crash corridors - Improve safe and secure movement of hazardous materials - Demonstrate new technologies in improve commercial vehicle safety States and special district governments are eligible to apply.	Released: February 3, 2022 Deadline: March 31, 2022
FHWA	Infrastructure for Rebuilding America (INFRA) Grants	\$8B (\$1.6B/Year)	Multi-modal freight and highway projects of national or regional significance to improve safety, efficiency, and reliability of the movement of freight and people.	Released: March 22, 2022 Deadline: May 23, 2022 Set-aside: State Incentives Pilot Program (\$750M or \$150M/Year)
FHWA	Intelligent Transportation System Program (Section 11304)	\$250M (\$50M/Year)	Innovative research and rapid deployment of applications and tools that facilitate a safe, connected, integrated, and automated transportation system.	More details are forthcoming.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FTA	Low or No Emission Grants	\$5.5B (\$1.5B/Year)	Bus/vehicle replacements or expansion to low or no emission vehicles.	Released March 7, 2022 Deadline: May 31, 2022
OST	National Culvert Removal/Replacement (Section 21203)	\$1B (\$200M/Year)	Replacement, removal, or repair of culverts or weirs that would meaningfully improve or restore fish passage for anadromous fish.	More details are forthcoming.
OST	National Infrastructure Project Assistance Grants (Megaprojects or MEGA) (Section 21201)	\$5B (\$1B/Year)	Support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Eligible uses include: - Highway or bridge projects on National Multimodal Freight Network, National Highway Freight Network, or NHS - Freight intermodal (including ports) or freight rail projects that provide a public benefit - Railway-highway grade separation or elimination - Intercity passenger rail projects - Public transportation projects	Released: March 22, 2022 Deadline: May 23, 2022
FHWA	National Motor Vehicle Per-Mile User Fee Pilot (Section 13002)	\$50M (total)	Demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and to improve and maintain the surface transportation system. Only states are eligible to apply.	More details are forthcoming.
FHWA	National Scenic Byways Program	(\$22M/Year)	Implement eligible projects on highways designated as National Scenic Byways, All-American Roads (collectively America's Byways®), state scenic byways, or Indian tribe scenic byways; plan, design, and develop a state or Indian tribe scenic byway program. States and Indian tribes are eligible to apply; however other entities may partner with a state or tribe to submit an application.	Released: March 16, 2022 Deadline: May 16, 2022
PHMSA	Natural Gas Distribution Infrastructure Safety and Modernization Grants	\$1B (\$200M/Year)	Available to municipalities or community owned utilities (not for-profit entities) to repair, rehabilitate, or replace natural gas distribution pipeline systems or portions thereof or to acquire equipment to reduce incidents, and to avoid economic loss.	More details are forthcoming.
FHWA	Open Challenge and Research Proposal Pilot Program (Section 13006(e))	\$75M (\$15M/Year)	Eligible entities may propose open highway challenges and research proposals linked to identified or potential research needs. State, local governments, universities, others are eligible to apply.	More details are forthcoming. Local match: 20%

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
PHMSA	Pipeline Technical Assistance Grant (TAG)	(\$2.1M)	Technical assistance for broad range of activities, including improving local pipeline emergency response capabilities, improving safe digging or damage prevention programs, developing pipeline safety information resources, implementing local land use planning practices that enhance pipeline safety, developing community and pipeline awareness campaigns, and public participation. Local governments and others are eligible to apply.	Released: March 17, 2022 Deadline: April 27, 2022 Maximum: \$100K Minimum: \$1K
FHWA	Prioritization Process Pilot Program (Section 11204)	\$50M (\$10M/Year)	Support data-drive approaches to planning that can be evaluated for public benefit.	States and TMAs are eligible
DOE	Program Upgrading Our Electric Grid and Ensuring Reliability and Resiliency	\$5B (\$1B/Year)	Demonstrate innovative approaches to transmission, storage, and distribution infrastructure to harden and enhance resilience and reliability; and demonstrate new approaches to enhance regional grid resilience. States, local governments, and/or public utility commissions are eligible to apply.	Release expected 4 th quarter 2022.
FHWA	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) (Section 11405)	\$1.4B (\$280M/Year)	Support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	More details are forthcoming.
FRA	Railroad Crossing Elimination Program (Section 22104)	\$3B (\$600M/Year)	Mitigate or eliminate hazards at railway-highway crossings.	Expected release October 2022.
OST	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly BUILD, formerly TIGER) Grants	\$7.5B (\$1.5B/Year)	Provides for surface transportation projects of national and/or regional significance. Eligible uses include: - Highway or bridge projects - Public transportation - Passenger rail or freight rail - Land port-of-entry - Surface transportation component of certain eligible airport projects - Projects to replace or rehabilitate culverts or prevent stormwater runoff to improve habitat for aquatic species	Released February 4, 2022 Due April 14, 2022 Urban Minimum: \$5M Rural Minimum: \$1M (rural = any area outside TMA) Maximum: \$25M Maximum federal share: 80%
FHWA	Reconnecting Communities Pilot Program (Section 11509)	\$1B (\$200M/Year)	Restores community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. Planning grants are eligible.	More details are forthcoming. Minimum capital: \$5M Maximum planning: \$2M Maximum federal share: 80%

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
FRA	Restoration and Enhancement Grant Program (Rail) (Section 22105)	\$250M (\$50M/Year)	New priority to applications for routes selected under the Corridor Identification and Development Program and operated by Amtrak. Eligible uses: establish new service, additional frequencies, service extensions, new on-board services. Eligible to pay operating assistance graduating from 90% in the first year to 30% in the 6 th year of service.	More details are forthcoming.
FHWA	Rural Surface Transportation Grant Program (Section 11132)	\$1B (\$200M/Year)	Supports projects in rural areas to improve the safety and reliability of the movement of people and freight and generate regional economic growth and improve quality of life. Eligible uses include: <ul style="list-style-type: none"> - Highways, bridges, and tunnels - Freight improvements - Highway safety improvement projects - Improving access to certain facilities that support economy of a rural area (on publicly owned highways/bridges) - Integrated mobility management systems, transportation demand management, or on-demand mobility services May bundle similar projects	Released: March 22, 2022 Deadline: May 23, 2022 Minimum: \$25M (10% may be less than \$25M, at discretion of secretary) (rural = any area outside TMA) Federal share = 80% (Other federal assistance may be used to satisfy the non-federal share)
FHWA	Transportation Infrastructure Finance and Innovation Act (TIFIA) (Title II)	\$75B in lending capacity	<u>This is a loan program.</u> For surface transportation projects including highway, transit, intercity passenger rail, some types of freight rail, intermodal freight transfer facilities, and some modifications inside a port terminal, and electrification of buses, ferries, trains, and associated infrastructure.	More details are forthcoming.
OST	Safe Streets and Roads for All Grant Program (Section 24112)	\$5B (\$1B/Year)	For local and tribal “vision zero” plans and other improvements to reduce crashes and fatalities for drivers, cyclists, pedestrians, and all other roadway users. Also, for planning, design, and construction of projects and strategies identified in a comprehensive safety plan.	Expected to be released May 2022.
FHWA	Strategic Innovation for Revenue Collection (Pilot) (Section 13001)	\$75M (total)	Test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the state, local and regional level. States, MPOs, and local governments are eligible to apply.	More details are forthcoming.

Agency	Program (Section numbers provided, when possible, for ease in researching the bill)	Five Year Total (Approximate Annual Competitive)*	Purpose/Eligibility	Comments
OST	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants (Section 25005)	\$500M (\$100M/Year)	Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. Eligible uses include: - Coordinate automation - Connected vehicles - Intelligent, sensor-based infrastructure - Systems integration - Commerce delivery and logistics - Leveraging use of innovative aviation technology - Smart grid - Smart technology traffic signals	Release expected second or third quarter of 2022
FTA	Transit Oriented Development Pilot Program (Section 30009)	\$69M (\$13.8M/Year)	Eligible for site specific and comprehensive planning to examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	Release expected spring 2022.
FHWA	Wildlife Crossings Pilot Program (Section 11123(b))	\$350M (\$70M/Year)	Projects that seek to reduce the number of wildlife-vehicle collisions and improve habitat connectivity.	More details are forthcoming.

*Amount shown is the federal portion only (no required local match is included)

Acronyms:

B = Billions (of dollars)

CRISI = Consolidated Rail Infrastructure and Safety Improvement Grants

EPA = US Environmental Protection Agency

FAA = Federal Aviation Administration

FHWA = Federal Highway Administration

FMCSA = Federal Motor Carrier Safety Administration

FRA = Federal Railroad Administration

FTA = Federal Transit Administration

IIIA = Infrastructure Investment and Jobs Act

ITD = Idaho Transportation Department

M = Millions (of dollars)

MPO = metropolitan planning organization

NEVI = National Electric Vehicle Infrastructure Formula Program

NHS = National Highway System

NHTSA = National Highway Traffic Safety Administration

OST = Office of Secure Transportation

PHMSA = Pipeline and Hazardous Materials Safety Administration

PROTECT = Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

RAISE = Rebuilding American Infrastructure with Sustainability and Equity Grants

STBG = Surface Transportation Block Grant

TAP = Transportation Alternatives Program

TIFIA = Transportation Infrastructure Finance and Innovation Act

TMA = Transportation Management Area (Boise Urbanized Area)

TOD = Transit Oriented Development



COMPASS BOARD OF DIRECTORS AGENDA ITEM V-A

Date: April 18, 2022

Topic: 2022 Population Estimates

Request/Recommendation

COMPASS staff seeks COMPASS Board of Directors' acceptance of the 2022 population estimates, as recommended by the Demographic Advisory Workgroup on March 4, 2022.

Background/Summary:

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

COMPASS develops population estimates for city and county jurisdictions in Ada and Canyon Counties. Since 1990, COMPASS has used a "Housing Unit Method" estimation model to update population estimates. This method is based on the premise that changes in the number of occupied housing units reflect changes in the population. This estimation process is broken into three distinct parts: housing unit estimation, household population estimation, and geographic boundary modification.

Population estimates are calculated as:

Population = [(h + r) * s * o] + q

Where:

- h = decennial census households
r = new residential units permitted
s = household size
o = residential occupancy rate
q = group quarters population

The 2022 population estimates use the 2020 decennial census as the base; increases or decreases in population are based on new construction or demolitions since 2020. On March 4, 2022, the Demographic Advisory Workgroup recommended COMPASS Board of Directors' acceptance of the 2022 population estimates. The 2022 regional population estimate is 782,430, an increase of 56,358 from the 2020 census count of 726,072.

Implication (policy and/or financial):

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

More Information:

- 1) Attachment 1: 2022 Population Estimates
2) Attachment 2: Historic Population Estimates by City Limits
3) For additional information contact: Carl Miller, Principal Planner, at 208/475-2239 or cmiller@compassidaho.org.

