



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING PACKET

February 28, 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:
• Question of privilege
• Orders of the day
• Object to consideration
Motions to Control Debate:
• Limit debate
• Previous question

TABLE OF RULES RELATING TO MOTIONS:

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

2022 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
February 28, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Confirm Finance Committee Membership • Approve Extension of Delivery Deadlines on Local Federal-Aid Projects • Adopt Resolution Amending the FY2022-2028 Regional Transportation Improvement Program (TIP) • Approve Revisions to the COMPASS Employment Policies • Approve Revisions to the COMPASS Records Policy • Approve Updated Transportation Improvement Program (TIP) Policies
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 20, 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 • Approve FY2024-2030 COMPASS Funding Application Guide
August 15, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • 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 COMPASS Workgroup Charters
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
FEBRUARY 28, 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, but has limited capacity. In-person attendees must maintain physical distance and should wear a mask at all times in the COMPASS building, if not fully vaccinated.

Please specify whether you plan to attend in-person or virtually when RSVPing to Hailey Townsend at htownsend@compassidaho.org or 208-475-2232.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on February 28, 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 December 20, 2021, COMPASS Board Meeting Minutes**
- Page 11 ***B. Receive Approved November 9, 2021 Executive Committee Meeting Minutes and December 2, 2021, Finance Committee Meeting Minutes**
- Page 18 ***C. Approve List of Records for Destruction**
- Page 20 ***D. Confirm Finance Committee Membership**
- Page 21 ***E. Approve Revised Employment Policies and Procedures**
- Page 75 ***F. Ratify Resolution Approving Revision 2 of the FY2022 UPWP**
- Page 103 ***G. Ratify Modification to the FY2022-2028 Regional Transportation Improvement Program (TIP)**
- Page 108 ***H. Approve Regional Transportation Advisory Committee Members**
 - I. Approve Rescheduling June 20, 2022 COMPASS Board of Directors' Meeting to June 27, 2022**

IV. SPECIAL ITEMS

1:35 A. Status Report – Air Quality Update

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

V. ACTION ITEMS

1:55 *A. Approve *Communities in Motion 2050 (CIM 2050) Project* Toni Tisdale

Page 110 Scoring Process

Toni Tisdale will seek COMPASS Board of Directors' approval of the CIM 2050 project scoring process.

2:10 *B. Adopt Resolutions Amending *Communities in Motion 2040 2.0* Toni Tisdale (CIM 2040 2.0) and FY2022-2028 Regional Transportation Page 122 Improvement Program (TIP)

Toni Tisdale will seek COMPASS Board of Director's adoption of resolutions to amend CIM 2040 2.0 and FY2022-2028 TIP to add projects for the City of Kuna and the Ada County Highway District (ACHD), as well as modify the cost of three projects.

2:20 *C. Approve State Street Corridor Memorandum of Kelli Badesheim Page 143 Understanding (MOU)

Kelli Badesheim will present an update on the State Street Corridor MOU and request approval by the COMPASS Board of Directors.

VI. INFORMATION ITEMS

2:30 *A. Review Development of *Communities in Motion 2050 (CIM 2050)* Carl Miller

Page 152 Carl Miller will review progress on developing CIM 2050.

2:40 *B. Review CIM 2050 Funded Projects and Unfunded Needs Mary Ann Waldinger

Page 157 Mary Ann Waldinger will review CIM 2050 funded projects and unfunded needs.

2:55 *C. Review Updates to *Communities in Motion 2040 2.0* Liisa Itkonen (CIM 2040 2.0)

Page 163 Liisa Itkonen will review updated 2021 information in CIM 2040 2.0.

3:00 D. Status Report – State & Federal Legislative Issues Ken Burgess

Ken Burgess will provide an update on the latest legislative developments at the state and federal levels.

VII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (3:15)

Page 183 *A. Staff Activity Reports

Page 194 *B. Status Report – Current Air Quality Data

Page 198 *C. Status Report – Regional Transportation Advisory Committee Attendance

Page 199 *D. Administrative Modifications

Page 204 *E. Status Report – Project Milestone Report

**Page 228 *F. Correspondence – 2022 COMPASS Federal Transportation Planning
Certification Review**

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
DECEMBER 20, 2021
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, ID
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES: Kelli Badesheim, Valley Regional Transit, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Rod Beck, Commissioner, Ada County, via telephone
Elaine Clegg, Councilmember, City of Boise, **Immediate Past Chair**, via telephone
Ryan Davidson, Commissioner, Ada County, via telephone
Matt Edmond for John Brunelle, Capital City Development Corporation, via telephone
John Evans, Mayor, City of Garden City, via telephone
Jim Hansen, Commissioner, Ada County Highway District, via telephone
Kendra Kenyon, Commissioner, Ada County, via telephone
Debbie Kling, Mayor, City of Nampa, **Vice Chair**, via telephone
Caleb Lakey, Idaho Transportation Department – District 3, via telephone
Mary May, Commissioner, Ada County Highway District, **Secretary-Treasurer**, in person
Lauren McLean, Mayor, City of Boise, via telephone
Garret Nancolas, Mayor, City of Caldwell, **Chair**, via telephone
Brent Orton, City of Caldwell, via telephone
Caleb Hood for Jessica Perreault, Councilmember, City of Meridian, via telephone
Tom Points, City of Nampa, via telephone
Charlie Rountree, City of Meridian, in person
Becky Crofts for Steve Rule, Mayor, City of Middleton, via telephone
Aaron Scheff, Idaho Department of Environmental Quality, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Joe Stear, Mayor, City of Kuna, **Chair Elect**, in person
Matt Stoll, Executive Director, Community Planning Association, Ex officio, in person
John Buckwalter for Marlene Tromp, Boise State University, via telephone
Pam White, Commissioner, Canyon County, via telephone
Tina Wilson, City of Parma, via telephone
Holli Woodings, Councilmember, City of Boise, in person
Nikole Zogg, Southwest District Health, Ex officio

MEMBERS

ABSENT:

Trevor Chadwick, City of Star
Cory Dickard, Mayor, City of Melba
Jay Gibbons, Commissioner, Canyon Highway District No. 4
Chelsie Johnson, City of Wilder
Kurt Kopadt, City of Greenleaf
Dave McKinney, Commissioner, Ada County Highway District
Jason Pierce, Mayor, City of Eagle
David Porterfield, Mayor, City of Notus
Victor Rodriguez, Councilmember, City of Nampa
Keri Smith, Commissioner, Canyon County
Leslie Van Beek, Commissioner, Canyon County
Bob Watkins, Golden Gate Highway District No. 3

OTHERS:

Eric Adolfson, Community Planning Association, via telephone
Clair Bowman, City of Nampa, via telephone
Lisa Brady, Valley Regional Transit, via telephone
Bre Brush, City of Boise, via telephone
Ken Burgess, Veritas Advisors, via telephone
Julie DeLorenzo, Idaho Transportation Department, via telephone
Ryan Field, City of Star, via telephone
Ryan Head, Ada County Highway District, via telephone
Liisa Itkonen, Community Planning Association, via telephone
Meg Larsen, Community Planning Association, via telephone
Amy Luft, Community Planning Association, 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

CALL TO ORDER:

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

OPEN DISCUSSION/ANNOUNCEMENTS

Chair Garret Nancolas thanked the COMPASS Board for his time serving as Board Chair. Matt Stoll announced the passing of former COMPASS employee, Ross Dodge.

SPECIAL ITEMS

A. Leadership in Motion Award Presentation

Matt Stoll announced and congratulated the 2021 COMPASS Leadership in Motion award recipients. The 2021 recipients were: Leadership in Government, Ada County Highway District for its Livable Streets Performance Measures project and City of Nampa for its Grimes Pathway project; Leadership in Practice - Volunteer, Lisa Brady; Leadership in Practice – Professional, Clair Bowman; Leadership by Example, Elected Official, Garret Nancolas.

CONSENT AGENDA

- A. Approve October 18, 2021, COMPASS Board Meeting Minutes**
- B. Receive Approved September 14 and October 12, 2021, Executive Committee Meeting Minutes and August 19, 2021, Finance Committee Meeting Minutes**
- C. Confirm Regional Transportation Advisory Committee (RTAC) Membership**
- D. Approve Amendment to the COMPASS Funding Application Guide FY2023-2028**

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

ACTION ITEMS

- A. Adopt Resolution Approving Revision 1 of the FY2022 Unified Planning Work Program and Budget (UPWP)**

Meg Larsen reviewed and requested approval of Revision 1 of the FY2022 UPWP.

After discussion, **Brent Orton moved and Jim Hansen seconded to adopt Revision 1 of the FY2022 Unified Planning Work Program and Budget (UPWP). Motion passed unanimously.**

- B. Confirm 2022 Board Officer Slate**

Matt Stoll reviewed the COMPASS Executive Committee recommended 2022 Board Officer slate: Joe Stear, Chair; Debbie Kling, Chair Elect; Mary May, Vice Chair; Jay Gibbons, Secretary-Treasurer; and Elaine Clegg, Immediate Past Chair.

After discussion, **Garret Nancolas moved and Holli Woodings seconded to approve the 2022 COMPASS Board officer slate. Motion passed unanimously.**

- C. Approve 2022 Federal Transportation Position Statements**

Ken Burgess presented the 2022 federal transportation position statements recommended by the Executive Committee for COMPASS Board approval. The statements will be reviewed in light of the newly adopted Infrastructure Investment and Jobs Act and brought back to the Board of Directors with suggested updates at a later date as appropriate.

After discussion, **Elaine Clegg moved and Mary May seconded to approve the 2022 Federal Transportation position statements. Motion passed with one abstention.**

- D. Approve 2022 Idaho Legislative Session Position Statements**

Ken Burgess presented the 2022 Idaho legislative session position statements recommended by the Executive Committee for COMPASS Board approval.

After discussion, **Jim Hansen moved and Kendra Kenyon seconded to approve the 2022 Idaho Legislative Session position statements. Motion passed with one abstention.**

- E. Adopt Resolutions Amending *Communities in Motion 2040 2.0 (CIM 2040 2.0)* and the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs (TIPs)**

Liisa Itkonen reviewed resolutions to amend CIM 2040 2.0 and the FY2021-2027 and FY2022-2028 TIPs at the request of ITD, ACHD, Boise State University, and City of Nampa.

After discussion, **Debbie Kling moved and Brent Orton seconded to adopt Resolutions 06-2022 and 07-2022 to amend CIM 2040 2.0 and the FY2021-2027 and FY2022-2028 TIPs. Motion passed unanimously.**

F. Adopt the COMPASS Complete Network Policy

Carl Miller reviewed the COMPASS Complete Network Policy.

After discussion, **Kelli Badesheim moved and Mary May seconded to adopt COMPASS Complete Network Policy, replacing the 2009 COMPASS Complete Streets Policy. Motion passed unanimously.**

INFORMATION ITEMS

A. Status Report – Finance Committee

Finance Committee Chair, Mary May, provided a status report on the December 2 and December 16, 2021, Finance Committee meetings.

ADJOURNMENT

Chair Elect Joe Stear adjourned the meeting at 3:05 p.m. Motion passed unanimously.

Approved this 28th day of February 2022.

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

Attest:

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

**EXECUTIVE COMMITTEE MEETING
NOVEMBER 9, 2021
COMPASS 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, ID 83642**

****MINUTES****

ATTENDEES:

Rod Beck, Commissioner, Ada County, via telephone
Jennifer Salmonsens for Trevor Chadwick, Mayor, City of Star, via telephone
Elaine Clegg, Councilmember, **Immediate Past Chair**, City of Boise, via telephone
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone
Debbie Kling, Mayor, **Vice Chair**, City of Nampa, via telephone
Garret Nancolas, Mayor, **Chair**, City of Caldwell, via telephone
Mary May, Commissioner, **Secretary-Treasurer**, Ada County Highway District, in person
Bill Vaughan for Jason Pierce, Mayor, City of Eagle, via telephone
Steve Rule, Mayor, City of Middleton, via telephone
Caleb Hood for Robert Simison, Mayor, City of Meridian, via telephone
Keri Smith, Commissioner, Canyon County, via telephone
Joe Stear, Mayor, **Chair Elect**, City of Kuna, via telephone

MEMBERS ABSENT:

OTHERS PRESENT: Ken Burgess, Veritas Advisors, via telephone
Destinie Hart, Community Planning Association, via telephone
Meg Larsen, Community Planning Association, via telephone
Amy Luft, Community Planning Association, via telephone
Matt Stoll, Executive Director, Community Planning Association, in person
Hailey Townsend, Community Planning Association, in person

CALL TO ORDER:

Chair Elect Joe Stear called the meeting to order at 1:31 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve October 12, 2021, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish December 20, 2021, COMPASS Board Annual Meeting

Matt Stoll reviewed the proposed agenda items and location for the annual meeting of the COMPASS Board scheduled for December 20, 2021.

After discussion, **Elaine Clegg moved and Mary May seconded to hold the annual meeting for 2021 at COMPASS, with virtual options for all members. Motion passed unanimously.**

Garret Nancolas moved and Debbie Kling seconded approval of items 1-18 for the COMPASS Board of Directors annual meeting. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.