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2022 Population Estimates
City and County Population Estimates for April 1, 2022
Areas Refer to Corporate Limits of Cities as of December 31, 2021

	2022 Population*	Percent of Region ^o						
		2020 Population [^]	2010 Population [^]	2020-2022 Increase	2022 Percent of County	2022	2020	2010
Ada								
Boise City	243,570	235,684	205,671	7,886	46%	31%	32%	35%
Eagle	33,960	30,346	19,908	3,614	6%	4%	4%	3%
Garden City	13,040	12,316	10,972	724	2%	2%	2%	2%
Kuna	27,480	24,011	15,210	3,469	5%	4%	3%	3%
Meridian	133,470	117,635	75,092	15,835	25%	17%	16%	13%
Star (Ada County)	14,950	11,107	5,783	3,843	3%	2%	2%	1%
Unincorporated	66,240	63,868	59,739	2,372	12%	8%	9%	10%
Total County	532,710	494,967	392,365	37,743	100%	68%	68%	67%
Canyon								
Caldwell	66,450	59,996	46,237	6,454	27%	8%	8%	8%
Greenleaf	840	812	846	28	<1%	<1%	<1%	<1%
Melba	580	572	513	8	<1%	<1%	<1%	<1%
Middleton	10,720	9,425	5,524	1,295	4%	1%	1%	1%
Nampa	109,120	100,200	81,557	8,920	44%	14%	14%	14%
Notus	620	609	531	11	<1%	<1%	<1%	<1%
Parma	2,120	2,096	1,983	24	1%	<1%	<1%	<1%
Star (Canyon County)	280	10	10	270	<1%	<1%	<1%	<1%
Wilder	1,620	1,597	1,533	23	1%	<1%	<1%	<1%
Unincorporated	57,370	55,788	50,179	1,582	23%	7%	8%	9%
Total County	249,720	231,105	188,923	18,615	100%	32%	32%	33%
Ada and Canyon Counties	782,430	726,072	581,288	56,358				

* COMPASS Population Estimate

[^]Census Population Count

^oTotals may not add to 100% due to rounding.

Historic Population Estimates by City Limits

Ada County

Year	Boise	Eagle	Garden City	Kuna	Meridian	Star (Ada)	Unincorporated	Total	Regional Total
2022	243,570	33,960	13,040	27,480	133,470	14,950	66,240	532,710	782,430
2021	241,590	34,470	12,570	27,570	127,890	13,400	60,820	518,300	761,680
2020 (Census)	235,684	30,346	12,316	24,011	117,635	11,117	63,868	494,967	726,072
2019	236,310	31,270	12,240	23,140	114,680	10,990	59,040	487,660	712,200
2018	232,300	29,910	11,880	20,740	106,410	10,310	59,390	470,930	688,110
2017	228,930	26,930	11,500	19,700	98,300	9,290	59,760	454,400	669,830
2016	226,900	25,510	11,420	18,430	91,420	8,150	61,020	442,850	651,030
2015	223,670	24,600	12,060	17,320	91,310	7,930	61,780	438,660	646,450
2010 (Census)	205,671	19,908	10,972	15,210	75,092	5,793	59,739	392,365	581,288
2000 (Census)	185,787	11,085	10,624	5,382	34,919	1,795	51,312	300,904	432,345
1990 (Census)	125,738	3,327	6,369	1,955	9,596	648	58,142	205,775	295,851

Canyon County

Year	Caldwell	Greenleaf	Melba	Middleton	Nampa	Notus	Parma	Star (Canyon)	Wilder	Unincorporated	Total
2022	66,450	840	580	10,720	109,120	620	2,120	280	1,620	57,370	249,720
2021	63,760	900	590	10,420	110,980	570	2,210	10	1,830	52,110	243,380
2020 (Census)	59,996	812	572	9,425	100,200	609	2,096	10	1,597	55,788	231,105
2019	58,830	870	590	9,710	102,030	570	2,150	10	1,760	48,020	224,540
2018	56,860	860	570	9,190	98,370	570	2,140	10	1,710	46,900	217,180
2017	54,120	860	570	8,110	96,820	570	2,120	10	1,690	50,560	215,430
2016	52,620	860	570	7,580	90,860	570	2,110	10	1,640	51,360	208,180
2015	51,880	860	570	7,110	89,210	570	2,140	10	1,640	53,800	207,790
2010 (Census)	46,237	846	513	5,524	81,557	531	1,983	10	1,533	50,179	188,923
2000 (Census)	25,967	862	439	2,978	51,867	458	1,771	0	1,462	45,637	131,441
1990 (Census)	18,586	648	252	1,851	28,365	380	1,597	0	1,232	37,165	90,076

COMPASS BOARD OF DIRECTORS AGENDA ITEM V-B

DATE: APRIL 18, 2022

Topic: FY2023 General and Special Membership Dues

Request/Recommendation:

COMPASS staff seeks COMPASS Board approval of the proposed FY2023 membership dues.

Background/Summary:

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

COMPASS staff used the FY2022 population estimates recommended by the Demographic Advisory Workgroup at its March 4, 2022, meeting to calculate the proposed FY2023 membership dues. The per capita rate used in the calculation is identical to the rate approved by the COMPASS Board for FY2015 through FY2022 dues. The change in dues for each entity in Ada and Canyon Counties reflects the change in estimated population from FY2021.

Note that some cities appear to have lost population from FY2021 to FY2022. This appearance is because of a reset of the base population estimates due to the 2020 Census. The 2021 population estimates had the 2010 Census as their foundation due to the delay in 2020 Census. However, the 2022 population estimates have a foundation of the 2020 Census.

The Finance Committee recommended approval of the proposed FY2023 membership dues at its March 24, 2022, meeting.

Implication (policy and/or financial):

The proposed dues will be used in the development of the draft FY2023 Unified Planning Work Program and Budget to be presented to the Finance Committee in its June 16, 2022, meeting.

More Information:

- 1) Attachments: Member Dues Calculation Policy
Proposed FY2023 Membership Dues
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or mlarsen@compassidaho.org.

MEMBER DUES CALCULATION POLICY

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

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

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

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

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

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**COMPASS
PROPOSED FY2023 MEMBERSHIP DUES**

	Actual FY 2022 Membership Dues		Proposed FY2023 Membership Dues		Change
	FY2021 Estimated Population	Dues amount per person in jurisdiction \$ 1.322725	FY2022 Estimated Population	Dues amount per person in jurisdiction \$ 1.322725	\$ -
GENERAL MEMBERS					
ADA COUNTY					
Ada County	518,300	\$ 241,931	532,710	249,479	\$ 7,548
Ada County Highway District	518,300	241,931	532,710	249,479	7,548
City of Boise	241,590	106,519	243,570	107,392	873
City of Eagle	34,470	15,198	33,960	14,973	(225)
City of Garden City	12,570	5,542	13,040	5,749	207
City of Kuna	27,570	12,156	27,480	12,116	(40)
City of Meridian	127,890	56,388	133,470	58,848	2,460
City of Star	13,400	5,904	15,230	6,711	807
TOTAL ADA COUNTY	518,300	\$ 685,569	532,710	\$ 704,747	\$ 19,178
CANYON COUNTY					
Canyon County	243,370	118,802	249,720	122,508	\$ 3,706
Canyon Highway District No. 4	91,373	44,458	96,496	47,092	2,634
Nampa Highway District No. 1	133,067		135,419		-
Golden Gate Hwy District No. 3	9,840	5,906	9,220	5,555	(351)
Notus Parma Highway District	9,100		8,580		-
City of Caldwell	63,760	28,112	66,450	29,298	1,186
City of Greenleaf	900	397	840	370	(27)
City of Melba	590	260	580	256	(4)
City of Middleton	10,420	4,594	10,720	4,727	133
City of Nampa	110,980	48,932	109,120	48,112	(820)
City of Notus	570	251	620	273	22
City of Parma	2,210	974	2,120	935	(39)
City of Wilder	1,830	807	1,620	714	(93)
TOTAL CANYON COUNTY	243,380	\$ 253,493	249,720	\$ 259,840	\$ 6,347
SPECIAL MEMBERS					
Boise State University		9,400		9,600	\$ 200
Capital City Development Corporation		9,400		9,600	200
Department of Environmental Quality		9,400		9,600	200
Idaho Transportation Department		9,400		9,600	200
Valley Regional Transit		9,400		9,600	200
TOTAL SPECIAL MEMBERS		\$ 47,000		\$ 48,000	\$ 1,000
TOTAL MEMBER DUES		\$ 986,062		\$ 1,012,587	\$ 26,525

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



COMPASS BOARD OF DIRECTORS AGENDA ITEM V-C

DATE: April 18, 2022

Topic: *Communities in Motion 2050* Funded Projects

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' approval of the *Communities in Motion 2050* (CIM 2050) short-term and long-term funded transportation capital project lists.

Background/Summary:

CIM 2050 includes funded public transportation system changes, regional pathway improvements, and roadway capital projects to 2050. Funded roadway projects are limited to those on Interstate 84, state highways, and principal arterials, as well as federally funded capital projects on other facilities. The project information is based on Valley Regional Transit's Draft Transit Development Plan, the FY2022-2028 Regional Transportation Improvement Program, the FY2022-2028 Idaho Transportation Investment Program, Ada County Highway District's FY2022-2026 Integrated Five-Year Work Plan and 2020-2040 Capital Improvements Plan, the City of Nampa's Streets Capital Improvement Plan 2021-2029, and the Nampa Highway District's FY2022-2026 Five Year Work Plan.

The short-term funded projects cover FY2022-2026 (Attachment 1). The long-term funded projects are planned and funded between 2027 and 2050 (Attachment 2). On March 30, 2022, the RTAC recommended COMPASS Board approval of the short-term and long-term funded transportation capital project lists. The Board reviewed the list of long-term funded projects in February 2022. Costs and project descriptions have been added, but no substantive changes to listed projects have been made since the February meeting. While cost estimates are included for the projects, the focus of the requested action is approval of the project lists and descriptions. Over the next several months, staff will continue to refine cost estimates as transportation agencies received bids for upcoming construction projects.

If there are any changes to the project lists, please send them to Mary Ann Waldinger (mwaldinger@compassidaho.org) before the meeting.

Implications (policy and/or financial)

In CIM 2050, the short-term and long-term funded projects form the 2050 funded transportation system, fulfilling a federal requirement for the plan.

More Information:

- 1) Attachment 1: Draft CIM 2050 Short-Term Funded Projects
- 2) Attachment 2: Draft CIM 2050 Long-Term Funded Projects
- 3) For detailed information contact MaryAnn Waldinger, at 208/475-2242 or mwaldinger@compassidaho.org or Liisa Itkonen, at 208/475-2241 or litkonen@compassidaho.org

Short Term Funded (Budgeted) Regional Capital Transportation Projects
FY2022-2026ⁱ
Alphabetical order

Attachment 1

Project and Brief Description	Estimated Cost (2021 Dollars) ⁱⁱ	Key Number ⁱⁱⁱ	Cost in Year of Expenditure <i>(coming at a later date)</i>
11th Avenue and Ustick Road Intersection – add roundabout. (2026)	\$2,532,400	013i	
Bicycle and Pedestrian Bridge – build bridge over North Channel of Boise River, Eagle. (2023)	\$3,638,000	20841	
Centennial Way Intersection, Caldwell – replace a six-legged intersection at State Highway 19 (Simplot Boulevard), Centennial Way, Cleveland Boulevard, and Blaine Street with a roundabout intersection. (2023)	\$3,628,000	13484	
Eagle Road, Lake Hazel Road to Amity Road – widen to five lanes with enhanced bicycle and pedestrian facilities. (2023)	\$6,577,000	RD216-04	
Fairview Avenue, Locust Grove Road to State Highway 55 (Eagle Road) – widen to seven lanes with enhanced bicycle and pedestrian facilities. (2025)	\$5,155,000	RC0133	
Five Mile Road, Overland Road to Franklin Road – preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84, widen the bridge to four lanes, and widen Five Mile Road to five lanes with enhanced bicycle and pedestrian facilities. (2025) <i>Construction is long-term funded.</i>	\$4,247,000	23095	
Interstate 84 <ul style="list-style-type: none"> • State Highway 44 (Exit 25) Westbound Ramp Improvements, Canyon County – widen the westbound Interstate 84 off-ramp at State Highway 44 (Exit 25) to reestablish uniform shoulder width, install a traffic signal and queue detection on the westbound off-ramp, and excavate the slope to improve sight distance. (2022) \$1,706,000 • Interstate 84 and State Highway 44 Interchange – design to replace interchange. (2023) \$1,225,000 <i>Construction is long-term funded.</i> • State Highway 44 (Exit 25) to Centennial Way (Exit 27) – corridor study to determine what improvements are needed to address safety and mobility. (2022) \$2,100,000 • Centennial Way (Exit 27) to Franklin Road (Exit 29) –design and right-of-way for needed improvements. (2023) \$11,100,000 <i>Construction is long-term funded.</i> • Meridian Road (Exit 44) to Eagle Road (Exit 46) – evaluate adding an auxiliary lane between the Meridian Road (Exit 44) and Eagle Road (Exit 46) interchanges in Meridian, including an additional lane and shoulder on the eastbound on-ramp at Meridian Road and the eastbound off-ramp at Eagle Road. Work includes all studies and design work necessary. Traffic patterns on Interstate 84 from Meridian Road to the WYE interchange in the City of Boise will also be studied. (2022) \$1,325,000 <i>Construction is TBD per study outcomes.</i> 	\$17,456,000	 23099 23188 23341 23437 23456	