B. Recommend COMPASS Board Officer Slate for Annual Meeting

Matt Stoll reviewed the nomination received for the position of Secretary-Treasurer and the recommended 2022 COMPASS Board officers slate for approval at the December 20, 2021, COMPASS Board annual meeting:

Joe Stear, Chair; Debbie Kling, Chair Elect; Mary May, Vice Chair; Jay Gibbons, Secretary/Treasurer; and Elaine Clegg, Immediate Past Chair.

After discussion, **Keri Smith moved and Mary May seconded to recommend the 2022 COMPASS Board officer slate as presented for COMPASS Board approval. Motion passed unanimously.**

C. Recommend 2022 Federal Transportation Policy Positions for COMPASS Board Approval

Ken Burgess presented proposed 2022 federal transportation policy positions for COMPASS Board approval.

COMPASS encourages long-term reauthorization of the FAST Act.

The Fixing America's Surface Transportation (FAST) Act expires September 30, 2021. Consistent, predictable federal investment through a new long-term surface transportation reauthorization would allow local governments to address much-needed infrastructure improvements.

Provide more direct funding to local governments and increase local decision-making authority: COMPASS encourages more direct allocation and flexibility to regions, MPOs, cities, and counties with transportation infrastructure responsibilities. The FAST Act made some progress in this regard, while placing greater responsibility on those entities to develop and meet system performance goals.

Streamline the federal permitting process (One Federal Decision): COMPASS supports streamlining of the federal transportation project delivery process to facilitate timely construction of federally funded projects and reduce project delay and expense.

Increase federal funding for public transportation: Public transportation providers in both urban and rural areas of Idaho operate on very limited funding. Congress should provide more robust growth in federal public transportation programs to help these systems meet the needs of their communities.

Maintain federal support for non-motorized transportation options: Encouragement to participate in, and incentives to provide safe bicycle and pedestrian mobility options should remain a priority for Congress.

Maintain and increase set-aside for off-system bridges: Nearly eighty percent of the nation's bridges are the responsibility of local entities (not on the federal-aid highway system). This funding is crucial for local entities to safely operate and maintain these bridge structures.

Maintain fiscal constraint requirement on long-range plans: COMPASS opposes eliminating the fiscal constraint requirements for long-range transportation plans. Long range transportation plans are required to be limited to projects that can be completed with the level of funding reasonably expected to be available. This is a responsible approach to transportation planning and mitigates unreasonable expectations that projects could be completed when necessary funding is unavailable.

FEDERAL TRANSPORTATION FUNDING – HIGHWAY TRUST FUND

Congress must solve the perennial Highway Trust Fund funding problem in a permanent, meaningful way, eliminating the need for short-term infusions of general fund dollars.

- **Support federal fuel excise tax increase:** The federal fuel tax has not been increased since 1993 (28 years), and remains the most readily available user-pay solution to stabilizing the Highway Trust Fund.
- **Index federal fuel tax to rate of inflation:** Indexing the motor fuels tax to rate of inflation will mitigate many of the political barriers to funding the Highway Trust Fund into the future.
- **Add additional Road User Charge concepts:** Improvements in fuel efficiency and development of alternative fuel vehicles have a negative effect on the Highway Trust Fund. Additional user fee concepts such as mileage-based user fees are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.

RAIL PROVISIONS

Inter-City Passenger Rail Service: COMPASS encourages Congress to provide the necessary tools and funding to study the feasibility to resuming AMTRAK's "Pioneer Route" passenger rail service to the Treasure Valley. The Pioneer Route provided service from Seattle to Denver, through Portland, Boise, and Salt Lake City for twenty years until it was discontinued in 1997. Given the recent economic and population growth of the areas of the Northwest, it is reasonable to study the feasibility of resuming the Pioneer Line passenger rail service.

Rail Corridor Use: COMPASS urges Congress and the Federal Railroad Administration to ensure expectations set in the Rail Passenger Service Act of 1970 for reasonable cooperation between intercity passenger rail providers and railroad companies is upheld. Agreements for local use of rail owned by rail companies should not be subjected to unreasonable compensation

requests and unjustifiable delay. The FRA should utilize their authority to achieve the intent of law.

After discussion, **Debbie Kling moved and Elaine Clegg seconded to recommend the 2022 federal transportation policy positions for the COMPASS Board of Directors' approval at the December 20, 2021, meeting. Motion passed unanimously.**

D. Recommend 2022 State Legislative Policy Positions for COMPASS Board Approval

Ken Burgess presented 2022 Idaho legislative session position statements for COMPASS Board approval.

Transportation Revenue: COMPASS supports increasing state and local transportation revenue. Idaho's current transportation funding level remains inadequate to address the state's needs. State and local transportation entities still face critical funding shortfalls for maintenance and expansion projects.

- **Increase state motor fuels excise tax:** The state fuel excise tax is currently the most effective "user fee" to secure additional funding for state and local transportation needs. COMPASS supports increasing the state fuel excise tax to meet the infrastructure needs of Idahoans.
- **Index state fuels excise tax to rate of inflation:** Indexing the fuels excise tax to rate of inflation would help keep pace with increasing costs of construction over time. It would also help eliminate the perceived political risk of active rate changes required by the legislature.
- **Alternative user-charge concepts:** New automotive technologies and increased fuel efficiency necessitate expanding transportation user fee concepts. A mileage-based user fee should be considered to ensure all users of the system pay a share of those costs.
- **Support Local Option Sales Tax Authority:** Local Option Sales Tax Authority could provide local units of government a tool to request supplemental infrastructure revenue for specific projects as approved by voters.
- **Support dedicated funding source for public transportation:** Idaho is one of few states that does not provide a dedicated funding source for public transportation needs. As the population of the state and region continues to grow and diversify, both urban and rural public transportation entities struggle to meet the mobility needs of their communities.
- **Support dedicated funding for safe, community-oriented bicycle and pedestrian options:** Safe community and neighborhood-oriented bicycle and pedestrian options should be a priority for the state.

State Transportation Policy: COMPASS supports the following changes to Idaho statutes to further improve the ability of state and local transportation entities to meet the transportation needs of the state and region.

- **Property taxes:** COMPASS supports removing the property tax cap which limits local taxing districts ability to deliver needed infrastructure to growing local units of government. Recent action by the legislature to arbitrarily cap taxing district budgets, and limit adjustments for new growth has had a negative effect on the ability to meet infrastructure needs associated with new growth.

- **HOV lanes:** Support statutory authority to implement High Occupancy Vehicle (HOV) Lanes. Current statutory language restricts locations in which HOV lanes may be utilized.
- **Interstate Rail Commission participation:** Support statutory or Executive Branch action for Idaho to form, and/or participate in, an Interstate Rail Commission. An interstate rail commission will provide a venue to study the feasibility and assist in the implementation of returning robust inter-city passenger rail services to the western United States.
- **Impact fee flexibility:** COMPASS supports statutory changes to allow for more flexible uses of development impact fees within the jurisdiction's rights-of-way. Current development impact fees law limits allowable use of such fees to roadway infrastructure uses, to the exclusion of alternative transportation capital improvements such as sidewalks, bicycle lanes, or bus/transit improvements.

After discussion, **Debbie Kling moved and Elaine Clegg seconded to recommend the proposed 2022 Idaho legislative session position statements for COMPASS Board approval as presented. Motion passed unanimously.**

E. Approve COMPASS Board Member Travel

Matt Stoll presented a travel request for Mary May to attend the National Association of Regional Councils' National Conference of Regions, February 6-10, 2022, in Washington D.C.

After discussion, Keri Smith moved and Elaine Clegg seconded to approve the travel request for Mary May to attend the National Association of Regional Councils' conference, February 6-10, 2022, in Washington D.C. Motion passed unanimously.

ADJOURNMENT

Chair Elect Joe Stear adjourned the meeting at 2:25 p.m.

Approved this 11th day of January 2022.

By: 

Joe Stear, Chair
Community Planning Association of
Southwest Idaho

Attest:

By: 

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

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Working together to plan for the future

**FINANCE COMMITTEE MEETING
DECEMBER 2, 2021
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES:

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, in person
Holli Woodings, Councilmember, City of Boise, via telephone

MEMBERS ABSENT:

John Evans, Mayor, City of Garden City
Garret Nancolas, Mayor, City of Caldwell
Keri Smith, Commissioner, Canyon County

OTHERS PRESENT:

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

CALL TO ORDER:

Chair Mary May called the meeting to order at 12:01 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve August 19, 2021, Finance Committee Meeting Minutes

Kendra Kenyon moved and Jay Gibbons seconded approval of the Consent Agenda with the amendment to correct the spelling of Holli Woodings' name in the minutes. 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, July 3, 2021, to November 5, 2021, which was provided in the packet for information.

ACTION ITEM

A. Approve Variance Report for October 1, 2020 – September 30, 2021

Meg Larsen presented the variance report for October 1, 2020 – September 30, 2021, for approval by the Finance Committee.

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

B. Recommend Approval of Revision 1 to the FY2022 Unified Planning Work Program and Budget

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

After discussion, **Kendra Kenyon moved and Jay Gibbons seconded to recommend COMPASS Board approval of Revision 1 to the FY2022 Unified Planning Work Program and Budget. Motion passed unanimously.**

ADJOURNMENT

Holli Woodings moved and Kendra Kenyon seconded to adjourn the meeting at 12:21 p.m. Motion passed unanimously.

Approved this 16th day of December 2021.

By: 
for **Mary May, Chair**

Attest:

By: 
Kendra Kenyon, Vice Chair

COMPASS BOARD AGENDA ITEM III-C

Date: February 28, 2022

Topic: Records to be Destroyed

Request/Recommendation:

Staff seeks COMPASS Board approval of destruction of the records listed in the attachment.

Background/Summary:

The COMPASS Board approved the updated Records Retention Policy at the September 21, 2015, meeting.

The policy describes the type of records that COMPASS has and specifies the retention period for those types of records. The policy further describes the process of destruction for those records that have exceeded their retention period.

In compliance with the policy guidance, COMPASS staff proposes to destroy the records listed on the attachment because those records have exceeded their Board-approved retention period.

COMPASS staff will have the records destroyed by a commercial shredding service following approval by the COMPASS Board. The shredding service will provide a certification of destruction.

Implication (policy and/or financial):

If the COMPASS Board approves the destruction of the listed records, the destruction will be completed as described. If the COMPASS Board does not approve destruction of the listed records, the records will be retained.

More Information:

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

COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Inventory of Records to be Destroyed

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2016 News Releases	9/30/2016	5	9/30/2021	2/28/2022	
FY2016 Keeping Up With COMPASS	9/30/2016	5	9/30/2021	2/28/2022	
FY2015 Attendance records for COMPASS 101	9/30/2015	2	9/30/2017	2/28/2022	
FY2016 Attendance records for COMPASS education series and COMPASS 101	9/30/2016	2	9/30/2018	2/28/2022	
FY2017 Attendance records for COMPASS education series and COMPASS 101	9/30/2017	2	9/30/2019	2/28/2022	
FY2018 Attendance records for COMPASS education series and COMPASS 101	9/30/2018	2	9/30/2020	2/28/2022	
FY2019 Attendance records for COMPASS education series and COMPASS 101	9/30/2019	2	9/30/2021	2/28/2022	
FY2012 Air Quality Awareness/Perception Household Survey conducted on behalf of DEQ and AQB (final report of results retained)	9/30/2012	5	9/30/2017	2/28/2022	
FY2014 CIM 2040 public comments and outreach materials	9/30/2014	5	9/30/2019	2/28/2022	
FY2013 Public Comments: TIP Open House (CIM 2035 Amendment/FY2014-2018 TIP/CIM 2040 Prioritized Transportation Needs)	9/30/2013	5	9/30/2018	2/28/2022	
FY2014 Public Comments: TIP Open House (FY2015-2019 TIP and Transportation Service Coordination Plan)	9/30/2014	5	9/30/2019	2/28/2022	
FY2015 Public Comments: TIP Open House (FY2016-2020 TIP)	9/30/2015	5	9/30/2020	2/28/2022	

COMPASS BOARD AGENDA ITEM III-D

Date: February 28, 2022

Finance Committee

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

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

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

Name	Member Agency	Term
Jay Gibbons	Canyon Highway District No. 4	One year term ending 1/2023
Ada County		
Jim Hansen	Ada County Highway District	Even (expires 1/2024)
Holli Woodings	City of Boise	Odd (expires 1/2023)
Kendra Kenyon	Ada County	Even (expires 1/2024)
Canyon County		
Keri Smith	Canyon County	Odd (expires 1/2023)
Steve Rule	City of Middleton	Even (expires 1/2024)
Victor Rodriguez	City of Nampa	Odd (expires 1/2023)

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COMPASS BOARD AGENDA ITEM III-E

Date: February 28, 2022

Topic: Updated COMPASS Employment Policies and Procedures

Request/Recommendation:

COMPASS staff seeks Board approval of the updated COMPASS Employment Policies and Procedures manual.

Background/Summary:

The current version of the COMPASS Employment Policies and Procedures manual was approved by the Board at the August 18, 2014, meeting. The proposed revisions are summarized below and shown in the attached redline version. In addition to these listed changes, the redline version includes some minor revisions to punctuation and wording that are not listed.