Project and Brief Description	Estimated Cost (2021 Dollars) ⁱⁱ	Key Number ⁱⁱⁱ	Cost in Year of Expenditure (coming at a later date)
<p>Linder Road</p> <ul style="list-style-type: none"> • Overland Road to Franklin Road – design for future five lane widening and a new four lane overpass over Interstate 84 in the City of Meridian. Project includes enhanced bicycle and pedestrian facilities. (2022) \$1,161,000 <i>Right-of-way and construction are long-term funded.</i> • Cherry Lane to Ustick Road – design and partial right-of-way for five-lane widening. Project includes enhanced bicycle and pedestrian facilities. (2025-2026) \$950,000 <i>Construction is long-term funded.</i> • Chinden Boulevard (US Highway 20/26) to State Street (State Highway 44) South Phase – design and right-of-way for future five-lane widening with enhanced bicycle and pedestrian facilities. (2024-2026) \$3,052,000 <i>Construction is long-term funded.</i> • State Street (State Highway 44) to Floating Feather Road – widen to five lanes, with enhanced bicycle and pedestrian facilities and a multi-lane roundabout at Linder Road and Floating Feather Road. (2026) \$12,077,000 	\$17,240,000	RC0207 RD209-15 102120 RD209-28 IN217-03	
<p>Meridian Road Extension and Railroad Overpass – conduct a planning and environmental linkages (PEL) study for the realignment of State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including overpasses over the Union Pacific Rail and Indian Creek, in the City of Kuna. (2022) <i>Construction is long-term funded.</i></p>	\$300,000	KUN01	
<p>Middleton Road and Orchard Avenue Intersection, Nampa – add traffic signal. (2022)</p>	\$2,500,000	146i	
<p>Northside Boulevard and Cherry Lane Intersection, Nampa – add roundabout. (2024)</p>	\$2,317,500	021i	
<p>Old Highway 30, Plymouth Street Bridge, Caldwell – replace one-lane bridge with a new two-lane structure (2023)</p>	\$8,729,000	13494	
<p>Orchard Street Realignment, Gowen Road to Victory Road – realign/widen Orchard Street to five lanes with enhanced bicycle and pedestrian facilities. (2026-2027)</p>	\$22,421,000	201399	
<p>Pathway, Federal Way and Broadway Avenue – design a multi-use pathway in the City of Boise. (2022) <i>Construction is long-term funded.</i></p>	\$175,000	23307	
<p>Pathway, Garden Street Multi-Use Pathway, Cassia Park to Albion Street – construct a multi-use pathway in the City of Boise. (2024)</p>	\$1,733,000	23324	
<p>Pathway, Rail with Trail – construct a multi-use pathway in the City of Meridian. (2024)</p>	\$649,000	13918	
<p>Pedestrian Improvements, State Highway 55, Bristol Heights to US Highway 20/26 (Chinden Boulevard) – design a ten-foot shared pedestrian and bicycle pathway on the west side of State Highway 55 (Eagle Road) in Boise. (2025) <i>Construction is long-term funded.</i></p>	\$60,000	22931	

Project and Brief Description	Estimated Cost (2021 Dollars) ⁱⁱ	Key Number ⁱⁱⁱ	Cost in Year of Expenditure <i>(coming at a later date)</i>
Pedestrian Improvements, State Highway 55 (Eagle Road), Franklin Road to Pine Avenue – construct or widen existing pathway on east side of State Highway 55 in the City of Meridian. (2025)	\$621,000	20542	
Pedestrian Improvements, US Highway 20/26 (Chinden Boulevard) at 43rd Street – install a pedestrian hybrid beacon-controlled crossing in the City of Garden City. (2023)	\$247,000	20549	
Pedestrian Improvements, Stoddard Pathway, Sherman Avenue to 2nd Street – extend the current pathway in the City of Nampa. (2022)	\$414,000	22944	
Robinson Road <ul style="list-style-type: none"> • Robinson Road and Kuna Road Intersection – add roundabout. (2025) <i>\$2,387,000</i> • Robinson Road and Locust Lane Intersection – add roundabout. (2023) <i>\$2,317,500</i> 	\$4,704,500	333i 263i	
Southern Connection to Interstate 84 at State Highway 16 Interchange – corridor study to determine needs and weigh options for a connection to local roads between McDermott Road and Robinson Road. (2022)	\$200,000	NAM02	
Southside Boulevard <ul style="list-style-type: none"> • Southside Boulevard and Deer Flat Road Intersection – add roundabout. (2024) <i>\$2,387,000</i> • Southside Boulevard and Kuna Road Intersection – add roundabout. (2025) <i>\$2,532,400</i> • Southside Boulevard and Lewis Lane Intersection – add roundabout. (2023) <i>\$2,251,000</i> 	\$7,170,400	306i 377i NEW	
Star/Robinson Road and Cherry Lane Intersection – add a roundabout. (2022)	\$1,600,000		
State Highway 16 <ul style="list-style-type: none"> • Interstate 84 to US Highway 20/26 – design and right-of-way acquisition for a new expressway. Phase 2 construction with at-grade intersections and Phase 3 design to add interchanges. (2023) <i>\$2,500,000</i> <i>Phase 3 construction is long-term funded.</i> • Interstate 84 to Franklin Road, Nampa – construction at Phase 2 design level (at-grade intersections). (2022) <i>\$60,500,000</i> • Franklin Road to Ustick Road, Canyon County – construction at Phase 2 design level (at-grade intersections). (2022) <i>\$55,500,000</i> • Ustick Road to US Highway 20/26 and State Highway 44, Ada County – construction at Phase 2 design level (at-grade intersections). (2022) <i>\$55,500,000</i> • State Highway 44 to Junction State Highway 52 – environmental reevaluation. (2026) <i>\$3,000,000</i> 	\$177,000,000	20788 23410 23409 23408 23175	
State Highway 21, Technology Way to Surprise Way – add a turn lane and widen shoulders. (2022)	\$2,549,000	20428	

Project and Brief Description	Estimated Cost (2021 Dollars) ⁱⁱ	Key Number ⁱⁱⁱ	Cost in Year of Expenditure (coming at a later date)
<p>State Highway 44 (State Street)</p> <ul style="list-style-type: none"> • Star Road to State Highway 16, Ada County – widen to four travel lanes. (2024) \$10,749,000 • State Highway 16 (Emmett Highway) to Linder Road – widen to four travel lanes. (2023) \$8,500,000 	\$19,249,000	20574 20266	
<p>State Highway 55 (Karcher Road)</p> <ul style="list-style-type: none"> • Pear Lane to Farmway Road – preliminary engineering and design for future widening. (2026) \$15,000,000 <i>Construction is long-term funded.</i> • Farmway Road to Middleton Road – preliminary engineering, design, and partial right-of-way for future widening. (2024) \$41,000,000 <i>Construction is long-term funded.</i> • West of Caldwell-Nampa Boulevard to Karcher Road (Exit 33) Westbound Loop Off Ramp – preliminary engineering and right-of-way acquisition to add a free-running right turn lane on the westbound off-ramp and continue the new lane across Interstate 84 and the Union Pacific Railroad/Indian Creek structure through the Caldwell-Nampa Boulevard. (2023) \$4,350,000 <i>Construction is long-term funded.</i> 	\$60,350,000	23335 22715 23336	
<p>State Street Transit Service</p> <ul style="list-style-type: none"> • State Highway 44 (Glenwood Street) to downtown Boise – improve infrastructure and pedestrian connections to public transportation, including enhanced bus stops that are compliant with the Americans with Disabilities Act and passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks. (2022) \$1,500,000 • State Highway 44 (Glenwood Street) to downtown Boise – deploy real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops. (2023) \$5,882,000 	\$7,382,000	23178 23179	
<p>Ten Mile Road, Victory Road to Overland Road – widen to five lanes with enhanced bicycle and pedestrian facilities. (2022-2023)</p>	\$2,984,000	RC0299	
<p>US Highway 20/26 (Chinden Boulevard)</p> <ul style="list-style-type: none"> • Interstate 84 to Middleton Road – widen to six lanes, including a continuous median traffic separator with U-turn opportunities, and two additional traffic signals. (2022) \$41,150,000 • Middleton Road to Star Road – design and partial right-of-way acquisition for future widening to four lanes with center turn lane. (2024) \$52,500,000 <i>Construction is long-term funded.</i> • Phyllis Canal Bridge to State Highway 16 – add one lane in both directions and add bicycle and pedestrian facilities. (2023) \$8,742,000 	\$102,392,000	22165 23337 20367	

Project and Brief Description	Estimated Cost (2021 Dollars) ⁱⁱ	Key Number ⁱⁱⁱ	Cost in Year of Expenditure (coming at a later date)
Ustick Road <ul style="list-style-type: none"> • Black Cat Road to Ten Mile – widen to five lanes and construct enhanced bicycle and pedestrian facilities. (2024) \$4,686,600 • Ten Mile Road to Linder Road – widen to five lanes with curb, gutter, sidewalk, and level three bicycle facility. (2024) \$3,695,000 	\$8,381,000	204189 204859	
Victory Road and Ten Mile Road Intersection – construct a dual-lane roundabout. Project includes enhanced bicycle and pedestrian facilities and intersection lighting. (2023)	\$3,114,000	IN214- 03	
Total Budgeted Regional Capital Projects	\$532,161,800		

ⁱ This table shows all transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source programmed (budgeted) for construction between FY2022 and FY2026 on Interstate 84, state highways, and principal arterials. This information is from the FY2022-2028 Idaho Transportation Investment Program, Ada County Highway District's FY2022-2026 Integrated Five-Year Work Plan and the 2020-2040 Capital Improvements Plan, City of Nampa's Streets Capital Improvement Plan 2021-2029, Nampa Highway District's FY2022-2026 Five-Year Work Plan, and information provided by the City of Caldwell.

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

ⁱⁱⁱ The key number is the tracking number for each project.