- Section 11.4 Social Media
 - Update language to match with the COMPASS Social Media Policy approved by the COMPASS Board on August 17, 2020.
- Section 16.5 Alternative Transportation Incentive
 - Add reimbursement for bus pass, consistent with federal guidelines
- Section 12.1 Employee Training
 - Clarify procedures for attending no-cost virtual training
- Section 12.2 Professional Association Membership
- Sections 12.3 and 12.4 Professional Certification and Tuition Assistance
 - Add reimbursement option for testing and application fees for professional certifications, such as AICP
 - Increase maximum reimbursement to the equivalent of tuition for one 3-credit graduate level class at an Idaho university
- Section 16.5 Alternative Transportation Incentive
 - Provide examples of alternative transportation modes eligible for reimbursement consistent with federal guidance
- Section 17.1.2 Use of Accrued Vacation
 - Clarify the use of vacation for non-exempt and exempt employees
- Section 17.2 Holidays
 - Add Juneteenth to list of COMPASS holidays
- Section 17.3 Sick Leave
 - Remove the six-month restriction on the use of sick leave
 - Clarify the use of sick leave for non-exempt and exempt employees
- Section 17.5 Administrative Leave
 - Simplify use of bereavement leave
 - Remove requirement to turn over funds paid to employees as jurors or witnesses
 - Clarify use of voting and doctor appointment leave for non-exempt employees
- Update Appendices B and C to reflect current information.

The page numbers on the table of contents were not updated. The correct page numbers will be inserted upon approval of the document.

Implication (policy and/or financial):

The current update will make some changes and corrections to the COMPASS Employment Policies and Procedures. If the updated employment policies and procedures are not adopted, the August 18, 2014, employment policies and procedures will remain in effect.

More Information:

- 1) Attachment 1: Redline version of *COMPASS Employment Policies and Procedures*
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or mlarsen@compassidaho.org

**COMMUNITY PLANNING ASSOCIATION
OF SOUTHWEST IDAHO**

**EMPLOYMENT POLICIES AND
PROCEDURES**

Effective ~~August 18, 2014~~ March 1, 2022

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1.0 MESSAGE FROM THE DIRECTOR

The achievements of any organization are the result of the combined efforts of all individuals involved, and the Community Planning Association of Southwest Idaho (COMPASS) is proud of its highly capable, innovative staff. Each individual is encouraged to contribute his or her experience, skill, and knowledge toward the realization of COMPASS' Vision and Mission.

COMPASS Vision

COMPASS is ~~a~~the forum for regional collaboration that helps maintain a healthy and economically vibrant region, offering people choices in how and where they live, work, play, and travel.

COMPASS Mission

The mission of COMPASS is to conduct regional planning, facilitate ~~regional~~ coordination and cooperation, ~~and~~ serve as a source of information and expertise on issues affecting southwest Idaho, ~~and assist member agencies in accessing funding to accomplish local and regional goals. In its role as the Metropolitan Planning Organization for Ada and Canyon Counties, COMPASS fulfills this mission by developing transportation plans and priorities to enable members to access state and federal transportation funds.~~

COMPASS Roles

- Planner
- Facilitator
- Expert
- Implementer

COMPASS Values

- COMPASS is innovative
- COMPASS is collaborative
- COMPASS is inclusive
- COMPASS is proactive
- COMPASS values the whole person

2.0 INTRODUCTION

This Employment Policies and Procedures manual is intended to provide information on matters of importance to employees. The Employment Policies and Procedures manual is not a contract and nothing contained herein alters the at-will employment relationship. This manual supersedes any and all previous employment manuals, oral or written representations made to employees, and any employment pattern or practice of COMPASS inconsistent with this document.

It is your responsibility to review the manual and be familiar with the contents. You will be asked to sign the Acknowledgement of Receipt, and return it to the Director of Operations for inclusion in your personnel file.

Employees are encouraged to provide feedback on the Employment Policies and Procedures. Comments should be submitted to the Executive Director and/or the Director of Operations.

COMPASS is not bound to follow the policies and procedures or provide the benefits described in the Employment Policies and Procedures manual indefinitely. The Employment Policies and Procedures manual may be reviewed periodically, and changes may be made as needed to meet the needs of the agency. Revised copies will be distributed to each employee at the time of the revision.

2.1 AUTHORITY AND RESPONSIBILITY

The COMPASS Board of Directors has the overall governing and policy setting responsibility for the Community Planning Association, as described in the Joint Powers Agreement and the COMPASS Bylaws.

The Executive Director is granted broad authority in personnel management through the COMPASS Bylaws. The Executive Director is responsible for personnel administration including interpreting policies and establishing administrative procedures to implement those policies. The Executive Director may delegate administration of all or part of the Employment Policies and Procedures to other employees. During the absence of the Executive Director, responsibility for administering these policies will be placed with the Director of Operations or, in his/her absence, other personnel as designated by the Executive Director.

2.2 MASTER AND EMPLOYEE COPIES

The original “master copy” of the Employment Policies and Procedures shall be retained in the Director of Operations’ office. All employees will be provided with a pdf copy of the Employment Policies and Procedures at the time of employment and when modifications have been made, and will be asked to sign an Acknowledgment of Receipt. The signed Acknowledgement of Receipt should be returned to the Director of Operations. Employees may print their own copies of the Employment Policies and Procedures on a COMPASS printer if they wish to have a hard copy.

3.0 EMPLOYMENT AT WILL

All employment with COMPASS is at will. There is no set length for an employment relationship and either COMPASS or the employee may end it at any time, with or without notice; with or without cause.

4.0 DEFINITIONS

4.1 FULL-TIME EMPLOYEE

A full-time employee is an employee in an approved position who regularly works forty (40) hours or more per week.

4.2 PART-TIME EMPLOYEE

A part-time employee is an employee in an approved position who regularly works less than forty (40) hours per week.

4.3 PROJECT EMPLOYEE

A project employee is an employee working in a temporary position to meet special workload demands for a limited period of time. Project employees may be either full or part time, but are not eligible for health benefits or leave benefits regardless of hours worked per week.

4.4 EXEMPT EMPLOYEE

An exempt employee is an employee who is exempt from the requirements for overtime pay as described in the federal Fair Labor Standards Act. COMPASS will follow the guidance in the Fair Labor Standards Act in the classification of employees as exempt. Additional detail about proper classification of employees under the Fair Labor Standards Act can be accessed through the Department of Labor at <http://www.dol.gov/whd/>.

4.4 NON-EXEMPT EMPLOYEE

A non-exempt employee is an employee who is not exempt from the requirements for overtime pay as described in the federal Fair Labor Standards Act. COMPASS will comply with the Fair Labor Standards Act in the classification of employees as non-exempt. Additional detail about proper classification of employees under the Fair Labor Standards Act can be accessed through the Department of Labor at <http://www.dol.gov/whd/>.

5.0 RECRUITMENT AND SELECTION

5.1 POSITION RECRUITMENT

The COMPASS Board approves the total annual budget for personnel costs as part of the Unified Planning Work Program (UPWP). The Executive Director will determine the need to establish new positions and/or fill vacant positions, subject to the constraints of the personnel costs budget in the Board-approved UPWP.

A job description including a general statement of duties, basic responsibilities and minimum qualifications will be prepared for vacant positions and made available to prospective applicants.

Letters of application and resumes to fill vacant positions will be solicited by the means necessary to reach an adequate labor market and comply with the spirit of COMPASS' work place policies, which are described in Section 10 of this Employment Policies and Procedures manual. Solicitation methods may include, but are not limited to: announcements posted on various relevant websites, including compassidaho.org, notices sent to relevant applicants on file, notices sent to local employment agencies and educational institutions for referral of applicants, referrals from current employees, notifications posted in COMPASS and other agency offices, and advertisements in newspapers, journals, and newsletters.

Solicitations for vacant positions will include: job title, job description, desirable qualifications, application instructions, a closing date and a statement that COMPASS is an equal employment opportunity employer.

5.2 POSITION SELECTION

The Director of Operations will complete the initial screening of applications to identify those applicants that meet the minimum qualifications.

The Executive Director will identify an interview team. The interview team will further screen applicants and conduct one or more interviews with the selected candidates. Preference is given to veterans in the recruitment process per federal and state law.

One or more job candidates will be selected for final interviews with the Executive Director. The Executive Director may include members of the interview team in those interviews.

Reference checks and criminal background checks will be conducted on candidates considered for an offer of employment. Applicants will be required to provide information necessary to conduct reference and criminal background checks.

6.0 OFFERS OF EMPLOYMENT

Offers of employment are extended at the sole discretion of the Executive Director.

Offers of employment will be made by letter, signed and dated by the Executive Director, and will specify the job title, job type (full-time, part-time or project), starting date, supervisor, rate of pay, classification (exempt or non-exempt), and conditions of employment, if any. The applicant who accepts the offer will acknowledge acceptance by signing the offer letter and returning it to the Director of Operations for placement in the personnel file.

7.0 PERSONNEL FILES

7.1 CURRENT EMPLOYEE PERSONNEL FILES

COMPASS will maintain a personnel file for all current employees. The contents of each employee's file may include, but not be limited to, the following:

- Name, social security number, current home address and home phone number;
- All information required for state and federal reporting: W-4 form, date of birth, gender, I-9 form, appropriate I-9 documentation, race, current FLSA classification, and job title;
- Copies of all documents related to the employee's qualifications and original employment: letter of application, resume, results of reference and background checks;
- Copies of all documents related to the employee's tenure with COMPASS, such as: performance evaluations, records of salary adjustments, corrective actions, and records of seminars and classes attended; and
- Benefit enrollment forms.

COMPASS will maintain additional information to facilitate tracking and reporting as may be required by various funding programs.

It is the responsibility of the employee to inform COMPASS of changes in pertinent personal information.

7.2 CURRENT EMPLOYEES PERSONNEL FILES

Personnel files are the property of COMPASS and are confidential and restricted. Access to personnel files is limited, not prohibited. The guidelines for access to personnel files of current employees are:

Personnel file information will only be released outside COMPASS ~~that is~~ required by:

1. Law or court order;
2. Business procedures such as audits and labor compliance checks; or
3. Reference or credit checks as authorized by the employee. Requests for reference or credit check information will be denied in the absence of employee authorization.

Supervisors may have access to relevant portions of their employees' files for preparation of evaluations or other business related projects. Files may not leave the designated area and only the Director of Operations or the Executive Director may copy material.

An employee's own personnel file will be made available for the employee's review, upon request, within three (3) days of the request. Information in the personnel file is the property of COMPASS, and may be copied only by the Director of Operations or the Executive Director. COMPASS may, in its sole and absolute discretion, decline to copy any portion of a personnel file. Employees may request changes or corrections to their file in writing.

COMPASS EMPLOYMENT POLICIES AND PROCEDURES - 10

7.3 FORMER EMPLOYEES PERSONNEL FILES

Personnel files for all terminated employees will be retained for a period of ten years following termination of employment, in compliance with COMPASS' Records Policy. During that period, COMPASS will confirm only the following data about former personnel unless authorization is provided by the former employee:

- Dates the employee worked for COMPASS; and
- Position title(s) during the employment period.

Within COMPASS, these files will only be available to the Executive Director and the Director of Operations.

8.0 PROMOTION, TRANSFER AND REASSIGNMENT

Generally, promotions and transfers are personnel actions similar to recruitment for vacancies or new positions. COMPASS may follow the recruitment process described in Section 5 of this manual for promotions or transfers. When such a recruitment process occurs, any employee may file an application for consideration for a vacant position. Such applications will be considered on the same basis as any others received, with consideration given to past performance at COMPASS and COMPASS' needs. The Executive Director may, at his or her sole discretion, promote, transfer, or reassign a current employee to a different position without conducting a recruitment process.

9.0 PERFORMANCE EVALUATION

Employee performance generally shall be reviewed not less than annually. COMPASS may review performance more frequently as circumstances warrant.

For employees other than the Executive Director, general performance will be evaluated and rated according to a set of standardized criteria. Additionally, employees will be assessed based on how well they achieved the goals established by mutual agreement with their supervisor and the Executive Director in the previous review period.

Employee performance evaluations, other than the Executive Director evaluation, shall typically occur annually, and be completed within thirty days of the employee's anniversary date. Employees will be asked to complete a self-evaluation using the agency's form and return it to their supervisors. Supervisors shall complete their portion of the review on the same form. The completed document shall be provided to the employee at least one day in advance of the performance evaluation meeting. The employee and supervisor shall meet in person to discuss the performance evaluation and mutually agree to goals for the upcoming review period. The Executive Director must also agree to the established goals. These goals will then become part of the basis for evaluation in the next review period.

New employees will be formally evaluated by their supervisor in the same manner described above within thirty days of the end of the six month introductory period, and again within thirty days of their first anniversary date. Evaluations will typically take place not less than annually thereafter, within thirty days of the anniversary date.

Performance evaluations are an important consideration in salary adjustments or merit increases that may occur. However, a favorable performance evaluation does not guarantee or necessitate an increase in salary. Salary adjustments or merit increases for employees other than the Executive Director are at the sole discretion of the Executive Director and are dependent on a number of factors, including but not limited to, performance evaluation results and availability of funds.