Long-Term Funded Regional Transportation Projects FY2027 – 2050ⁱ
Alphabetical order **Attachment 2**

Regional Public Transportation Project and Brief Description	Estimated Cost (2021 Dollars)ⁱⁱ	Cost in Year of Expenditure (coming at a later date)
<p>Valley Regional Transit – premium route improvements serving State Street, Fairview Avenue, and Vista Avenue. Inter-county improvements serving the Boise Airport and Micron. Route restructuring on Boise’s west and central bench. New service to the City of Kuna and Gowen Road.</p> <p><i>* Capital and operating costs will be provided upon approval of Valley Regional Transit’s Transit Development Plan</i></p>	TBD*	
Regional Pathway Projects and Brief Descriptions	Estimated Cost (2021 Dollars)ⁱⁱ	Cost in Year of Expenditure (coming at a later date)
<p>Boise River Greenbelt Improvements, Southside (Boise State), Theatre Lane to Broadway Avenue – widen the pathway to 12 feet; add landscape buffer between the pathway and street.</p> <p><i>Design and preliminary engineering are short-term budgeted and not included in the long-term cost estimate. (Key #22385)</i></p>	\$767,000	
<p>Grimes City Pathway Extension (Nampa), McDonagh Park to Birch Elementary – extend the pathway by one-half mile of 12-foot asphalt including lighting and crosswalk improvements. (Key #23025)</p>	\$385,000	
<p>Pathway, Federal Way and Broadway Avenue – construct a 10-foot separated, concrete multi-use pathway at the interchange of Broadway Avenue (US Highway 20/26) and Federal Way in Boise.</p> <p><i>Preliminary engineering is short-term budgeted and not included in the long-term cost estimate. (Key #23307)</i></p>	\$1,224,000	
<p>Pedestrian Improvements, State Highway 55, Bristol Heights to US Highway 20/26 (Chinden Boulevard) – construct a ten-foot shared pedestrian and bicycle pathway on the west side of State Highway 55 (Eagle Road) in Boise</p> <p><i>Design is short-term budgeted and not included in the long-term cost estimate. (Key #22931)</i></p>	\$291,000	
<p><u>Total Long-Term Funded Pathway Projects</u></p>	<u>\$2,376,000</u>	

Regional State System Projects and Brief Descriptions ^{iii, iv}	Estimated Cost (2021 Dollars) ⁱⁱ	Cost in Year of Expenditure (coming at a later date)
<p>Interstate 84 (Canyon County)</p> <ul style="list-style-type: none"> • State Highway 44 (Exit 25) – replace the bridge at current design standards. • Centennial Way (Exit 27) to Franklin Road (Exit 29) – reconstruct existing lanes, add one lane per direction, add westbound auxiliary lane from Centennial Way (Exit 27) to 10th Avenue (Exit 28), add auxiliary lanes in both directions from 10th Avenue (Exit 28) to Franklin Road (Exit 29), reconstruct 10th Avenue (Exit 28) and other minor changes to on and off ramps. <p><i>Westbound ramp improvements (Key #23099) and preliminary engineering (Key #23188) are short-term budgeted and not included in the long-term cost estimate.</i></p>	\$123,000,000	
<p>State Highway 16, Interstate 84 to State Highway 44 Phase 3 – construct additional interchange ramps at Interstate 84, convert the at-grade intersections to grade-separated interchanges at Franklin Road, Ustick Road, US Highway 20/26, and State Highway 44.</p>	\$220,000,000	
<p>State Highway 45 and Locust Lane Intersection – install a traffic signal.</p>	\$2,048,000	
<p>State Highway 55 (Karcher Road)</p> <ul style="list-style-type: none"> • Pear Lane to 10th Avenue – widen to four travel lanes. <i>Preliminary engineering, design, and partial right-of-way are short-term budgeted and not included in the long-term cost estimate.</i> • 10th Avenue to Middleton Road – widen to four travel lanes; construction budgeted for 2027. (Key #23184) • West of Caldwell-Nampa Boulevard to Karcher Road (Exit 33) Westbound Loop Off Ramp – add third westbound lane (western terminus to be determined). <i>Preliminary engineering and right-of-way are short-term budgeted and not included in the long-term cost estimate. (Key #23336)</i> 	\$180,400,000	
<p>US Highway 20/26, Middleton Road to State Highway 55 (Eagle Road)</p> <ul style="list-style-type: none"> • Middleton Road to Star Road (Interim) - widen to four travel lanes, including ultimate right-of-way (\$145,000,000) <i>Middleton Road to Star Road - design and partial right-of-way are short-term budgeted and not included in the long-term cost estimate.</i> • Middleton Road to State Highway 16 (Ultimate) - widen to six travel lanes (\$83,160,000) • State Highway 16 to State Highway 55 (Eagle Road) - widen to six travel lanes. (\$120,000,000) 	\$348,160,000	
<p>Total Long-Term Funded State System Projects</p>	\$873,608,000	

Regional Local System Projects and Brief Descriptions ^{iii, iv}	Estimated Cost (2021 Dollars) ^{iiError!} <small>Bookmark not defined.</small>	Cost in Year of Expenditure <i>(coming at a later date)</i>
Amity Road, Kings Road to McDermott Road – widen to five lanes.	\$16,710,000	
Emerald Street, Five Mile Road to Curtis Road – widen to five lanes including the Interstate 184 overpass. <i>The overpass portion of this project to be done in coordination with the Idaho Transportation Department (ITD).</i>	\$31,010,000	
Fairview Avenue <ul style="list-style-type: none">• Meridian Road to Locust Grove Road – widen to seven lanes. <i>Locust Grove Road to State Highway 55 (Eagle Road) - widen to seven lanes is short-term budgeted and not included in the long-term cost estimate. (Key #RC133)</i>• State Highway 55 (Eagle Road) to Five Mile Road – widen to seven lanes.	\$29,180,000	
Five Mile Road and Overpass, Overland Road to Franklin Road – widen to five lanes including the Interstate 84 overpass. Project to be done in coordination with the Idaho Transportation Department (ITD). <i>Preliminary design and right-of-way are short-term budgeted and not included in the long-term cost estimate. (Key #23095)</i>	\$22,000,000	
Franklin Boulevard, Birch Lane to US Highway 20/26 – widen to five lanes. <i>Franklin Boulevard and Karcher Road intersection is short-term budgeted and not included in the long-term cost estimate. (Key #22102)</i> <i>Franklin Boulevard and US Highway 20/26 intersection cost estimate is accounted for in the US Highway 20/26, Middleton Road to Star Road project.</i>	\$34,700,000	
Franklin Road, Star Road to Black Cat Road – widen to five lanes. <i>Sections of Franklin Road will be widened as part of the State Highway 16 Phase 2 short-term budgeted project. Key #23410.</i>	\$15,080,000	
Lake Hazel Road <ul style="list-style-type: none">• State Highway 69 to Locust Grove Road – widen to five lanes.• Cloverdale Road to Orchard Street Extension West – widen to five lanes.• Orchard Street Extension West to Eisenman Road – construct a new five-lane road. <i>Locust Grove Road to Eagle Road is short-term budgeted and not included in the long-term cost estimate.</i> <i>Eagle Road to Cloverdale Road – widen to five lanes is short-term budgeted and not included in the long-term cost estimate. (ACHD Project #204179)</i> <i>Cloverdale Road to Five Mile Road – design and right-of-way are short-term budgeted and not included in the long-term cost estimate. (ACHD Project #204439)</i> <i>Five Mile Road to Maple Grove Road – design and right-of-way are short-term budgeted and not included in the long-term cost estimate. (ACHD Project #RD207-30)</i> <i>Maple Grove Road to Cole Road – design is short-term funded. (ACHD Project #RD216-05)</i>	\$71,650,000	

Regional Local System Projects and Brief Descriptions ^{iii, iv}	Estimated Cost (2021 Dollars) ^{iiError!} <small>Bookmark not defined.</small>	Cost in Year of Expenditure <i>(coming at a later date)</i>
<p>Linder Road and Overpass</p> <ul style="list-style-type: none"> • Overland Road to Franklin Road – widen to five lanes including the Interstate 84 overpass. Project to be done in coordination with the Idaho Transportation Department (ITD). <i>Overland Road to Franklin Road and the Overpass – design is short-term budgeted and not included in the long-term cost estimate. (ACHD Project #RC0207)</i> • Pine Avenue to Ustick Road – widen to five lanes. • US Highway 20/26 to State Highway 44 – widen to five lanes including the Boise River Bridges. <i>US Highway 20/26 to State Highway 44 – south phase design and right-of-way are short-term funded. (ACHD Project #102120)</i> <p><i>Cherry Lane to Ustick Road – design is short-term budgeted and not included in the long-term cost estimate. (ACHD Project #RD209-15)</i></p>	\$54,270,000	
<p>Lone Star Road, Midway Road to 7th Street South – widen to three lanes.</p>	\$9,320,000	
<p>Meridian Road Extension and Railroad Overpass, Kuna Road to State Highway 69 (Meridian Road) – construct a new three-lane road including railroad overpass. <i>A planning and environmental linkages (PEL) study is short-term budgeted and not included in the long-term cost estimate it extends the project area to Kuna-Mora Road. (Key #KUN01)</i></p>	\$18,950,000	
<p>Middleton Road, Greenhurst Road to Caldwell-Nampa Boulevard – widen to five lanes.</p>	\$42,530,000	
<p>Midland Boulevard, Greenhurst Road to Orchard Avenue - widen to five lanes.</p>	\$25,880,000	
<p>Northside Boulevard, Karcher Road to US Highway 20/26 – widen to five lanes. <i>Northside Boulevard and Cherry Lane intersection is short-term budgeted and not included in the long-term cost estimate.</i></p>	\$36,750,000	
<p>Orchard Street Extension West, Lake Hazel Road to Gowen Road – widen to five lanes.</p> <ul style="list-style-type: none"> • Gowen Road, Orchard Street to Pleasant Valley Road – widen to five lanes. Gowen Road is a minor arterial but part of the overall Orchard Street realignment project. <i>Gowen Road to Victory Road – realign/widen Orchard Street to five lanes is short-term budgeted and not included in the long-term cost estimate. (ACHD Project #201399)</i> 	\$19,520,000	
<p>Overland Road, McDermott Road to Ten Mile Road</p> <ul style="list-style-type: none"> • McDermott Road to Black Cat Road - construct a new three-lane road. • Black Cat Road to Ten Mile Road – widen to three lanes. <p><i>Connects to Airport Road in Canyon County. Airport Road, Robinson Boulevard to McDermott Road – widen to 3 lanes is unfunded.</i></p>	\$11,710,000	
<p>Overland Road, Locust Grove Road to Cole Road – widen to seven lanes.</p>	\$36,120,000	

Regional Local System Projects and Brief Descriptions^{iii, iv}	Estimated Cost (2021 Dollars) <small>iiError! Bookmark not defined.</small>	Cost in Year of Expenditure (coming at a later date)
Stamm Lane <ul style="list-style-type: none"> • Garrity Boulevard to Happy Valley Road – widen to five lanes. • Happy Valley Road to Robinson Boulevard – widen to three lanes. <p><i>Stamm Lane and Garrity Boulevard intersection is short-term budgeted; preliminary engineering (2022), right-of-way (2023), and construction (2027). (Key #22712) Total cost \$1,971,000 (not included in long-term cost estimate).</i></p>	\$10,510,000	
State Street, State Highway 44 (Glenwood Street) to 27th Street – widen to seven lanes consistent with Transit and Traffic Operational Plan.	\$24,800,000	
Ten Mile Road, Amity Road to Victory Road – widen to five lanes.	\$6,010,000	
Ustick Road, Star Road to Black Cat Road – widen to five lanes. <i>Sections of Ustick Road will be widened as part of the State Highway 16 Phase 2 short-term budgeted project. (Key #23410)</i> <i>Black Cat Road to Ten Mile Road and Ten Mile Road to Linder Road – widen to five lanes are short-term budgeted and not included in the long-term cost estimate. (ACHD Projects #204189 and #204859)</i>	\$12,810,000	
<u>Total Long-Term Funded Local System Capital Projects</u>	<u>\$529,510,000</u>	

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

ⁱⁱ Cost estimates from various available resources including but not limited to recent project bid estimates, work programs, capital improvement plans and / or provided by the agency. Costs are represented in 2021 dollars. A 2% inflation rate was applied if necessary. For example, if a cost estimate in a plan was from 2019 that cost was inflated to 2021. Costs do not include environmental clearances. Costs are subject to change.

ⁱⁱⁱ All projects include intersection improvements as deemed appropriate by the implementing agency.

^{iv} Corridors may include bike and pedestrian infrastructure per the implementing agency's policies and/or approved studies. The descriptions above are intended to be brief and not address specific design elements.