The Executive Director shall typically be reviewed not less than annually by the Executive Committee. The review process shall begin in April of each year. In April of each year, the Board Chair shall ask Board Members to submit their comments, if any, regarding the Executive Director's performance to the Chair prior to the regularly scheduled May Executive Committee meeting. Additionally, in April of each year, the Executive Director will be asked to provide a self-evaluation to the Executive Committee. This self-evaluation shall include, but not be limited to, a discussion of accomplishments from the previous review period.

At its regularly scheduled May meeting, the Executive Committee shall complete the evaluation of the Executive Director, using the form and criteria it deems appropriate. The feedback received from the Board and the Executive Director's self-evaluation shall be given consideration in the evaluation process. The Executive Committee may establish goals or directives for the Executive Director for the next review period as part of its evaluation.

The Executive Committee will report the results of its evaluation and make a recommendation for salary adjustment or other compensation arrangements, if any, to the full Board for its approval at the regularly scheduled June Board meeting.

9.1 BONUS

COMPASS, at its discretion, may recognize outstanding employee performance by providing an employee bonus. For employees other than the Executive Director, bonuses may be awarded at the sole discretion of the Executive Director in recognition of outstanding performance above and beyond normal job requirements.

The Board may award a bonus to the Executive Director in recognition of outstanding performance upon recommendation of the Executive Committee.

A bonus paid in accordance with the above procedures will be paid to the employee in a separate payment at the next regular pay period. Bonuses are subject to required payroll withholdings.

10.0 WORK PLACE POLICIES

10.1 EQUAL EMPLOYMENT OPPORTUNITY

COMPASS is an equal opportunity employer. COMPASS will make employment decisions without regard to race, color, religion, gender, age, national origin, sexual orientation, gender identity, disability, veteran status, or any other legally protected status.

COMPASS' commitment to equal opportunity extends to all aspects of the employment relationship, including hiring, transfers, promotions, training, discipline, working conditions, compensation, benefits, and other terms and conditions of employment.

COMPASS expressly prohibits any form of unlawful employee harassment based on race, color, religion, gender, age, national origin, sexual orientation, gender identity, disability, veteran status, or any other legally protected status. COMPASS employees are expected to conduct themselves in a manner that provides a working atmosphere free from discrimination and harassment.

10.2 TITLE VI

As a sub-recipient of federal financial assistance, COMPASS is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. COMPASS assures that no person shall, on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any COMPASS service, program, or activity. COMPASS also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations and that it will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency. COMPASS' Title VI policy can be accessed at its website, <http://www.compassidaho.org/>.

10.3 COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, AS AMENDED

The Americans with Disabilities Act of 1990, As Amended (ADA) is federal law that prohibits employers with fifteen or more employees from discriminating against applicants and individuals with disabilities and that requires employers, when needed, to provide reasonable accommodations to applicants and employees who are qualified for a job, with or without reasonable accommodations, so that they may perform the essential job duties of the position. Additional information about the ADA can be accessed through the US Department of Justice, Civil Rights Division at www.ada.gov.

It is COMPASS' policy to comply with the applicable provisions of the ADA and all other applicable federal and state laws concerning the employment of persons with disabilities in all of its employment practices.

10.4 COMPLIANCE WITH USERRA

The Uniformed Services Employment and Reemployment Rights Act (USERRA) protects civilian job rights and benefits for veterans and members of the active and reserve components of the U.S. armed forces. USERRA provides that returning service-members must be promptly reemployed in the same position that they would have attained had they not been absent for military service, with the same seniority, status and pay, as well as other rights and benefits determined by seniority. Additional information about USERRA can be accessed through the US Department of Labor, Veterans' Employment and Training Service at www.dol.gov/vets/programs/userra/.

It is COMPASS' policy to comply with the applicable provisions of USERRA and all other federal and state laws concerning the employment of veterans and members of the U.S. armed forces in all of its employment practices.

10.5 ANTI-HARASSMENT POLICY

COMPASS is committed to a work environment in which all employees are treated with respect and dignity. Every employee has the right to work in a professional atmosphere that promotes equal employment opportunities and prohibits unlawful discriminatory practices, including harassment. COMPASS employees are expected to conduct themselves in a manner that provides a working atmosphere free from discrimination and harassment.

COMPASS encourages reporting of all perceived incidents of discrimination or harassment. It is COMPASS' policy to investigate such reports promptly and thoroughly. COMPASS prohibits retaliation against any individual who reports discrimination or harassment or who participates in an investigation of such reports.

10.5.1 DEFINITIONS

Sexual harassment constitutes discrimination and is illegal under federal and state laws. Sexual harassment may include a range of subtle and not-so-subtle behaviors and may involve individuals of the same or different gender. For the purposes of this policy, sexual harassment is defined, in conformity with the Equal Employment Opportunity Commission Guidelines, as unwelcome sexual advances, requests for sexual favors and other verbal or physical conduct of a sexual nature when, for example a) submission to such conduct is made either explicitly or implicitly a term or condition of an individual's employment; b) submission to or rejection of such conduct by an individual is used as the basis for employment decisions affecting such individual; or c) such conduct has the purpose or effect of unreasonably interfering with an individual's work performance or creating an intimidating, hostile or offensive working environment.

Harassment on the basis of any other protected characteristic is also strictly prohibited. Under this policy, harassment is verbal, written or physical conduct that denigrates or shows hostility or aversion toward an individual because of his/her race, color, religion, gender, age, national origin, sexual orientation, gender identity, disability, veteran status, or any other legally protected status, and that a) has the purpose or effect of creating an intimidating, hostile or offensive work environment; b) has the purpose or effect of unreasonably interfering with an individual's work performance; or c) otherwise adversely affects an individual's employment opportunities.

Harassing conduct includes epithets, slurs or negative stereotyping; threatening, intimidating or hostile acts; denigrating jokes; and written or graphic material that denigrates or shows hostility or aversion toward an individual or group and that is placed on walls or elsewhere on the agency's premises or circulated in the workplace, on agency time or using agency equipment via e-mail, phone (including voice messages), text messages, tweets, blogs, social networking sites or other means.

10.5.2 INDIVIDUALS AND CONDUCT COVERED

These policies apply to all applicants and employees, whether related to conduct engaged in by fellow employees or someone not directly connected to COMPASS, such as an outside vendor, consultant or customer.

Conduct prohibited by these policies is unacceptable in the workplace and in any work-related setting outside the workplace, such as during business trips, business meetings and business-related social events.

COMPASS EMPLOYMENT POLICIES AND PROCEDURES - 17

10.5.3 COMPLAINT PROCESS

Individuals who believe they have been the victims of conduct prohibited by this policy statement or who believe they have witnessed such conduct should discuss their concerns with their immediate supervisor, the Director of Operations or the Executive Director. If the alleged harasser is the Executive Director, the victim may report his or her concerns to the Executive Committee.

When possible, COMPASS encourages individuals who believe they are being subjected to such conduct to promptly advise the offender that his or her behavior is unwelcome and request that it be discontinued. Often this action alone will resolve the problem. COMPASS recognizes, however, that an individual may prefer to pursue the matter through complaint procedures.

COMPASS encourages the prompt reporting of complaints or concerns so that rapid and constructive action can be taken before relationships become irreparably strained. No fixed reporting period has been established, but early reporting and intervention is strongly encouraged, as these are the most effective methods of resolving actual or perceived incidents of harassment.

Any reported allegations of harassment, discrimination or retaliation will be investigated promptly. The investigation may include individual interviews with the parties involved and, where necessary, with individuals who may have observed the alleged conduct or may have other relevant knowledge. Misconduct constituting harassment, discrimination or retaliation will be dealt with appropriately.

Confidentiality will be maintained throughout the investigatory process to the extent consistent with adequate investigation and appropriate corrective action.

Retaliation against an individual for reporting harassment or discrimination or for participating in an investigation of a claim of harassment or discrimination is a serious violation of this policy and, like harassment or discrimination itself, may be subject to disciplinary action. Acts of retaliation should be reported immediately and will be promptly investigated and addressed.

If a party to a complaint does not agree with its resolution, that party may appeal to COMPASS' Executive Director or Executive Committee.

False and malicious complaints of harassment, discrimination or retaliation may be the subject of appropriate disciplinary action.

10.6 WHISTLEBLOWER PROTECTION

A whistleblower is defined as an employee of COMPASS who reports an activity that the employee considers to be illegal or dishonest to one or more of the parties specified in this policy. The whistleblower is not responsible for investigating the activity or for determining fault or corrective measures; the Executive Director or his or her designee is charged with those responsibilities.

Examples of illegal or dishonest activities are violations of federal, state or local laws; billing or payment for services not performed or other fraudulent financial reporting.

If an employee has knowledge of or a concern about alleged illegal or dishonest fraudulent activity, the employee should discuss his or her concerns with the immediate supervisor, the Director of Operations or the Executive Director. Employees must exercise sound judgment to avoid baseless allegations. Employees who intentionally file a false report of wrongdoing may be subject to discipline up to and including termination.

Whistleblower protections are provided in two areas: confidentiality and against retaliation. To the extent possible, the confidentiality of the whistleblower will be maintained. However, identity may have to be disclosed to facilitate a thorough investigation, to comply with the law and to provide accused individuals their legal rights of defense.

COMPASS will not retaliate against a whistleblower. This includes, but is not limited to, protection from retaliation in the form of an adverse employment action such as termination, compensation decreases, poor work assignments or threats of physical harm. Whistleblowers who believe they are being retaliated against must contact the Director of Operations or the Executive Director immediately. The right of a whistleblower for protection against retaliation does not include immunity for any personal wrongdoing that is alleged and investigated.

Reports of illegal and dishonest activities submitted to supervisors or to the Director of Operations will be promptly submitted to the Executive Director who is responsible for investigating and coordinating corrective action. The Executive Director may designate an appropriate party to conduct an investigation and/or coordinate corrective action.

10.7 DRUG-FREE WORKPLACE

COMPASS is committed to protecting the safety, health and well-being of all employees and other individuals in its workplace. COMPASS recognizes that alcohol abuse and drug use may compromise its ability to achieve agency goals. COMPASS has established a drug-free workplace program that balances the agency's respect for individuals with the need to maintain an alcohol and drug-free environment. COMPASS encourages employees to voluntarily seek help with drug and alcohol problems.

Any individual who conducts business for the agency, is applying for a position or is conducting business on the agency's property is covered by the agency's drug-free workplace policy. COMPASS' policy includes, but is not limited to, full-time employees, part-time employees, project employees, interns and applicants.

10.7.1 COVERED INDIVIDUALS AND CONDUCT

COMPASS' drug-free workplace policy applies whenever anyone is representing or conducting business for the organization. It is a violation of COMPASS' drug-free workplace policy to use, possess, sell, trade, and/or offer for sale alcohol, illegal drugs or intoxicants while representing or conducting business for the organization.

Prescription and over-the-counter drugs are not prohibited when taken in standard dosage and/or according to a physician's prescription. Any employee taking prescribed or over-the-counter medications will be responsible for consulting the prescribing physician and/or pharmacist to ascertain whether the medication may interfere with safe performance of his/her job. If the use of a medication could compromise the safety of the employee, fellow employees or the public, it is the employee's responsibility to use appropriate personnel procedures (e.g., call in sick, use leave, notify supervisor) to avoid unsafe workplace practices.

The illegal or unauthorized use of prescription drugs is prohibited. It is a violation of COMPASS' drug-free workplace policy to intentionally misuse and/or abuse prescription medications. Appropriate disciplinary action will be taken if job performance deterioration and/or other accidents occur.

10.8.2 REQUIREMENTS

Any employee who is convicted of a criminal drug violation in the workplace must notify COMPASS in writing within five calendar days of the conviction. The agency will take appropriate action within 30 days of notification. Federal agencies will be notified when appropriate.

One of the goals of COMPASS' drug-free workplace program is to encourage employees to voluntarily seek help with alcohol and/or drug problems. If, however, an individual violates the policy, the consequences are serious.

In the case of applicants, if the applicant violates the drug-free workplace policy, the offer of employment can be withdrawn. The applicant may not reapply.

If an employee violates the policy, he or she will be subject to disciplinary action and may be terminated from employment. Nothing in this policy prohibits the employee from being disciplined or discharged for other violations and/or performance problems.

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Following a violation of the drug-free workplace policy, an employee may be offered an opportunity to participate in rehabilitation. In such cases, the employee must sign and abide by the terms set forth in a Return-to-Work Agreement as a condition of continued employment.

COMPASS recognizes that alcohol and drug abuse and addiction are treatable illnesses and also realizes that early intervention and support improve the success of rehabilitation. COMPASS encourages employees to seek help if they are concerned that they may have a drug and/or alcohol problem.

Treatment for alcoholism and/or other drug use disorders may be covered by the employee benefit plan. However, the ultimate financial responsibility for recommended treatment belongs to the employee.

A safe and productive drug-free workplace is achieved through cooperation and shared responsibility. Both employees and management have important roles to play.

All employees are required not to report to work or be subject to duty while their ability to perform job duties is impaired due to on- or off-duty use of alcohol or other drugs. In addition, employees are encouraged to report dangerous behavior to their supervisor.

Communicating the drug-free workplace policy to both supervisors and employees is critical to its success. To ensure all employees are aware of their role in supporting COMPASS' drug-free workplace program, all employees will receive a written copy of the policy.