COMPASS BOARD OF DIRECTORS AGENDA ITEM V-D

Date: April 18, 2022

Topic: Proposed High-Capacity Planning and Environmental Linkages (PEL) Study

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval to consider including a high-capacity transit Planning and Environmental Linkages (PEL) study in the FY2023-2029 Regional Transportation Improvement Program (TIP) and the draft FY2024 COMPASS Unified Planning and Work Program and Budget (UPWP). The Regional Transportation Advisory Committee (RTAC) recommended this item to the Board in its March meeting.

Background/Summary:

In 2020, COMPASS updated the [Treasure Valley High Capacity Transit Study](#), which identified several promising modes and alignments for a future high-capacity transit service south of the Boise River, roughly parallel to I-84. This study, coupled with results from three public surveys conducted between 2019 and 2021, identified the public's preferred service features for future high-capacity transit. Based on this information, in June 2021 the Board approved regional rail on the Boise Cutoff alignment as the "locally-favored" high-capacity transit option for *Communities in Motion 2050*.

As the next step in the planning process, COMPASS proposes conducting a PEL study, beginning in FY2024. A PEL study uses a collaborative and integrated approach to transportation decision-making that brings key stakeholders into the process early and allows preliminary planning to be done within the framework of a National Environmental Policy Act (NEPA) process. The study will build on prior planning efforts and include several modes and alignments, including regional rail on the Boise Cutoff alignment.

Proposed tasks for the PEL include the following:

- Refine purpose and need for high-capacity transit service south of the Boise River
- Reevaluate alignments and modes that meet the identified purpose and need
- Conduct a fatal flaws analysis of alternatives
- Refine planning-level cost-estimates
- Receive stakeholder and public input

This PEL would advance the high-capacity transit planning project (Key No. 13046), currently in Preliminary Development in the FY2022-2028 TIP. COMPASS staff seek the COMPASS Board of Directors' approval for the consideration of this study in the COMPASS draft FY2023-2029 TIP and FY2024 UPWP.

More Information:

- 1) For detailed information contact: Lila Klopfenstein, Assistant Planner, at (208) 475-2230 or lklopfenstein@compassidaho.org

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COMPASS BOARD OF DIRECTORS AGENDA ITEM V-E

Date: April 18, 2022

Topic: COMPASS Congestion Management Process

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' acceptance of the *2022 COMPASS Congestion Management Process*, as recommended by the Regional Transportation Advisory Committee on February 23, 2022.

Summary:

Per federal requirements, all metropolitan planning organizations that serve Transportation Management Areas (population 200,000+) must develop and use a Congestion Management Process (CMP) to address congestion. As the Boise Urbanized Area is a Transportation Management Area, COMPASS is subject to this requirement. A CMP outlines a methodology for producing up-to-date and accurate data on the state of traffic congestion in the region, identifies congestion management needs and strategies, and demonstrates how congestion is factored into the agency's long-range transportation plan and transportation improvement program (TIP).

In 2005, COMPASS adopted the *Treasure Valley Congestion Management Systems Plan* (linked below). COMPASS' 2018 federal Certification Review cited the need to update the 2005 CMP with more current information regarding integration with the TIP and long-range plan, congestion management strategies, and performance measures. In 2019, COMPASS staff began updating the 2005 CMP to address the issues highlighted in the Certification Review and to reflect the most current information.

The congestion management strategies outlined in the CMP were reviewed by the Active Transportation, Public Transportation, Freight, and Regional Operations Workgroups. The Regional Transportation Advisory Committee was briefed on the update in December 2021 and received the draft CMP for review prior to recommending it to the COMPASS Board of Directors at its February 2022 meeting. The draft 2022 CMP technical document is provided in "Supplemental Information" at www.compassidaho.org/documents/people/board/2022/VE-CMP_042022_Technical_Document.pdf.

In the Board meeting, staff will review the highlights and expected outcomes of the CMP and seek COMPASS Board of Directors' acceptance of the *2022 Congestion Management Process*.

Implications (policy and/or financial):

Acceptance of the updated CMP will allow COMPASS to fulfill federal requirements and address a 2018 Certification Review corrective action.

More Information:

- 1) Draft *2022 Congestion Management Process*
www.compassidaho.org/documents/people/board/2022/VE-CMP_042022_Technical_Document.pdf
- 2) *2005 Treasure Valley Congestion Management Systems Plan*
<https://www.compassidaho.org/documents/prodserv/reports/TreasureValleyCMSFinal.pdf>
- 3) For detailed information contact Hunter Mulhall at hmulhall@compassidaho.org.

FEBRUARY 2022 - 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"> • Began update of five-year revenue and expense projections as an early step in the development of the FY2023 UPWP. • Processed and tracked revenues and expenditures associated with Revision 2 of the FY2022 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest. • Continued preparing for COMPASS' 2022 federal Certification Review.
620	<p>DEMOGRAPHICS AND GROWTH MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Completed 18 development checklists for Canyon County and the Cities of Boise, Caldwell, Middleton, Meridian, Nampa, and Wilder. • Met with Andy Meyer from the Ohio-Kentucky-Indiana Regional Council of Governments to discuss a proposal for the National Planning Conference 2022. • Completed the 2021 Development Monitoring Report. • Completed the 2022 population estimates. • Evaluated 2020 Census data for trends and other findings.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 12 Facebook posts, 11 Tweets, 12 Instagram posts, and 2 LinkedIn posts. • Tracked issues related to COMPASS and transportation in the news media; facilitated two interviews. • Updated the COMPASS website. • Continued work to migrate the COMPASS website to a new platform. • Hosted a COMPASS 101 workshop on February 1, 2022. • Continued planning for upcoming education series presentations on developing safety action plans and public-private partnerships. • Hosted a Public Participation Workgroup meeting on February 17, 2022. • Participated in a panel discussion on transportation trends for the BOMA Idaho Commercial Real Estate Symposium on February 15, 2022.

PROGRAM NO.	
661	<p data-bbox="310 163 716 195">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1511 233" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 237 1511 940" style="list-style-type: none"> • Presented to Valley Regional Transit’s Regional Advisory Committee on the draft Coordinated Public Transit-Human Services Transportation Plan on February 16, 2022. • Continued to plan for an April 15 – May 15, 2022, public comment period on the draft Coordinated Public Transit-Human Services Transportation Plan; met with Valley Regional Transit communication staff to coordinate outreach efforts on February 25, 2022. • Continued working on developing the task list for a future Park and Ride Coordinating Team (PARCT). • Hosted an Association of Professional Bicyclists and Pedestrians webinar on February 16, 2022. • Hosted an Environmental Review Workgroup meeting on February 16, 2022. • Hosted an Active Transportation Workgroup meeting on February 24, 2022. • Continued working on concepts for a Planning and Environmental Linkages study for high-capacity transit. • Continued to write technical documents and web content for <i>Communities in Motion 2050</i> (CIM 2050). • Completed the lists of long-term funded and unfunded projects for CIM 2050. • Completed cost estimates for each roadway projects and unfunded studies for CIM 2050.
685	<p data-bbox="310 947 915 978">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 982 1511 1014" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1018 1511 2001" style="list-style-type: none"> • Prepared for and hosted an optional Regional Transportation Advisory Committee (RTAC) meeting to review eligible federal-aid applications on February 2, 2022. • Prepared for and participated in the Urban Balancing Committee and Federal Transportation Administration Balancing Committee meetings on February 3, 2022. • Participated in a stakeholder kick-off meeting for the City of Garden City’s 52nd Street Pedestrian Bridge Project Development Project on February 8, 2022. • Participated in a coordination meeting for the City of Star’s Safe Routes to School Floating Feather to Star Middle School Project Development Program on February 8, 2022. <ul data-bbox="380 1444 1511 1581" style="list-style-type: none"> ○ Participated in the stakeholder kick-off meeting for the project on February 15, 2022. ○ Scheduled (unable to attend) a site visit for stakeholders on February 23, 2022. • Prepared for and analyzed a paired comparison process for RTAC members to rank 15 projects for federal-aid funding. • Started developing staff recommendations for COMPASS-managed federal-aid programs for the FY2023-2029 Regional Transportation Improvement Program (TIP), based on paired comparison rankings and subsequent priorities approved by RTAC on February 23, 2022. • Processed one staff administrative modification and one Board administrative modification to the FY2022-2028 TIP. • Met with member agency staff regarding project-specific issues and programming updates, as needed. • Continued researching the implications of the new transportation authorization bill, the Infrastructure Investment and Jobs Act (IIJA).

PROGRAM NO.	
701	<p data-bbox="310 163 870 197">GENERAL MEMBERSHIP SERVICES</p> <p data-bbox="1256 201 1511 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="334 239 1495 940" style="list-style-type: none"> • Met with Councilman Charles Stadick, City of Caldwell, to discuss COMPASS and high-capacity transit on February 2, 2022. • Participated in meetings for the Federal Highway Administration’s review of contracting compliance for the Transportation Alternatives Program on February 2 and 23, 2022. • Met with Jason VanGilder and Becky Crofts, City of Middleton, to discuss COMPASS on February 16, 2022. • Participated in a quarterly meeting with Valley Regional Transit staff on February 22, 2022. • Attended the City of Eagle comprehensive plan review committee meeting on February 28, 2022. • Met with member agencies to discuss planned/existing pathways along waterways (e.g., canals, ditches, drains, etc.). • Provided data sets to the consultant team working on the State Street Corridor Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for Valley Regional Transit. • Responded to a data request from Brown and Caldwell for City of Boise Sewer Project. • Provided data for the City of Star’s Safe Routes to Schools project. • Provided contour data to the City of Eagle.
702	<p data-bbox="310 940 719 974">AIR QUALITY OUTREACH</p> <p data-bbox="1349 978 1511 1012" style="text-align: right;">AMY LUFT</p> <ul data-bbox="334 1016 1487 1226" style="list-style-type: none"> • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. • Completed the winter air quality outreach campaign. The campaign consisted of roadside and bus exterior billboards, radio ads, and digital popup banner ads, and ran through February 28, 2022. The summer campaign will begin in May 2022.
703	<p data-bbox="310 1226 769 1260">GENERAL PUBLIC SERVICES</p> <p data-bbox="1118 1264 1511 1297" style="text-align: right;">MARY ANN WALDINGER</p> <ul data-bbox="334 1302 1495 1478" style="list-style-type: none"> • Responded to questions from the public. • Completed six special model runs for proposed developments – five located throughout Ada County and one located in Canyon County, bringing the total for this fiscal year to 31. • Responded to a data request from HDR.
704	<p data-bbox="310 1478 756 1512">AIR QUALITY OPERATIONS</p> <p data-bbox="1300 1516 1511 1549" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="334 1554 1503 1757" style="list-style-type: none"> • Followed the progress of Senate Bill 1254, which removes the requirement for vehicle emission testing starting July 1, 2023, from Idaho Code Section 39-116B and fielded questions from the public and the station owners about the bill. • Provided general support for emission testing notification, billing, and payment cycles.