10.8.3 CONFIDENTIALITY

All information received by the agency through the drug-free workplace program is confidential communication. Access to this information is limited to those who have a legitimate need to know in compliance with relevant laws and COMPASS policies.

11.0 OFFICE CONDUCT

11.1 GENERAL GUIDELINES

COMPASS employees are expected to adhere to the specific guidance provided in the work place policies in Section 10 of the Employment Policies and Procedures manual, but the work place policies are not all inclusive in reference to office conduct. COMPASS employees are expected to engage in professional conduct that reflects the agency's values. ~~of integrity, teamwork, collaboration and quality.~~ COMPASS employees are expected to refrain from conduct that would be detrimental to COMPASS' reputation and/or credibility, that would jeopardize the safety of others or that would constitute a violation of any COMPASS policy.

11.2 CONFLICT OF INTEREST

Employees must avoid any relationship or activity that might impair, or even appear to impair, their ability to make objective and fair decisions when performing their jobs. At times, an employee may be faced with situations in which business actions taken on behalf of COMPASS may conflict with the employee's own personal interests.

Conflicts of interest could arise in the following circumstances:

- Being employed by, or acting as a consultant to a member, vendor, supplier or contractor, regardless of the nature of the employment, while employed with COMPASS.
- Hiring or supervising family members or closely related persons.
- Serving as a board member for another organization or outside commercial company.
- Owning or having a substantial interest in a vendor, supplier or contractor.

Additionally, COMPASS property, information or work product may not be used for personal gain.

At no time is it acceptable to have a subordinate romantically involved with his or her supervisor or someone who has the authority to influence his or her success within the organization.

Actual or potential existing conflicts of interest must be disclosed to the Executive Director immediately. Before engaging in any activity, transaction or relationship that might give rise to a conflict of interest, employees must seek review from the Executive Director.

COMPASS retains the right to take corrective measures to eliminate the actual or potential conflict arising from the disclosure. Failure to disclose an actual or potential conflict of interest may be grounds for corrective action up to and including termination of employment.

No employee shall accept any gifts, services or other privileges offered or given by any person or organization which are prohibited pursuant to Idaho state law, including but not limited to Title ~~59~~74, Chapter ~~74~~, Idaho Code and Title 18, Chapter 13, Idaho Code.

11.3 CONFIDENTIALITY

COMPASS requires each and every employee to maintain all confidences without exception. This includes, but is not limited to, business sensitive information, personal information, and salary information.

11.4 SOCIAL MEDIA

COMPASS employees are expected to use the following guidelines in reference to social media use.

Supervisors are strongly discouraged from being “friends” with their subordinates on personal social media sites.

COMPASS employees may choose to “like” or “follow” COMPASS on their own personal social media sites, but should not post as “COMPASS” on personal social media sites.

When discussing job-related matters on personal social media sites, employees should clearly state that they are not posting as a representative of COMPASS and the opinions expressed on the sites are their own and do not necessarily represent the views of COMPASS.

Employees may not post confidential, sensitive, or proprietary information about COMPASS, its member agencies, employees, applicants, consultants, or vendors.

Employees may not post obscenities, slurs, harassment, or personal attacks which may damage or cause harm to COMPASS, its member agencies, employees, applicants, consultants, or vendors.

COMPASS may review internet content and use. Policy violations may result in discipline up to and including termination of employment.

~~Employees may not post financial, confidential, sensitive or proprietary information about COMPASS, its member agencies, employees, applicants, consultants or vendors.~~

~~Employees may not post obscenities, slurs or personal attacks that can damage the reputation of COMPASS, its member agencies, employees, applicants, consultants or vendors.~~

~~When discussing job-related matters on social media sites, employees must provide the disclaimer that the opinions expressed on the sites are their own and do not necessarily represent the views of COMPASS.~~

~~COMPASS may monitor internet content. Policy violations may result in discipline up to and including termination of employment.~~

11.5 PUBLIC RECORDS

As a public agency, COMPASS is committed to compliance with the Idaho public records law, which states that “all public records in Idaho are open at all reasonable times for inspection except as otherwise expressly provided by statute.” Employees should be aware and mindful that substantially all of COMPASS’ records, which may include electronic documents and email, are public under the definitions provided in the statute. Employees are expected to adhere to the guidelines for retention and destruction of agency records provided in the COMPASS Records Policy. New employees will be

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provided with a copy of the Records Policy and additional copies may be obtained at any time from the Director of Operations.

11.5 MEDIA CONTACT

The Executive Director must be informed of any and all contact with the media. All press releases must have prior approval by the Executive Director or the Communications Coordinator. All inquiries from the media must be referred to either the Executive Director or the Communications Coordinator. The Executive Director or Communications Coordinator may refer specific inquiries to other staff as appropriate, at his or her sole discretion.

11.6 WORK HOURS AND ATTENDANCE

The regular work week is Monday through Friday. For the purposes of overtime calculation the work week is Sunday through Saturday.

The regular workday at COMPASS is from 8:00 a.m. to 5:00 p.m. All employees are expected to be at work or available during the workday. Employees may work an altered workday (arrivals before 8:00 am and/or departure after 5:00 pm) or an altered work week (four ten-hour days, or similar variations). Alternate work schedules must be approved by the Executive Director and coordinated with colleagues so that productivity and efficiency are maintained and all responsibilities of COMPASS are adequately staffed. The Executive Director, at his/her sole discretion, reserves the right to deny requests for alternate work schedules and require that employees work specific schedules.

During the workday employees are allowed two (2) fifteen (15) minute breaks, one in the morning and one in the afternoon. Additional compensation will not be given for breaks missed nor can they be accumulated. Employees on break are considered on duty, and may be interrupted. Employees are required to take at least a one-half (1/2) hour lunch break each eight hour workday.

Non-exempt employees may not exceed forty hours of work in a work week without approval in advance from their supervisors. COMPASS intends to distribute workload in such a way that assigned tasks can typically be completed during a forty hour work week without the need for overtime or compensatory time. Employees that routinely have trouble completing assigned tasks during the forty hour work week are strongly encouraged to discuss workload management strategies with their supervisors.

11.6.1 BREAKS FOR BREASTFEEDING MOTHERS

For up to one year following the child's birth, any employee who is breastfeeding her child will be provided reasonable break times as needed to express breast milk for her baby. COMPASS will make available to the employee a private area, other than a bathroom, that is shielded from view and free from intrusion from coworkers and the public, which the employee may use to express breast milk. Employees that wish to have access to a private area for this purpose should contact the Director of Operations to make specific arrangements.

11.6.2 ATTENDANCE AND PUNCTUALITY

COMPASS expects employees to be reliable and punctual in reporting for work as scheduled. If employees are unable for any reason to work at their scheduled time, they are expected to notify their supervisor or the Executive Director as soon as possible.

11.6.3 ALTERNATE WORK LOCATIONS

COMPASS may offer employees the option of working at home or at another site instead of working at the COMPASS office. The use of an alternate work location is intended to benefit both COMPASS and the employee.

COMPASS, at the sole direction of the Executive Director, has the right to refuse to allow employees to work at an alternate location and to require employees to do their work at the COMPASS office. COMPASS may terminate an existing alternate work location arrangement at any time, for any reason.

11.7 PROFESSIONAL APPEARANCE

Employees are expected to be neat, clean and well groomed while at work. Clothing must be consistent with the standards for a business environment and appropriate to the type of work being performed. COMPASS reserves the right to determine appropriateness of appearance. Any employee whose attire or appearance is determined to be inappropriate will be counseled and may be sent home to correct the deficiency. Continued disregard of this policy may be cause for corrective action, which may result in termination.

11.7 SMOKING

Smoking of any kind, including the use of electronic inhaler devices meant to simulate and substitute for tobacco smoking, is prohibited in all areas of the COMPASS building, all COMPASS vehicles and at all offsite COMPASS-sponsored meetings. Employees are permitted to smoke outdoors only, not less than twenty feet from the building entrance.

11.8 WORK SPACES

Employees are responsible for keeping their own work areas as well as the office common areas and other shared spaces neat and clean at all times.

11.9 WORK RELATED ACCIDENTS OR INJURIES

It is the responsibility of each employee to conduct all tasks in a safe manner in compliance with applicable federal and state safety regulations.

All work-related accidents or injuries that may or do result in harm must be reported immediately to the employee's supervisor or to the Director of Operations. The supervisor and/or Director of Operations will:

- Refer the injured employee for appropriate medical treatment, as needed
- Conduct an immediate investigation of the accident
- Document all details in a prompt and factual manner, including the names of any witnesses to the accident
- Obtain written statements from the injured worker and witnesses
- Complete a First Report of Injury and provide it to the Director of Operations for submission to the State Insurance Fund.

11.10 POSTING AND DISTRIBUTION OF MATERIALS AND SOLICITATIONS

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COMPASS prohibits the posting and distribution of materials and solicitations on COMPASS property or at COMPASS events or meetings, except as permitted by this policy. The sole exceptions to this policy are charitable and community activities approved by COMPASS or COMPASS-sponsored programs.

Employees may not solicit other employees during work times, except in connection with a COMPASS approved or sponsored event.

Employees may not distribute literature or materials of any kind during work times or in work areas, except in connection with a COMPASS approved or sponsored event.

12.0 EMPLOYEE PROFESSIONAL DEVELOPMENT

In support of its mission, COMPASS encourages and supports the ongoing increase of knowledge and skills of its employees in order to remain on the cutting edge of best practices and technologies in planning and related fields. COMPASS provides several avenues for employees to increase their knowledge and skills.

12.1 EMPLOYEE TRAINING

COMPASS provides employees with the opportunity to attend relevant webinars, conferences, seminars and classes, both locally and out of town.

If Employees interested in a particular training opportunity involves a cost to COMPASS and/or in-person attendance at a location away from the COMPASS office, employees should complete a training/travel authorization form and submit it to their supervisor for approval. Supervisors should also obtain the approval of the Executive Director. Supervisors and/or the Executive Director may deny the request for training if the training is not considered relevant to the employee's responsibilities or if attendance at the training would impede the agency's ability to complete work in a timely manner.

Required approvals should be obtained before registering for the training or incurring any costs related to the training.

Approval for attendance at training that occurs outside of the office (that is, training that is not a webinar that can be viewed from the office or a presentation made at the office) is required even when there is no cost for the training.

Once approval is obtained, employees may register for the training opportunity and make travel arrangements following the guidance for expenditures in the COMPASS Financial Policy and Procedures. Employees may obtain a copy of the Financial Policy and Procedures from the Director of Operations.

Employees traveling overnight on business will be paid for time spent traveling to the extent that the travel occurs during their regular work hours. Travel time as a passenger in a car, airplane, train or other mode that occurs outside of regular working hours, including weekends and holidays, is not considered work time and will not be paid as such. Employees who drive themselves are considered working the entire time they are driving.

If employees choose to stay longer in the vicinity of the training location than what is required for attendance at the training, that time is not considered work time and employees will be required to request and use leave time for this purpose. Employees are personally responsible for expenses incurred during use of leave time.

Approval for training opportunities is subject to the availability of funds in the annual Board-approved Unified Planning Work Program.

Employees may participate in no-cost virtual training such as webinars without obtaining approval. Employees are expected to manage their workload such that virtual training attendance does not compromise their ability to complete their other tasks in expected timeframes.

12.2 PROFESSIONAL ASSOCIATION MEMBERSHIP

COMPASS will pay all or part of professional association dues reasonably associated with the employee's work at COMPASS.

All regular full-time and part-time employees that work at least 30 hours per week will be supported each year for membership in professional organization(s) of their choice, provided that such membership is closely aligned with the work they perform for COMPASS. The maximum amount per employee for professional association membership is the greater of the actual cost of two professional association memberships, or \$500. This amount may be exceeded when it is in the best of interest in the agency to do so, at the sole discretion of the Executive Director.

Employees should submit requests to join or continue membership in a professional organization to the Executive Director for approval.

Continuation of professional memberships is subject to the availability of funds in the annual Board-approved Unified Planning Work Program.

12.3 PROFESSIONAL CERTIFICATION

Full-time employees and part-time employees who work at least 30 hours per week are eligible to apply for reimbursement of the costs for application and testing fees for professional certification, provided that such certification is closely aligned with the work they perform for COMPASS. Only expenses incurred after employees' COMPASS hire dates are eligible for reimbursement. Employees should submit proof of certification and receipts of costs incurred to receive reimbursement.

12.34 TUITION ASSISTANCE

Tuition assistance is available for employees of COMPASS. Full-time employees and part-time employees who work at least 30 hours per week and who have completed six (6) months of employment are eligible to apply for tuition assistance. Assistance is limited to coursework at an accredited college or university in support of a degree applicable to their current or future employment with COMPASS.

Requests for tuition assistance should be submitted to the employee's supervisor for approval. If the supervisor approves the request, he or she will submit the request to the Executive Director for approval. The Executive Director will determine whether tuition assistance will be granted, and the terms and conditions, if any. The Director of Operations will prepare a written agreement specifying the terms and conditions of tuition assistance for the employee's and Executive Director's signatures.

Upon proof of completion with a grade of "C" or better, COMPASS will provide reimbursement for tuition costs up to the current cost of three graduate credits at a State of Idaho university (such as Boise State University) \$800 per each six (6) month period. Other expenses such as books, parking, supplies, application and registration fees, etc. are not reimbursable.