PROGRAM NO.	
705	<p data-bbox="310 163 943 197">TRANSPORTATION LIAISON SERVICES</p> <p data-bbox="1308 201 1511 235" style="text-align: right;">MATT STOLL</p> <ul data-bbox="334 239 1511 764" style="list-style-type: none"> • Attended the City of Meridian Transportation Commission meeting on February 7, 2022. • Hosted the Caldwell Chamber Transportation Committee on February 7, 2022. Staff currently chairs this committee. • Attended a Nampa Bicycle and Pedestrian Advisory Committee meeting on February 10, 2022. • Attended Ada County Highway District's (ACHD's) Pedestrian Advisory Group special meeting on February 17, 2022. • Attended the Idaho Transportation Board meeting on February 17, 2022. • Attended the Boise Chamber Transportation Committee meeting on February 17, 2022. • Attended ACHD's Bicycle Advisory Committee meeting on February 22, 2022. • Attended a City of Caldwell Pedestrian/Bicycle Routes Committee meeting on February 24, 2022.
760	<p data-bbox="310 764 699 798">LEGISLATIVE SERVICES</p> <p data-bbox="1308 802 1511 835" style="text-align: right;">MATT STOLL</p> <ul data-bbox="334 840 1511 1121" 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 rulemaking to determine implications to COMPASS and its membership. • Continued reviewing <i>Infrastructure Investment and Jobs Act (IIJA)</i> and its impact upon COMPASS and its membership.
761	<p data-bbox="310 1157 675 1190">GROWTH INCENTIVES</p> <p data-bbox="1308 1194 1511 1228" style="text-align: right;">MATT STOLL</p> <ul data-bbox="334 1232 873 1262" style="list-style-type: none"> • No significant activity this month.

PROGRAM NO.	
801	<p data-bbox="310 163 667 195">STAFF DEVELOPMENT</p> <p data-bbox="1300 201 1511 233" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 237 1511 1150" style="list-style-type: none"> • Attended COMPASS 101 on February 1, 2022. • Attended “How to Be a Better Proofreader” webinar hosted by Train HR Learning on February 3, 2022. • Attended “From Complete Streets to Complete Networks” webinar hosted by the Maryland Department of Planning and Smart Growth on February 3, 2022. • Attended “The Evolution of Virtual Public Involvement During the Pandemic: MPO Practices” webinar hosted by the Federal Highway Administration on February 8, 2022. • Attended OTIS training sessions hosted by the Idaho Transportation Department (ITD) on February 9, 2022. • Attended “Sports and Events Planning” luncheon hosted by the Institute of Transportation Engineers on February 15, 2022. • Attended “Advancing Travel Models” webinar hosted by Bentley on February 15, 2022. • Attended “Plant a Seed: The Role of Urban Forest Policies in Building Climate Resilience in Idaho and the Pacific Northwest” webinar hosted by Boise State University on February 17, 2022. • Attended “Planning Emphasis Areas for the Infrastructure Investment and Jobs Act” hosted by Federal Highway Administration and ITD on February 24, 2022. • Attended “Climate Science and Planning” webinar hosted by American Planning Association on February 25, 2022. • Attended “Dream Play Build: Hands-On Community Engagement for Enduring Spaces and Places” webinar hosted by Smart Growth on February 25, 2022.
820	<p data-bbox="310 1150 667 1182">COMMITTEE SUPPORT</p> <p data-bbox="1300 1188 1511 1220" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 1224 1430 1297" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p data-bbox="310 1297 894 1329">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1130 1335 1511 1367" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="331 1371 1511 1759" style="list-style-type: none"> • Provided special model runs and other technical assistance to member agencies. • Completed three additional model runs for ITD’s consultant working on the State Highway 69 corridor study. • Finished scripts to summarize information from the travel demand model for input into the Performance Measure Framework and the prioritization process for CIM 2050. <ul data-bbox="380 1619 1511 1759" style="list-style-type: none"> ○ Completed the deficiency analysis and identified projects by year of need for the first round of project prioritization. ○ Finished 12 of 22 model runs – the first step of the CIM 2050 prioritization process.
838	<p data-bbox="310 1759 667 1791">TRAVEL DATA SURVEY</p> <p data-bbox="1122 1797 1511 1829" style="text-align: right;">MARY ANN WALDINGER</p> <ul data-bbox="331 1833 1463 1967" style="list-style-type: none"> • Received and reviewed the draft on-board survey report. • Received updates from the consultant team during weekly meetings on travel survey data review and cleaning, location-based data analysis, the survey report, and other materials.

PROGRAM NO.	
842	<p data-bbox="310 163 938 197">CONGESTION MANAGEMENT PROCESS</p> <p data-bbox="1214 205 1511 239" style="text-align: right;">HUNTER MULHALL</p> <ul data-bbox="331 239 1446 415" style="list-style-type: none"> Continued processing 2021 National Performance Management Research Data Set (NPMRDS) and INRIX travel time data for congestion analysis. Presented the updated Congestion Management Process to RTAC and received RTAC's recommendation of COMPASS Board of Directors' acceptance.
860	<p data-bbox="310 415 1279 449">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE</p> <p data-bbox="1243 457 1511 491" style="text-align: right;">ERIC ADOLFSON</p> <ul data-bbox="331 491 1495 947" style="list-style-type: none"> Maintained and created regional geographic data layers and map documents for member agencies and the public. Continued work on a web map for Safe Routes to School. Finalized and signed a contract for the 2022 orthophotography flight. Continued a hardware and software upgrade for the Regional Data Center. Continued work on a regional linear referencing route layer based on ITD's ARNOLD data and the regional centerline. Continued work on the Performance Measure Framework tool for the CIM 2050 project evaluation process. Completed the Census Boundaries and Annexation process. Began developing an Equity Index to help show underserved populations at the Transportation Analysis Zone (TAZ) level. Completed three orders of Lidar and Contour data.
991	<p data-bbox="310 947 760 980">SUPPORT SERVICES LABOR</p> <p data-bbox="1300 989 1511 1022" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 1022 1479 1157" style="list-style-type: none"> Provided general accounting, human resources, and administrative support to the agency. Updated COMPASS Employment Policies and Procedures for Board consideration.

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MARCH 2022 - 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 five-year revenue and expense projections to the Finance Committee as prelude to development of the FY2023 UPWP. • Calculated FY2023 proposed membership dues and presented to the Finance Committee for review and recommendation to the COMPASS Board. • Developed Revision 3 of the FY2022 UPWP and presented to the Finance Committee for review and recommendation to the COMPASS Board. • Began the process to develop the FY2023 UPWP. • Began developing a scope of work to flesh-out a COMPASS member agency request for COMPASS work in FY2023. • Processed and tracked revenues and expenditures associated with Revision 2 of the FY2022 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest. • Continued preparing for COMPASS' 2022 Federal Certification Review; assisted the Federal Highway Administration in developing and promoting a survey to receive public and agency feedback on COMPASS.
620	<p>DEMOGRAPHICS AND GROWTH MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Completed 8 development checklists, bringing the total for this fiscal year to 77. • Met with the City of Meridian on March 24, 2022, to continue developing a fiscal impact tool presentation for the National Planning Conference in May 2022. • Hosted a Demographic Advisory Workgroup meeting on March 4, 2022; the workgroup recommended Board approval of 2022 population estimates. • Hosted an affordable housing subcommittee meeting on March 9, 2022.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 13 Facebook posts, 13 Tweets, 13 Instagram posts, and 1 LinkedIn post. • Tracked issues related to COMPASS and transportation in the news media; facilitated two interviews. • Updated the COMPASS website. • Wrote and distributed the monthly Keeping Up With COMPASS newsletter. • Continued work to migrate the COMPASS website to a new platform. • Continued planning for an April 13, 2022, education series presentation on developing safety action plans. • Presented on the future of the Treasure Valley to the Boise Regional Realtors on March 1, 2022.

PROGRAM NO.	
661	<p data-bbox="310 163 716 195">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1511 233" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 237 1511 1010" style="list-style-type: none"> • Hosted a Park and Ride Advisory Team meeting on March 1, 2022. • Hosted a Public Transportation Workgroup meeting on March 2, 2022. • Continued to write technical documents and web content for <i>Communities in Motion 2050</i> (CIM 2050). • Continued developing corridor summary documents for CIM 2050. • Completed a summary of the <i>Infrastructure Investment and Jobs Act (IIJA)</i> for COMPASS staff. • Continued updating data for the environmental suitability analysis for CIM 2050. • Met with Idaho Department of Environmental Quality to develop ideas for a future environmental suitability analysis on March 16, 2022. • Hosted an Association of Professional Bicyclists and Pedestrians webinar on March 23, 2022. • Continued to plan for the public comment period on the draft Coordinated Public Transit-Human Services Transportation Plan; planned for April 15 – May 15, 2022. • Hosted a Freight Advisory Workgroup meeting on March 30, 2022. • Developed the long-term funded projects list, cost estimates, descriptions, and documentation for CIM 2050, and followed up with member agencies. • Received RTAC recommendation for approval of the CIM 2050 short-term and long-term funded capital projects. These will be presented to the COMPASS Board of Directors for action in the April Board meeting.
685	<p data-bbox="310 1014 915 1045">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1052 1511 1083" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1087 1495 1961" style="list-style-type: none"> • Developed staff recommendations for COMPASS-managed federal-aid programs for the FY2023-2029 Regional Transportation Improvement Program, based on the priorities approved by the Regional Transportation Advisory Committee (RTAC) on February 23, 2022. Hosted a workshop on March 2, 2022, to present the recommendations. • Hosted an informal meeting for local project sponsors on March 3, 2022, to discuss projects and programming. • Participated in a stakeholder meeting for the City of Eagle’s State Highway 44 Grade Separated Bicycle and Pedestrian Project Development project on March 10, 2022, and a follow-up meeting with the Idaho Transportation Department on March 29, 2022. • Participated in a stakeholder meeting for the City of Garden City’s 52nd Street Pedestrian Bridge Project Development project on March 22, 2022. • Attended the Federal Highway Administration debrief meeting of the City of Garden City’s 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application on March 25, 2022. • Provided letters of support for the City of Nampa’s Economic Development Administration grant, including letters from the Governor and the Idaho Congressional Delegation. • Provided letters of support for the Ada County Highway District, City of Nampa, and Valley Regional Transit RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grants and drafted letters of support on behalf of the Governor and Idaho Congressional Delegation. • Processed one Board administrative modification and one staff administrative modification; prepared one Board administrative modification

PROGRAM NO.	
	<p>for recommendation by RTAC for COMPASS Board of Directors' approval; and prepared one amendment for public comment.</p> <ul style="list-style-type: none"> • Met with member agency staff regarding project-specific issues and programming updates, as requested. • Prepared for the Urban Balancing Committee meeting, scheduled for April 7, 2022. • Prepared for a second Phase I call for projects, which will be open from April 6 through May 4, 2022. • Continued researching the implications of the new transportation authorization bill, the <i>Infrastructure Investment and Jobs Act (IIJA)</i>.
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> • Participated in a meeting for the Federal Highway Administration's review of contracting compliance for the Transportation Alternatives Program on March 1, 2022. • Attended the City of Eagle comprehensive plan review committee meeting on March 28, 2022.
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. • Developed radio scripts and began planning for the summer air quality outreach campaign, which will begin on May 1, 2022.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> • Responded to questions from the public. • Provided demographic data to a consultant working with the Parma Fire District. • Completed four special model runs for proposed developments – all four located throughout Ada County, bringing the total for this fiscal year to 35.
704	<p>AIR QUALITY OPERATIONS</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Began budget development process for FY2023. • Completed renewal and payment of one-year analyzer service agreements on behalf of emission testing stations. • Worked with Worldwide on resolution of issue with some records not being selected for notice when they should be. • Provided general support for emission testing notification, billing, and payment cycles.