If the employee terminates employment with COMPASS, the employee is required to refund to COMPASS all tuition assistance paid to the employee in the twelve months prior to the termination date.

13.0 USE OF TECHNOLOGY AND OTHER COMPASS ASSETS

All work created or received using COMPASS-supplied equipment and technology is COMPASS' property and belongs to COMPASS and not to employees. COMPASS may monitor the use of agency supplied technology.

13.1 PUBLIC RECORDS

Employees should be aware that substantially all of COMPASS' records, which may include electronic documents, email and voicemail, are public under the definitions provided in the Idaho code. Employees should not have an expectation of privacy with respect to use of COMPASS email, voicemail or any other electronic devices.

13.2 CELL PHONES

COMPASS will provide the Executive Director with a cell phone or cell phone reimbursement. Other employees who use their personal cell phones for COMPASS business do so at their own election and are not entitled to and will not receive reimbursement of any kind. Employees, other than the Executive Director, are asked to make their personal cell phone numbers available for emergency contact purposes but are otherwise not required to use their personal cell phones for COMPASS business.

13.3 ELECTRONIC COMMUNICATIONS AND INTERNET

COMPASS has established the following guidelines for use of the internet, e-mail, and agency-provided cell phones in an appropriate, ethical and professional manner:

- COMPASS-provided equipment (e.g., cell phone, laptops, and computers), internet and services may not be used for transmitting, retrieving or storing any communications of a defamatory, discriminatory, harassing or pornographic nature.
- Using disparaging, abusive, profane or offensive language; creating, viewing or displaying materials that might adversely or negatively reflect upon COMPASS or be contrary to COMPASS' best interests; engaging in any illegal activities, including piracy, cracking, extortion, blackmail, copyright infringement; and unauthorized access of any computers and other COMPASS-provided equipment are prohibited.
- Employees may not copy, retrieve, modify or forward copyrighted materials, except with permission or as a single copy to reference only.
- Employees should not open suspicious e-mails, pop-ups or downloads. Contact the Director of Operations or IT support with any questions or concerns to reduce the release of viruses or to contain viruses immediately.
- Internal and external e-mails may be considered public records under Idaho code. Employees should keep this in mind when sending internal and external e-mail.

Inappropriate or illegal use of internet, email or COMPASS provided cell phones may be subject to corrective action up to and including termination.

Employees must provide log in and password information for all COMPASS software, internet or e-mail accounts to the Director of Operations. Passwords may be changed periodically for security.

13.4 VEHICLES

COMPASS has staff cars available for use on COMPASS business. They are to be used for such purposes, whenever they are available, as the preferred means of transporting COMPASS employees to and from work-related activities. Employees who drive their own vehicles for COMPASS business when a staff car is available are not eligible for mileage reimbursement unless prior authorization is received from the Executive Director.

- Employees who drive their own vehicle while on COMPASS business are doing so at their own risk and must maintain liability insurance equal in value to the minimum required by Idaho State law. COMPASS will provide reimbursement for mileage when the staff cars are not available at a rate consistent with other local governments. This rate will be evaluated periodically and distributed.
- The Executive Director will designate one employee to monitor the working condition of the staff cars. Even though one employee will be designated to monitor the staff cars, the cars are a benefit for all employees and it is the responsibility of those who drive them to keep them clean and fueled and to inform the designated employee of any problems.

13.5 INCURRING FINANCIAL OBLIGATIONS ON COMPASS' BEHALF

Generally, COMPASS employees are not authorized to incur or otherwise obligate COMPASS legally or financially. The Executive Director is the Board's sole designee for signing contractual agreements on behalf of the agency and no other employee is authorized to do so.

Employees that are identified as project managers in the approved annual Unified Planning Work Program (UPWP) may authorize those purchases specifically identified in their project budgets, adhering to the guidance provided in the COMPASS Financial Policy and Procedures. Employees may obtain a copy of the Financial Policy and Procedures from the Director of Operations.

14.0 TERMINATION OF EMPLOYMENT

Upon termination, the Director of Operations will provide employees with information regarding the disposition and/or continuation of their health benefits and PERSI retirement accounts.

Employees are expected to return all COMPASS property upon termination and to provide COMPASS a forwarding address to which their final W-2 may be sent.

Upon termination of employment, all wages will be paid to the employee on the next regularly scheduled payday or within ten (10) workdays, whichever occurs first. If the employee requests earlier payment in writing, wages will be paid within two (2) workdays.

14.1 VOLUNTARY TERMINATION

Employees that are resigning their positions with COMPASS are requested to provide reasonable notice to the agency. The Executive Director may reduce the number of working days after a resignation notice is given.

14.2 EXIT INTERVIEW

Employees are encouraged to, but not required to, participate in an exit interview upon termination of employment. The Executive Director, the Director of Operations and/or the immediate supervisor will conduct the exit interview.

The exit interview is an informal discussion about the job held and the employment experience with COMPASS. If the employee requests information relayed during the interview to be kept confidential, that request will be honored as is reasonably possible, with information only released on a need-to-know basis, unless otherwise required by law. A written summary of the exit interview will be placed in the employee's personnel file.

15.0 COMPENSATION

15.1 SALARY RANGES

COMPASS has established a salary range for each of its approved positions. Employees should expect their salary to fall within the established range for their position. Generally, employee salaries may not exceed the maximum in the range established for the position. Exceptions to the salary maximum may be made at the sole discretion of the Executive Director, when exceptions serve the best interest of the agency.

15.2 LONGEVITY RECOGNITION

On each five-year anniversary, COMPASS recognizes employees for years of service by giving the employee an award of \$50 for each year of employment.

15.3 TIME SHEETS AND PAY PERIODS

Employees are required to submit a time sheet providing an accurate reporting of hours worked by task for each pay period. Timesheets are due on the day and time established by the Director of Operations or his or her designee for each pay period. Employees should submit their timesheets to their supervisors for review and approval no later than the designated day and time to allow for timely processing of payroll. False reporting of hours worked on timesheets may be grounds for corrective action, up to and including termination.

COMPASS will pay employees at regularly scheduled intervals. The current pay date schedule is shown in Appendix A. COMPASS reserves the right to alter the pay date schedule. Employees will be given at least 30 days' notice of changes to the pay date schedule.

If the payday falls on a holiday or weekend, pay will be available on the preceding business day.

15.4 WITHHOLDING

COMPASS will deduct or withhold from each employee's paycheck appropriate state and federal income taxes, deductions/garnishments required by law or policy; and other deductions as authorized by the employee.

15.5 DIRECT DEPOSIT

COMPASS makes payment to employees for net payment in the form of an electronic deposit to the bank account(s) of the employee's choosing. COMPASS employees are strongly encouraged to receive their net pay in the form of an electronic deposit. Employees that wish to ~~reserve~~ receive their pay in the form of a check should contact the Director of Operations.

15.6 OVERTIME: NON-EXEMPT EMPLOYEES

COMPASS intends to distribute workload in such a way that assigned tasks can typically be completed during a forty hour work week without the need for overtime. However, COMPASS recognizes that overtime may be necessary occasionally. Non-exempt employees will be paid for overtime in compliance with the Fair Labor Standards Act. Overtime hours must be authorized by the employee's supervisor or the Executive Director in advance whenever possible, or as soon as practical after the overtime hours are worked. Overtime hours are those hours worked in excess of forty (40) hours in one work week by a non-exempt employee. For each hour, or portion thereof, worked in excess of forty (40) hours in one week, the non-exempt employee will be compensated at one and one-half times their regular hourly rate.

Hours worked do not include vacation, sick, and/or holidays used during the work week. These hours should be excluded when calculating the number of hours worked in a work week. A work week begins on Sunday (12:00 a.m.) and ends the following Saturday (11:59 p.m.).

15.7 EXEMPT EMPLOYEES

Per the guidance provided in the Fair Labor Standards Act, properly classified exempt employees are not subject to overtime requirements. Exempt employees are expected to work the number of hours in a week necessary to complete their assigned tasks and projects according to the goals and timelines established with their supervisors. COMPASS intends to distribute workload in such a way that assigned tasks can typically be completed during a forty hour work week. Actual work hours required in a week to complete assigned tasks may be more or less than forty hours in any given week. Exempt employees that occasionally exceed a forty hour work week are not eligible for overtime pay or compensatory time. — Exempt employees that consistently exceed or fall short of a forty hour work week in completion of their tasks are strongly encouraged to discuss their workload with their supervisors and determine strategies for maintaining an appropriate and manageable work load.

16.0 BENEFITS

16.1 RETIREMENT BENEFITS

16.1.1 PERSI DEFINED BENEFIT PLAN

COMPASS is a member of the Public Employees Retirement System of Idaho (PERSI). PERSI is a defined benefit retirement plan, meaning that eligible individuals receive a fixed monthly lifetime benefit following retirement. PERSI is responsible for establishing the guidelines, amounts and eligibility for benefits. All employees will receive the most current PERSI member handbook when hired, which more fully explains the requirements and benefits of PERSI. Existing employees may obtain a copy of this handbook from the Director of Operations at any time.

PERSI participation is **mandatory** from the date of hire for all non-project full-time and part-time employees who work ~~more than~~ twenty (20) hours or more per week. ~~The current contribution rates for PERSI are provided in Appendix B.~~ The current contribution rates for PERSI are provided in Appendix B. ~~Con~~tribution rates are established by PERSI and are subject to change.

16.1.2 OTHER RETIREMENT BENEFITS

COMPASS provides the opportunity to participate in **voluntary** retirement programs, in addition to the required participation in the PERSI defined benefit plan.

Employees of COMPASS may elect to divert a portion of their annual earned income into a deferred compensation (457) account and/or the PERSI Choice Plan, a 401(k) retirement plan. Both of these plans are tax deferred plans that may provide a savings opportunity, reduced taxable income, and a retirement income. However, participation in these programs involves some market risk, including the risk of loss of principal. Employees assume sole responsibility for this risk if they elect to participate in these programs.

~~Employees may start or stop participation in these programs at any time, at their election. Employees should contact the Director of Operations for additional information about these programs, or if they wish to start or stop participation.~~

~~COMPASS does not provide any match to employee contributions to these voluntary programs.~~ COMPASS provides a 401K match to employee contributions from Directors and Team Leads, up to four percent of salary. COMPASS provides a 401K match to employee contributions from all other participating employees up to two percent of salary.

COMPASS does not match contributions to the 457 plan.

Employees may start or stop participation in these programs at any time, at their election. Employees should contact the Director of Operations for additional information about these programs, or if they wish to start or stop participation.

16.2 HEALTH BENEFITS

Regular full-time and part-time employees that work at least 30 hours per week are eligible to participate in the COMPASS health benefits program. The current health benefits program is summarized in Appendix C. Employees should contact the Director of Operations for additional details on the health benefits program.

The health benefits program is subject to change at any time. Employees will be notified of any changes to the health benefits program.

Project employees and part-time employees that work less than 30 hours per week are not eligible to participate in the COMPASS health benefit program.

16.3 EMPLOYEE ASSISTANCE PROGRAM

COMPASS will make available to employees an employee assistance program (EAP). The EAP is available to all COMPASS employees and is designed to provide support with life challenges employees and their families may face such as depression, grief, legal concerns, financial strains, job stress and substance abuse.

New employees will be provided with information on how to access the EAP when they begin their employment. Existing employees may request this information at any time from the Director of Operations.

All employees will be provided with updated information for the EAP whenever substantive changes are made to it.

Employees do not need to inform COMPASS of the decision to use this program, nor will COMPASS be made aware of employee utilization of the program by the provider. No information regarding any client of the EAP will be released from the provider without the written consent of the client that identifies to whom the information may be released and the specific information to be released.

A supervisor and/or the Executive Director may refer an employee to the EAP when a significant change in work performance or behavior patterns occurs.

16.4 WORKER'S COMPENSATION

COMPASS provides worker's compensation insurance for all employees. An employee that has or may have sustained a work related injury should report it immediately to his or her supervisor or to the Director of Operations. The supervisor and/or Director of Operations will:

- Refer the injured employee for appropriate medical treatment, as needed
- Conduct an immediate investigation of the accident
- Document all details in a prompt and factual manner, including the names of any witnesses to the accident
- Obtain written statements from the injured worker and witnesses
- Complete a First Report of Injury and provide it to the Director of Operations for submission to the State Insurance Fund.

16.5 ALTERNATIVE TRANSPORTATION INCENTIVE

COMPASS supports efforts to reduce the use of single-occupant vehicles through reimbursement of some expenses incurred by those using alternative transportation modes such as bicycles, buses, and vanpools up to the maximum set by federal guidelines.

The employee must sign a statement verifying that they use this mode of travel to get to COMPASS employment 60% or more of the working days in a month in order to receive reimbursement.

17.0 LEAVE TIME POLICIES

17.1 VACATION LEAVE

17.1.1 ACCRUAL

Vacation leave credit is earned at a rate typically determined by length of employment and hours worked with COMPASS. Employees begin to accrue vacation leave on their first day of employment with COMPASS, but they are not eligible to use accrued vacation until they have completed six months of employment.

Vacation leave typically accrues to full-time employees as shown in the table below, subject to the listed maximums. Part-time employees accrue vacation leave at a rate proportional to the hours worked in each pay period. The Executive Director may negotiate an alternate accrual rate with employees at his/her sole discretion.— In no event will total annual accrual exceed 24 days per year for employees other than the Executive Director.

COMPASS encourages employees to utilize their vacation leave for rest and relaxation. To encourage utilization of vacation time, COMPASS has established a maximum accrual. Employees may only accrue vacation up to their maximum accrual. Employees that reach their maximum accrual will stop accruing additional vacation until they utilize some of their accrued vacation and fall below the maximum.

Vacation leave will continue to accrue while an employee is on any type of leave with pay.

Vacation will not accrue to any employee during any type of leave without pay.

Years of Employment	Accrual	Maximum Accrual
0 to 5	12 days per year	192 hours or 24 days
5+ to 10	15 days per year	240 hours or 30 days
10+ to 15	18 days per year	288 hours or 36 days
15+ to 20	21 days per year	336 hours or 42 days
20+	24 days per year	384 hours or 48 days

17.1.2 USE OF ACCRUED VACATION

After completing six months of employment, employees may use accrued vacation leave.

Non-exempt employees may use leave in quarter hour (15 minute) increments to cover absences from their normally scheduled workday.

Exempt employees should use leave for absences of four hours or more from their normally scheduled workday, regardless of the number of hours worked on the other days of the week.

Exempt employees do not need to use leave when they are absent less than four hours of their normally scheduled workday. Exempt employees are expected to manage their time and complete

their tasks and projects within the timeframes established with their supervisors, without regard to absences during their normally scheduled workday.

Employees should submit a leave request to their supervisors in advance of their planned time off. Generally, leave requests will be approved unless the employee's absence at the requested time would impede the ability of the agency to complete its work in a timely manner. Approved leave requests should be forwarded to the payroll preparer.

When a holiday occurs during an employee's vacation and the employee is entitled to the holiday, it will not be counted as part of the vacation leave used.

17.1.3 DISPOSITION OF ACCRUED VACATION UPON TERMINATION

Employees who have been employed for at least six months will receive a lump sum payment for unused accrued vacation earned through the termination date upon termination of employment with COMPASS.—_The amount due for unused accrued vacation will be calculated using the employee’s rate of pay at the termination date.

Employees with less than six months of employment with COMPASS will not be entitled to vacation leave pay upon termination of employment.—_If employees used any vacation leave during their first six months of employment, the amount paid for that vacation leave will be deducted from the employee’s final pay.—_If an employee uses vacation leave during the first six months of employment, the Director of Operations will prepare an agreement specifying the terms and conditions of that use for the signatures of the Executive Director and the employee.

17.2 HOLIDAYS

Paid holidays accrue to all non-project employees from the date of hire.—_Full-time employees will receive eight hours of holiday pay.—_Part-time employees will receive holiday pay in proportion to the number of hours they typically work in a week.

Paid Holidays for COMPASS employees are:

New Year’s Day	January 1 st
Martin Luther King Day	3 rd Monday in January
President’s Day	2 nd Monday in February
Memorial Day	last Monday in May
Juneteenth	June 19th
Independence Day	July 4 th
Labor Day	1 st Monday in September
Veterans Day	November 11th 11th
Thanksgiving Day	4 th Thursday in November
Day after Thanksgiving	Friday after Thanksgiving in November
Christmas Day	December 25 th

When a paid holiday falls on a weekend and the day of observance is not otherwise designated, the holidays will be observed as follows:

- When the holiday falls on Saturday, the preceding Friday will be observed.
- When the holiday falls on Sunday, the following Monday will be observed.

Paid holidays may be floated at the employee’s option, provided a written request to the supervisor is received and approved prior to the holiday. An employee who floats a holiday will be expected to work as regularly scheduled on the observed day of the holiday and may take the holiday at a later date.—_Floated holidays may not be taken in advance of the actual holiday.—_Floated holidays that are not used by September 30th of each fiscal year are forfeited.

In addition, COMPASS may add a Proclaimed Holiday established by the President, Governor or Executive Director from time to time should such a proclamation be made.—_Proclaimed Holidays are recognized at the sole discretion of the Executive Director.

17.3 SICK LEAVE

17.3.1 ACCRUAL

Sick leave accrues for all full-time COMPASS employees from an employee’s first day of employment at the rate of one day (eight hours) per month. Part-time employees accrue sick leave proportional to the hours typically worked in a week.

The maximum sick leave accrual is 280 hours.—_Employees that reach the maximum will stop accruing sick leave until their total accrual falls below the maximum.

Sick leave will continue to accrue while an employee is on any type of leave with pay.

Sick will not accrue to any employee during any type of leave without pay.

17.3.2 USE OF SICK LEAVE

Non-exempt employees may use leave in quarter hour (15 minute) increments to cover absences from their normally scheduled workday.

Exempt employees should use leave for absences of four hours or more from their normally scheduled workday, regardless of the number of hours worked on the other days of the week.

Exempt employees do not need to use leave when they are absent less than four hours of their normally scheduled workday. Exempt employees are expected to manage their time and complete their tasks and projects within the timeframes established with their supervisors, without regard to absences during their normally scheduled workday.

~~After completing six months of employment, e~~Employees may use accrued sick leave for the following specific health related reasons:

- Illness or injury of the employee
- Providing necessary care for an ill or injured member of the employee’s immediate family or a member of the employee’s household
- Medical or dental appointments for the employee or the employee’s immediate family, whether for care of illness or injury or for wellness checks
- Maternity or paternity leave

An employee who intends to use sick leave must notify their supervisor or the Executive Director of as soon as possible. Sick leave with pay may be disallowed unless such notification is made.

Absences of more than three (3) consecutive sick leave days, may, at the discretion of the supervisor or the Executive Director, require a doctor's statement verifying the nature and extent of the illness. Regularly scheduled days off and officially designated holidays falling within a period of leave will not be counted against sick leave.

If all accrued sick leave has been utilized by an employee who encounters one of the above conditions, the employee must use accrued vacation leave.— If sick leave and vacation leave is exhausted, the employee may be granted leave without pay, subject to the guidelines in Section 17.5

17.3.3 SICK LEAVE EXCHANGE

COMPASS may allow employees to exchange accrued sick leave in excess of 120 hours for cash or vacation leave. The rate of exchange is three hours of accrued sick leave for each one (1) hour of vacation leave or cash at the current rate of pay.

An employee may only exchange sick leave if all of the following exist:

- The exchange does not reduce sick leave balance below one hundred twenty (120) hours;
- The employee is not on leave without pay and is employed on September 30; and
- There are budget dollars available for this purpose in the annual Board-approved Unified Planning Work Program.

Exchanges of available sick leave must be requested in writing during the month of September. Exchanges will be made only at fiscal year-end. The Executive Director will have sole discretion to approve, disapprove or adjust any and all requests downward if the total costs of all requests exceed budgeted amounts.

17.3.4 DISPOSITION OF ACCRUED SICK LEAVE UPON TERMINATION

All accrued sick leave will be forfeited at the time of termination of employment. ~~If employees used any sick leave during their first six months of employment, the amount paid for that sick leave will be deducted from the employee's final pay. If an employee uses sick leave during the first six months of employment, the Director of Operations will prepare an agreement specifying the terms and conditions of that use for the signatures of the Executive Director and the employee.~~

17.4 FAMILY MEDICAL LEAVE

As a public agency, COMPASS is subject to the applicable requirements of the Family Medical Leave Act. As such, it is required by law to include a Family and Medical Leave Act (“FMLA”) provision in this policies and procedures manual.—_No employee is eligible, however, for FMLA leave because COMPASS employs less than 50 employees. COMPASS intends to comply with the requirements of the FMLA, but not to extend family leave benefits beyond what the law requires.

The FMLA provides eligible employees up to 12 workweeks of unpaid leave per year, and requires group health benefits to be maintained during the leave as if employees continued to work instead of taking leave. Employees taking FMLA leave are also entitled to return to their same or an equivalent job at the end of their FMLA leave.

The FMLA also provides certain military family leave entitlements. Eligible employees may take FMLA leave for specified reasons related to certain military deployments of their family members. Additionally, they may take up to 26 weeks of FMLA leave in a single 12-month period to care for a covered service member with a serious injury or illness.

The FMLA also allows eligible employees to take up to 26 workweeks of unpaid, job-protected leave in a “single 12-month period” to care for a covered service member with a serious injury or illness.

Additional information about the Family and Medical Leave Act and the requirements for both employees and employers may be found at <http://www.dol.gov/whd/fmla/>.

17.5 ADMINISTRATIVE LEAVE

An employee may request administrative leave with pay for the following reasons:

- Bereavement - In the event of a death in the employee's immediate family (~~including spouse, parents, grandparents, siblings, children, and in-laws~~ spouse, mother, father, guardian, children, sister, brother, mother/father in law, step and adoptive parents/children), an employee may be granted a leave of absence not to exceed five (5) days per request. At the sole discretion of the Executive Director, bereavement leave may be extended to an employee in the event of a death of a family member not specifically listed.
- Funeral Participation - When an employee serves as a pallbearer or in some other way participates in a funeral ceremony, the employee may be given up to four (4) hours of funeral leave, if the funeral takes place during regular work hours.
- ~~Jury Duty or Trial Witness~~ – When an employee is called for jury duty or is subpoenaed, administrative leave may be requested. The employee must submit the original jury summons or subpoena to their supervisor along with a request for administrative leave with pay. An employee may be granted paid leave of absence not to exceed fifteen (15) days. ~~The employee will give to COMPASS any and all monies paid to them as juror or trial witness up to their gross pay for the same period.~~
- Military Leave – When an employee is a member of the National Guard or a reserve component of the armed forces of the United States and the employee receives bona fide orders to temporary, active or training duty, administrative leave with pay may be granted to a maximum of ten (10) workdays per year, provided that the employee submits a copy of their orders to their supervisor. After the ten (10) workdays employees may use accrued vacation leave if they choose; however, they are not obligated to do so. Vacation and sick leave will continue to accrue during the paid portion of military leave, and will be suspended during any leave without pay. All employer benefit contributions and premiums will be paid during the paid portion of the military leave; and the employee remains responsible for the employee's portion of insurance premiums. Employees choosing to retain their health care coverage during the non-paid portion of military leave may do so at their expense. If the employee chooses not to continue coverage, health care coverage will be reinstated upon returning to employment. The employee will give to COMPASS any and all monies paid to them for military assignment up to their gross pay for the period of paid military leave.
- Voting – A ~~non-exempt~~ non-exempt employee may be excused from work for sufficient time, not to exceed two (2) hours, to participate in primary, general, municipal or special elections. Voting leave will not be granted on days that the employee is not at work due to vacation, sick or administrative leave.
- Doctor Appointments – Up to two (2) hours with prior approval may be granted for a ~~non-exempt~~ non-exempt employee's own medical or dental appointments per month. Use of this special leave does not affect the employee's accrued sick leave. Doctor appointment leave will not be granted on days that the employee is not at work due to vacation, sick or administrative leave. The doctor appointment must be within regularly scheduled work hours to be granted this paid leave.

17.6 LEAVE OF ABSENCE

Leave of absence may be available to an employee who has exhausted paid leave and requires additional time off. COMPASS will consider an employee's request for leave of absence on a case-by-case basis. Such leaves are granted at the sole discretion of the Executive Director. The length of a leave of absence and reinstatement privileges will be determined at Executive Director's sole discretion. Examples of reasons for a leave include:

- the birth of a son or daughter, and to bond with the newborn child;
- the placement with the employee of a child for adoption or foster care, and to bond with that child;
- to care for an immediate family member (spouse, child, or parent – but not a parent “in-law”) with a serious health condition;
- to take medical leave when the employee is unable to work because of a serious health condition; or
- for qualifying exigencies arising out of the fact that the employee's spouse, son, daughter, or parent is on covered active duty or call to covered active duty status as a member of the National Guard, Reserves, or Regular Armed Forces.

Leave of absence is taken without pay. Employees on leave will not accrue any sick or vacation time. Employees on leave without pay that wish to maintain their health benefits coverage will do so at their own expense.

APPENDIX A

Current pay dates:	For the period:
5 th of each month	16 th through the last day of the prior month
20 th of each month	1 st through the 15 th of the current month

APPENDIX B

PERSI CONTRIBUTION RATES AS OF JULY 1, 20 21 ¹³	
Employee contribution rate	Employer contribution rate
6.79 <u>7.16</u> %	11. 32 <u>94</u> %

APPENDIX C

COMPASS Health Benefit Program Effective ~~November~~ January 1, 2013~~22~~

The COMPASS Health Benefit Program includes medical, dental and vision coverage for employees and their eligible family members. ~~As of November 1, 2013~~ As of January 1, 2022 COMPASS covers 100% of the medical, ~~dental~~ and vision premiums for employees and ~~90% of these premiums for their~~ eligible family members. ~~The premiums are summarized in the table below.~~

As of January 1, 2022, COMPASS covers a portion of dental premiums for employees and their eligible family members. The employee's share of ~~medical, dental and vision~~ premiums, if any, is paid through payroll deduction on a pre-tax basis. ~~Changes to medical, dental and vision coverage may only be made during the open enrollment period, which occurs each October, unless there is a qualifying event.~~

COMPASS also offers short term disability, long term disability and life insurance coverage for employees. ~~As of November 1, 2013~~ As of January 1, 2022 COMPASS covers 100% of the premiums for long term disability, short term disability and life insurance.