PROGRAM NO.	
705	<p style="text-align: right;">MATT STOLL</p> <p>TRANSPORTATION LIAISON SERVICES</p> <ul style="list-style-type: none"> • Attended a Nampa Bicycle and Pedestrian Advisory Committee meeting on March 4, 2022. • Hosted a Caldwell Chamber Transportation Committee on March 7, 2022. Staff currently chairs this committee. • Attended Ada County Highway District's (ACHD's) Bicycle Advisory Committee meeting on March 7, 2022. • Attended ACHD's Pedestrian Advisory Group special meeting on March 17, 2022. • Attended via phone call the Idaho Transportation Board meeting on March 24, 2022. • Hosted the Foundation for Ada and Canyon Trail Systems (FACTS) meeting on March 23, 2022. • Attended the City of Meridian Transportation Commission meeting on March 7, 2022.
760	<p style="text-align: right;">MATT STOLL</p> <p>LEGISLATIVE SERVICES</p> <ul style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Monitored proposed rulemaking to determine implications to COMPASS and its membership. • Continued reviewing <i>Infrastructure Investment and Jobs Act (IIJA)</i> and its impact upon COMPASS and its membership.
761	<p style="text-align: right;">MATT STOLL</p> <p>GROWTH INCENTIVES</p> <ul style="list-style-type: none"> • No significant activity this month.
801	<p style="text-align: right;">MEG LARSEN</p> <p>STAFF DEVELOPMENT</p> <ul style="list-style-type: none"> • Attended "A Debrief on the Omnibus Appropriations Package" webinar hosted by the Eno Center for Transportation on March 10, 2022. • Attended "Food for Thought: Explore the Home Attainability Index" webinar hosted by ULI Idaho on March 15, 2022. • Attended "Building Foundation for Safety Through Complete Streets – Moving from Policy to Implementation" webinar hosted by the Federal Highway Administration on March 16, 2022. • Attended "Introduction to Transit Service Planning" virtual training presented by National Transit Institute from March 28 to March 31, 2022.
820	<p style="text-align: right;">MEG LARSEN</p> <p>COMMITTEE SUPPORT</p> <ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p style="text-align: right;">MARYANN WALDINGER</p> <p>REGIONAL TRAVEL DEMAND MODEL</p> <ul style="list-style-type: none"> • Provided special model runs and other technical assistance to member agencies. • Completed 30 model runs and provided necessary data to support the CIM 2050 prioritization process by scoring corridors based on technical analysis CIM 2050 goal areas.

PROGRAM NO.	
838	<p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> • Received updates from the consultant team during weekly meetings on travel survey data review and cleaning, location-based data analysis, the survey report, and other materials. • Participated in workshops with the consultants that covered both the on-board and household travel survey to discuss sample size, data collection process, weighting procedures, and results.
842	<p style="text-align: right;">HUNTER MULHALL</p> <ul style="list-style-type: none"> • Began developing the 2021 Congestion Management Annual Report. • Supported the Idaho Transportation Department (ITD) with data preparation for the “person hours of excessive delay” federal performance measure requirement.
860	<p style="text-align: right;">ERIC ADOLFSON</p> <ul style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Continued work on a web map for Safe Routes to School. • Completed the three-inch resolution portion of the 2022 orthophotography flight. • Continued a hardware and software upgrade for the Regional Data Center. • Completed work on a regional linear referencing route layer based on ITD’s ARNOLD data and the regional centerline. • Created sidewalk and bike lane overlays of linear referencing, added PMID information, and sent back to ACHD to assist with level of stress calculations. • Continued work on the Performance Measure Framework (PMF) tool for the 2050 CIM project prioritization process. <ul style="list-style-type: none"> ○ Built new data loading and bicycle and pedestrian evaluation tools for the PMF. ○ Updated the PMF with newly linear referenced bicycle and sidewalk data. • Compiled and delivered data for Star Project Development Plan. • Conducted a preliminary quality assurance/quality control check on the final Census/TAZ (transportation analysis zone) allocation. • Completed small map requests. • Updated the entitlement dataset. • Continued work on Equity Index to help show underserved populations at TAZ-level.
991	<p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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COMPASS BOARD OF DIRECTORS AGENDA ITEM VII-B

Date: April 18, 2022

Topic: Status Report – February Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for February 2022 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

February 2022 Air Quality Data:

In February 2022, the Idaho Department of Environmental Quality reported 13 days in the “moderate” air quality category. The remaining 15 days were in the “healthy” category.

The pollutants that triggered these conditions are listed below; descriptions can be found on page 3.

Moderate:

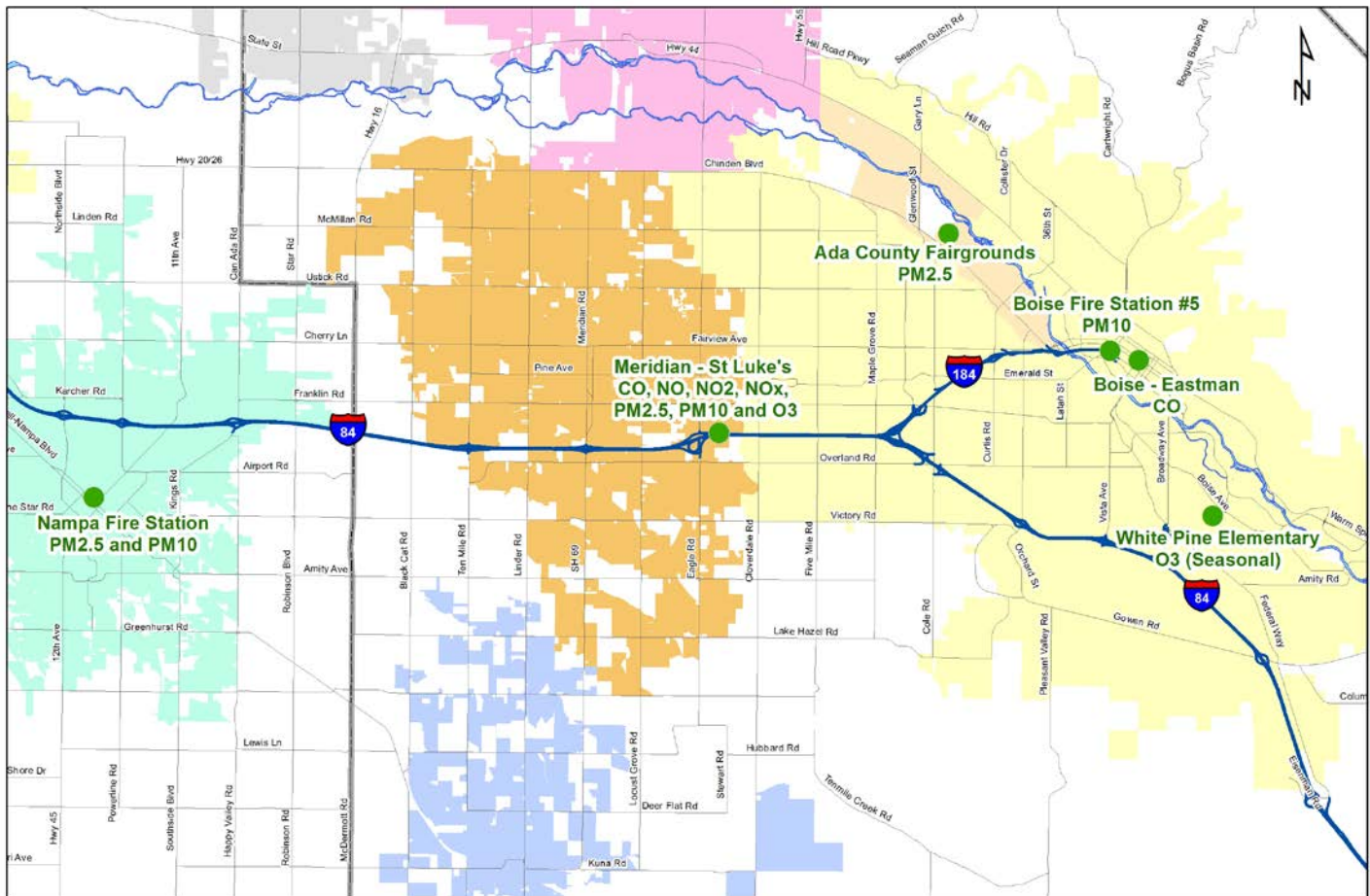
- Five days were attributable to fine particulate (PM_{2.5}) recorded in Canyon County.
- One day was attributable to PM_{2.5} recorded in Ada County.
- Seven days were attributable to PM_{2.5} recorded in both counties.

Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 1, 2012.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	27	32	0	59

Note: 2012, 2016, and 2020 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NOx)** 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. They are precursors (building blocks) of ozone.
- Ozone (O3)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and 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.
- PM_{2.5}** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM₁₀** Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

More Information:

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

COMPASS BOARD OF DIRECTORS AGENDA ITEM VII-B

Date: April 18, 2022

Topic: Status Report – March Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for March 2022 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

March 2022 Air Quality Data:

In March 2022, the Idaho Department of Environmental Quality reported two days in the “moderate” air quality category. The remaining 29 days were in the “healthy” category.

The pollutants that triggered these conditions are listed below; descriptions can be found on page 3.

Moderate:

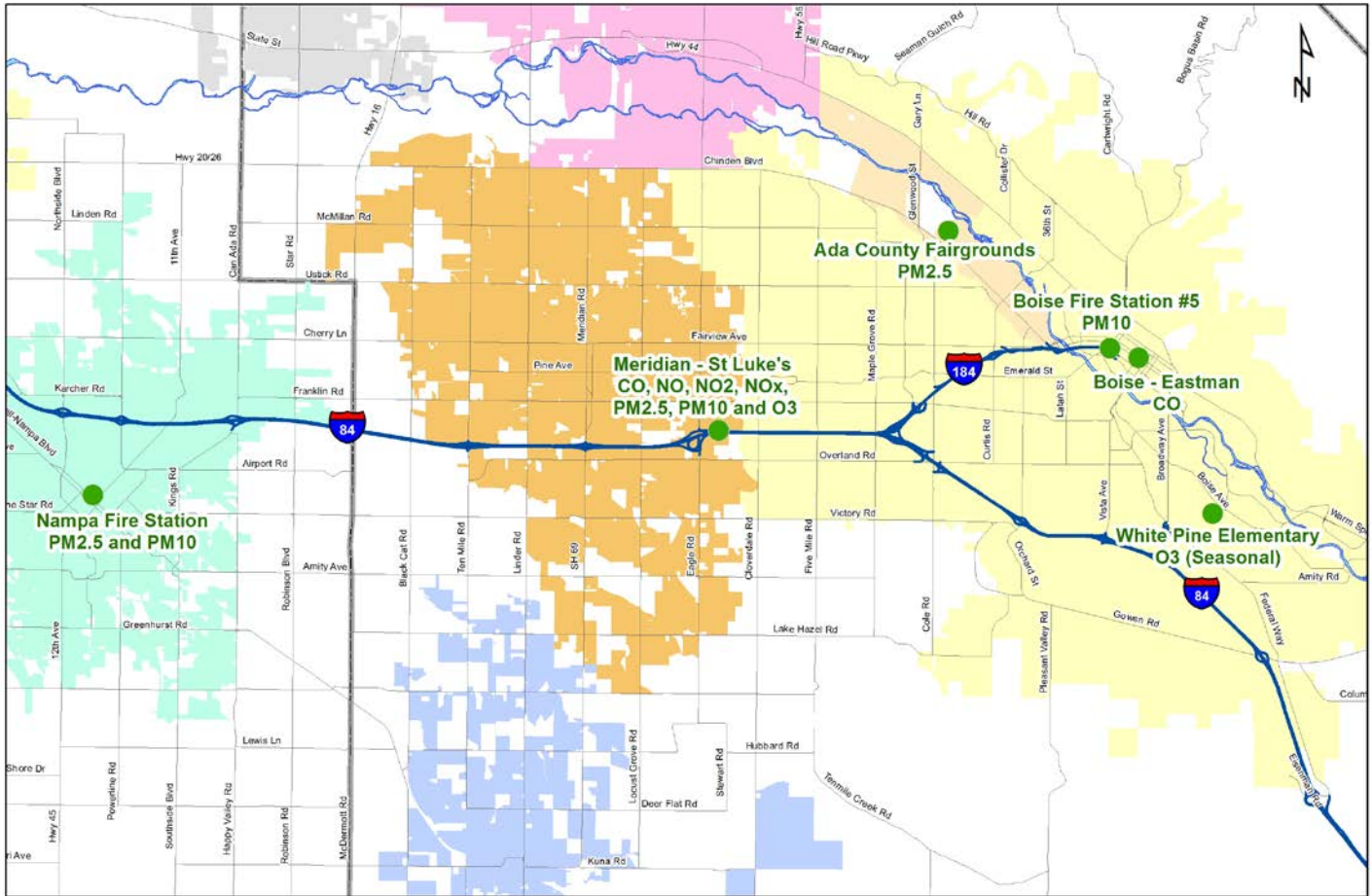
- Two days were attributable to fine particulate (PM_{2.5}) recorded in Canyon County.

Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 1, 2012.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	56	34	0	90

Note: 2012, 2016, and 2020 were leap years, so include one additional day.



Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NOx)** 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. They are precursors (building blocks) of ozone.
- Ozone (O3)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and 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.
- PM_{2.5}** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM₁₀** Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

More Information:

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

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

Item VII-C

Attendance List

<u>Member Agency/Name</u>	Jan '22	Feb '22	Mar '22	Apr '22	May '22	June '22	July '22	Aug '22	Sept '22	Oct '22	Nov '22	Dec '22	TOTAL
<i>ACHD/ T. Ferch/R. Head/T. Laws</i>	1	1	3										5
<i>Ada County/ L.Letson/B.Moore/S.Yarrington</i>	1	2	3										6
<i>Boise State/ D. Alexander</i>	1	1	1										3
<i>Canyon County/ K.Dahl/S.Fultz/D.Lister</i>	1	1	1										3
<i>Canyon Highway District #4/ L. Riccio</i>	1	1	1										3
<i>City of Boise/ K. Gallagher/D.Rader/J.Szelag</i>	1	2	2										5
<i>City of Caldwell/ A. Lively/R.MacDonald</i>	1	1	1										3
<i>City of Eagle/ N. Baird Spencer/B. Vaughan</i>	1	1	2										4
<i>City of Garden City/ H.Veal</i>	1	1	1										3
<i>City of Greenleaf/ L. Belt</i>	1	1	1										3
<i>City of Kuna/ J. Hellman</i>	1	0	1										2
<i>City of Melba/ D. Romine</i>	1	1	1										3
<i>City of Meridian/ M.Carson/C. Hood/B. McClure</i>	1	3	3										7
<i>City of Middleton/ B. Crofts</i>	1	0	0										1
<i>City of Nampa/ J. Barnes/C. Bowman/R. Ashby</i>	1	2	3										6
<i>City of Notus/ Vacant</i>	0	0	0										0
<i>City of Parma/ T.Wilson</i>	1	1	1										3
<i>City of Star/ S. Nickel</i>	1	0	1										2
<i>City of Wilder/ Vacant</i>	0	0	0										0
<i>Golden Gate Highway District. # 3/ B. Watkins</i>	1	0	0										1
<i>IDEQ/ M. Toole</i>	1	1	1										3
<i>ITD/ A.Bauges</i>	1	1	1										3
<i>Public Participation Committee/ L.Disney</i>	0	0	1										1
<i>Valley Regional Transit/ S. Hunt</i>	1	1	1										3
<i>Central District Health/ S. Kenney</i>	1	1	1										3
<i>Governor's Office/ Vacant</i>	0	0	0										0



**Community Planning Association (COMPASS)
Administrative Modification #6 for FY2022-2028 Transportation Improvement Program (TIP)**

Item VII-D

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
13481	State Street and Collister Drive Intersection, Boise	ACHD	\$13,704,274	\$13,024,274	-4.96%	STBG-TMA	2022	Decrease PC by \$34,000, CE by \$371,000, and CN by \$275,000.	Decrease funding to prepare for project close out. Move funds to key numbers 20159, 19465, and 20841, per TMA balancing 1/26/2022.
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	\$6,651,000	\$6,456,000	-2.93%	Local Participating	2022	Decrease CE by \$65,000 and CN by \$130,000.	Convert local funds to federal-aid. Funds from key number 13481. Per TMA balancing 1/26/2022.
						STBG-TMA	2022	Increase CE by \$65,000 and CN by \$130,000.	
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	ACHD	\$757,570	\$872,570	15.18%	STBG-TMA	2022	Increase CC by \$10,000 and CN by \$105,000.	To increase construction costs to cover high bid. Funds from key number 13481, per TMA balancing 1/26/2022.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	City of Eagle	\$4,377,000	\$4,376,922	0.00%	STBG-TMA	2022	Increase CN by \$370,000.	Convert local funds to federal-aid. Funds from key number 13481. Per TMA balancing 1/26/2022. Adjust funding to match programmed amounts. Project is obligated as "advance construction."
						Local Participating	2022	Increase CE by \$5,000, CC by \$475,000, CL by \$75,000, and CN by \$211,922.	
						Local Participating	2023	Decrease CE by \$5,000, CC by \$475,000, CL by \$75,000, and CN by \$582,000.	
21896	Roadway and ADA Improvements, Boise Area - FY2025	ACHD	\$8,069,000	\$8,069,000	0.00%	Local Participating	2023	Decrease LP by \$750,000.	Correct funding phasing and sources. No changes total.
						STBG-TMA	2024	Increase LP by \$750,000.	
22618	I-84, Middleton Road Overpass, Canyon County	ITD	\$7,747,000	\$7,142,943	-7.80%	INFRA	2022	Increase CN by \$126,000.	Correct previous expenditures to actual. Increase construction to meet actual costs, per ITD. Funds from key number 20799.
						State Capacity	2022	Increase CN by \$84,000.	
						N/A	Previous	Decrease by \$814,057.	
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	ITD	\$42,000,000	\$41,000,000	-2.38%	TECM	2022	Decrease PE by \$1,000,000.	Decrease to match current estimate, per ITD.
23099	I-84, SH-44, Westbound Ramp Improvements, Canyon County	ITD	\$1,300,000	\$1,706,123	31.24%	State Capacity	2022	Increase CN by \$406,123.	Increase construction to match final estimates. Funds from Statewide balancing. Increase is less than \$500,000 and per criteria #7, may be processed through Administrative Modification.
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	ITD	\$54,000,000	\$52,500,000	-2.78%	TECM	2022	Decrease PE by \$750,000.	Decrease funds to match current estimate, per ITD.
						TECM	2023	Decrease RW by \$250,000.	
						TECM	2024	Decrease RW by \$500,000.	
23455	I-84, Robinson Road Underpass Overpass Repair, Nampa	ITD	\$100,000	\$200,000	100.00%	NHPP	2022	Increase CE by \$5,000, CC by \$20,000, and CN by \$75,000.	Increase costs to match current estimate. Increase is less than \$500,000 and per criteria #7, may be processed through Administrative Modification.

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

ACHD = Ada County Highway District
 ADA = Americans with Disabilities Act
 CC = Construction Engineering Consultant
 CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year

I = Interstate
 INFRA = Infrastructure for Rebuilding America
 ITD = Idaho Transportation Department
 KN = Key Number
 NHPP = National Highway Performance Program
 PC = Preliminary Construction

PE = Preliminary Engineering
 RW = Right of Way
 STBG = Surface Transportation Block Grant
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval:


 Matthew J. Stoll, Executive Director
 COMPASS

Date:

2/1/2022



**Community Planning Association (COMPASS)
Administrative Modification #7 for FY2022-2028 Transportation Improvement Program (TIP)**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	ACHD	\$2,504,000	\$2,305,000	-7.95%	STBG-TMA	2022	Increase CE by \$1,000. Decrease CN by \$200,000.	To release remaining STBG-TMA funding to match current estimates.
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	\$3,683,000	\$3,740,000	1.55%	STBG-TMA	2022	Increase CN by \$57,000.	To fund all eligible non-bid items.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	City of Eagle	\$4,377,000	\$4,377,000	0.00%	STBG-TMA	2022	Increase CN by \$143,000.	To match current estimates and obligations.
						Local Participating	2022	Decrease CN by 143,000.	
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	ITD	\$41,000,000	\$40,500,000	-1.22%	TECM	2022	Increase PE by \$250,000.	To meet current estimates.
						TECM	2023	Decrease RW by \$750,000.	
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	ITD	\$9,853,000	\$9,853,000	0.00%	NHPP	2022	Increase PC by \$100,000. Decrease CE by \$100,000.	To move funds from CE to PC to cover current costs within the project.
22619	I-84, Ustick Road Overpass, Canyon County	City of Caldwell/ITD	\$15,584,000	\$15,864,000	1.80%	TECM	2022	Increase CE by \$12,000 and CC by \$100,000.	To increase funds for post-award change. Offset provided from key number 20799.
						INFRA	2022	Increase CE by \$18,000 and CC by \$150,000.	
NEW10 23095	Linder Road, Overland Road to Franklin Road, Widen & Add Overpass, Meridian	ACHD	\$1,010,000	\$1,010,000	0.00%	N/A	N/A	N/A	To update temporary key number to permanent key number.
NEW12 KUN01	Study, Meridian Road Extension and Railroad Overpass, Kuna	City of Kuna	\$300,000	\$300,000	0.00%	N/A	N/A	N/A	To update temporary key number to permanent key number.

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 CN = Construction
 FY = Fiscal Year
 I = Interstate

ITD = Idaho Transportation Department
 KN = Key Number
 NHPP = National Highway Performance Program
 PE = Preliminary Engineering
 RW = Right of Way
 STBG = Surface Transportation Block Grant

TAP = Transportation Alternatives Program
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval: Matthew J. Stoll
 Matthew J. Stoll, Executive Director
 COMPASS

Date: 3/14/2022



**Community Planning Association (COMPASS)
Administrative Modification #8 for FY2022-2028 Transportation Improvement Program (TIP)**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	\$3,740,000	\$3,745,000	0.13%	Local Participating	2022	Increase CN by \$5,000.	To fully cover the bid increase and non-bid items.
23410	SH-16, I-84 to Franklin Road, Nampa	City of Nampa	\$60,500,000	\$56,021,982	-7.40%	TECM	2022	Decrease CE by \$500,000 and CN by \$4,478,018. Increase CC by \$200,000.	To cover initial construction obligation. This change falls under the "suite of projects" criteria in the TIP amendment policy.
						State	2022	Increase CE by \$300,000.	
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	ACHD	\$3,089,000	\$2,339,000	-24.28%	Local Participating	2022	Decrease LP by \$250,000.	To eliminate funding not needed. This segment does not have the expected sidewalk improvements.
						Local Participating	2023	Decrease CN by \$500,000.	
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	ITD	\$55,500,000	\$59,500,000	7.21%	TECM	2022	Increase CN by \$4,000,000.	To increase funds to avoid decrease in corridor. Offset from key number 23410. This change falls under the "suite of projects" criteria in the TIP amendment policy.
23188	I-84 and SH-44 Interchange Replacement, Canyon County	ITD	\$16,225,000	\$15,925,000	-1.85%	NHPP	2022	Increase PE by \$25,000 and PC by \$675,000.	To adjust to meet current needs and engineer's estimate.
						NHPP	2023	Decrease PE and PC by \$200,000 and \$800,000.	
18905	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021	VRT	\$0	\$2,496,000	100%	5307-LU-STBG-TMA	2022	Increase CN by \$2,496,000.	To carry over FY2021 funds to allow obligation at FTA. These are STBG-TMA funds transferred to the 5307 LU program.

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

ITD = Idaho Transportation Department
 KN = Key Number
 NHPP = National Highway Performance Program
 PC = Preliminary Construction
 PE = Preliminary Engineering
 SH = State Highway

TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 US = United States

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval:
 Matthew J. Stoll, Executive Director
 COMPASS

Date:

3-30-2022