COMPASS employees may, at their option, secure additional health benefits through COMPASS. Employees are responsible for 100% of the premiums for these additional voluntary benefits and payment is made through payroll deduction. ~~Information about available coverage and costs for these voluntary benefits is in the health benefit packet will be provided at any time to employees upon request to the Director of Operations.~~

New employees will receive a health benefit packet upon hiring and are eligible to enroll in health benefits on the 1st day of the month, ~~at least 60 days~~ but no more than 90 days after their hire date.

All employees will receive ~~an~~ updated health benefit packet information each October, during the open enrollment period. ~~Employees may request a health benefit packet information from the Director of Operations at any time.~~

COMPASS does not guarantee that the benefit package summarized here will be available indefinitely. ~~COMPASS reserves the right to change its benefit package at any time.~~

Summary of Medical, Dental & Vision Premiums As of November 1, 2013

	Employee	Spouse	1 st Child	2 Children	3 or more children	First family member	2 or more family members
Regence Medical — Total per month	\$558.50	\$670	\$252	\$504	\$756		
Regence Medical — Employee share per month	\$0	\$67	\$25.20	\$50.40	\$75.60		
Ameritas Dental — Total per month	\$44.40					\$54.28	\$149.84
Ameritas Dental — Employee share per month	\$0					\$5.43	\$14.98
Ameritas Vision — Total per month	\$9.88					\$9.88	\$17.88

Ameritas Vision — Employee share per month	\$0					\$0.99	\$1.79
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COMPASS BOARD AGENDA ITEM III-F

Date: February 28, 2022

Topic: Revision 2 of the FY2022 Unified Planning Work Program and Budget

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' ratification of Resolution 08-2022 approving Revision 2 of the FY2022 Unified Planning Work Program and Budget (UPWP). The Executive Committee approved the resolution on January 11, 2022.

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.

At the August 16, 2021, meeting, the COMPASS Board of Directors approved the Project Development project with the City of Eagle to produce a pre-concept report for the proposed grade separated pedestrian crossing of State Highway 44 (SH-44), to include two bridge crossing alternatives and two tunnel alternatives. The approved amount was \$25,000.

At that same meeting, the COMPASS Board of Directors also approved the Project Development project with the City of Star to produce a pre-concept report for the Safe Routes to School pathway on Floating Feather Road to Star Middle School. The approved amount was \$25,000.

In developing the scope of work with the selected consultant and the City of Eagle, it was determined that the total cost for the desired pre-concept report is \$50,000. The City of Eagle has agreed to contribute the additional \$25,000 needed for the project.

In developing the scope of work with the selected consultant and the City of Star, it was determined that the total cost for the desired pre-concept report is \$35,000. The City of Star has agreed to contribute the additional \$10,000 needed for the project.

The proposed adjustments for Revision 2 of the FY2022 UPWP are to accommodate this change in project cost:

- Add \$35,000 of revenue for the reimbursements from the cities of Eagle and Star.
- Add \$35,000 to 685002, Project Development, to cover the increased project cost of the two pre-concept reports.

Implication (policy and/or financial):

Without the COMPASS Board of Directors' ratification of Resolution 08-2022 approving Revision 2 of the FY2022 UPWP, the Project Development projects would need to be amended to a scope that would fit within the funds appropriated in Revision 1 of the FY2022 UPWP.

More Information:

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



RESOLUTION NO. 08-2022

**FOR THE PURPOSE OF APPROVING REVISION 2 OF THE
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET**

WHEREAS, Revision 1 of the FY2022 Unified Planning Work Program and Budget was adopted by the Community Planning Association of Southwest Idaho Board of Directors under Resolution 05-2022, dated December 20, 2021;

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 2 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’s Executive Committee approves by resolution Revision 2 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 11th day of January 2022.

APPROVED:

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

ATTEST:

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

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COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO

Recommended Changes to FY2022 - Revision 2

Summary

FY2022 Revision 1 UPWP Revenues		4,162,465	FY2022 Revision 1 UPWP Expenses		4,162,465
1	Add reimbursement from the cities of Eagle and Star for costs of Project Development in excess of \$25,000 for each project	35,000	Increase Project Development amount for projects with the cities of Eagle and Star		35,000
Recommended Adjustments to Revenues		35,000	Recommended Adjustments to Expenses		35,000
Adjusted Revenues - Revision 2		4,197,465	Adjusted Expenses - Revision 2		4,197,465

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 2
REVENUE AND EXPENSE SUMMARY (TOTAL)**

REVENUE	FY2022 Revision 1	FY2022 Revision 2
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	170,316
STP TMA - K# 19303, Travel Survey Data Collection (carryover)	448,002	448,002
Subtotal	925,022	925,022
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
Project Development reimbursement from the cities of Eagle and Star		35,000
Orthophotography - Participant Contributions	124,140	124,140
Interest Income	5,031	5,031
Subtotal	360,646	385,646
TOTAL REVENUE; Dues, Federal Funds, and Other miscellaneous	3,916,767	3,941,767
Draw From Fund Balance (CIM Implementation Grants)	100,000	100,000
Draw From Fund Balance (Matching funds for CIM carryover)	13,492	13,492
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	245,698
TOTAL REVENUE, ALL RESOURCES	4,162,465	4,197,465

EXPENSE	FY2022 Revision 1	FY2022 Revision 2
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	238,807
661008, Bike Counter Management	19,800	19,800
685001, Transportation Improvement Program	5,800	5,800
685002, Project Development Program	75,000	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	1,677,666	1,712,666
TOTAL EXPENSE	4,162,465	4,197,465

REVENUE AND EXPENSE SUMMARY		
TOTAL REVENUE	4,162,465	4,197,465
LESS: TOTAL EXPENSES	4,162,465	4,197,465
REVENUE EXCESS/(DEFICIT)	0	0

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 2
EXPENSES BY WORK PROGRAM NUMBER AND FUNDING SOURCE**

WORK PROGRAM NUMBER	Work Days	EXPENSES			EXPENSES								MATCH, LOCAL & OTHER FUNDING				TOTAL FUNDING SOURCES
		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	238,807	795,839	79,211	27,831	302,737	106,367		170,316	686,461	54,377		55,000	109,377	795,839	
661008 Bike Counter Management Resource Development/Funding	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	1,910	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	517,707	1,899,917	145,649	51,174	554,963	194,987	190,000	170,316	1,307,088	103,540	399,289	80,000	592,828	1,899,917	
701001 Membership Services	157	112,573	-	112,573	362	127	76,827	26,993			104,310	8,262.87			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	-	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	
GRAND TOTAL	4,475	2,484,799	1,712,666	4,197,465	168,747	59,290	1,048,580	368,420	306,705	170,316	2,570,059	208,390	897,509	521,506	1,627,406	4,197,465	

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 2
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	238,807	202,307			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		1,712,666	1,293,097	165,219	65,600	2,100	13,600	61,100	9,000	102,950	-

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
 FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 2
 INDIRECT OPERATIONS AND MAINTENANCE EXPENSE SUMMARY**

CATEGORY	ACCOUNT CODE	FY2022 Revision 1	FY2022 Revision 2
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

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 2
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

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							
END PRODUCTS: FY2022 UPWP revisions; FY2023 UPWP; 2022 certification review, and maximize funding opportunities.							Expense Summary
							Total Workdays: 127
							Salary \$ 62,884
							Fringe 28,412
							Overhead 8,536
							Total Labor Cost: 99,831
ESTIMATED DATE OF COMPLETION: September-2022							
Funding Sources					Participating Agencies		
	Ada	Canyon	Special	Total			
CPG, K20050	\$ 466	\$ 164		\$ 630	Member Agencies		
CPG, K20640	\$ 45,787	\$ 16,087		61,874	Federal Highway Administration		
STP-TMA, K19920			30,000	30,000	Federal Transit Administration		
Local / Fund Bal	5,422	1,905		7,328			
Total:	\$ 51,675	\$ 18,156	\$ 30,000	\$ 99,831			
							DIRECT EXPENDITURES:
							Professional Services \$ -
							Legal / Lobbying
							Equipment Purchases
							Travel / Education
							Printing
							Public Involvement
							Meeting Support
							Other
							Total Direct Cost: \$ -
							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					Ongoing	
Compare and align population estimates with 2020 census counts					Oct	
Complete 2021 employment data					Mar	
Complete 2021 Development Monitoring Report					Mar	
Complete 2022 population estimates and receive Board acceptance					Apr	
Development Forecasting, Tracking, and Reconciliation						
Update preliminary plat files and other entitled development					Ongoing	
Reconcile CIM 2050 preferred growth scenario with entitlements					Apr	
Evaluate land use models and scenario planning tools for next long-range plan						
Housing Analysis						
Develop housing and demographic profile					Mar	
Establish steering committee for housing evaluation					June	
Issue Request For Proposals, and select consultant					Sept	
Demographics Support						
Respond to member requests for census data					Ongoing	
Provide development and policy reviews and checklists					Ongoing	
Provide fiscal impact analysis per policy					Ongoing	
Development checklist report					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
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		
					Professional Services	
					Legal / Lobbying	
					Equipment Purchases	
					Travel / Education	
					Printing	
					Public Involvement	
					Meeting Support	
					Other 2,500	
					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							Ongoing
Support work of Public Participation Workgroup							Ongoing
Implement the COMPASS participation plan; work toward goals established in the plan							
Provide outreach/public speaking support and training to staff							Ongoing
Develop tools, such as electronic and print materials, designed for most effective means of communication							
Maintain and enhance COMPASS social media channels							Ongoing
Continually update the COMPASS website to improve usability and keep content up to date							Ongoing
Develop the FY2021 annual report, annual budget summary, and annual communication summary							Oct - Dec
Write and distribute monthly update handout							Ongoing
Write and distribute monthly Keeping Up With COMPASS newsletter							Ongoing
Update/develop other print materials as appropriate							Ongoing
Education and community outreach							
Develop and implement FY2022 public education series							Jan - Sep
Support and collaborate with other agencies' outreach and education efforts and programs							Ongoing
Participate in community events to share planning-related information							Ongoing
Attend/support member agencies at public meetings							Ongoing
Manage/support Leadership in Motion awards program							Aug - Dec
Plan and host annual "COMPASS 101" workshop							Jan - Feb
Sponsor "Look! Save a Life" bicycle/pedestrian safety campaign (coordinated through the City of Boise Police Department)							Mar - Jun
Present information about COMPASS and our programs to stakeholders and community groups as requested							Ongoing
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:		
Funding Sources				Participating Agencies			
CPG, K20640 STP-TMA, K19920	Ada	Canyon	Special	Total	Member Agencies		
				\$ -			
Local / Fund Bal			155,077	155,077	Professional Services	\$	19,900
				-	Legal / Lobbying		
					Equipment Purchases		
					Travel / Education		
					Printing		600
					Public Involvement		20,300
					Meeting Support		
					Other		
					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						Expense Summary	
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.						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:	
Funding Sources				Participating Agencies		Professional Services \$ 202,307	
				Member Agencies		Legal / Lobbying	
				ITD		Equipment Purchases 19,800	
				FHWA		Travel / Education	
				FTA		Printing 1,500	
						Public Involvement 35,000	
						Meeting Support	
						Carry-Forward	
						Total Direct Cost: \$ 258,607	
Total:						Total Cost: \$ 860,248	
						661	

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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				Professional Services \$ 210,000		
				Member Agencies				Legal / Lobbying		
								Equipment Purchases		
								Travel / Education		
								Printing		
								Public Involvement 5,800		
								Meeting Support		
								Other		
								Total Direct Cost: \$ 215,800		
Total:					685 Total Cost: \$ 636,158					

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PROGRAM NO.		701			CLASSIFICATION:		Service										
TITLE:		General Membership Services															
TASK / PROJECT DESCRIPTION:		Provides assistance to COMPASS members, including demographic data, mapping, geographic information system assistance/education, travel demand modeling, and other project support.															
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:		This service promotes implementation of the regional long-range transportation plan. COMPASS staff are engaged in the members' studies and can become more familiar with their assumptions and recommendations. Use of consistent data and methodologies in the various studies and plans conducted by member agencies is beneficial to the region as well.															
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:		There are no federal or state requirements concerning provision of services to member agencies. There are no certification review comments, corrective actions or recommendations related to this program. Member support provides assistance to agencies fulfilling activities related to <i>Communities in Motion</i> , air quality evaluations, and more detailed transportation planning activities such as corridor studies.															
FY2022 BENCHMARKS																	
MILESTONES / PRODUCTS																	
<p><u>Provide general assistance to member agencies as requested in the areas of:</u> Specific assistance determined per member agency requests, may include: Geographic Information Systems (GIS) (maps, data, and analyses) Data and travel demand modeling Demographic, development, and related information Traffic counts and related information Travel time data and analysis Other requests as budget allows</p> <p><u>Specifically requested assistance:</u> <i>FY2022 Member Requests: as ranked by RTAC</i> <i>Canyon Highway District #4- Traffic Impact Fee Study, Phase 2 (7 workdays)</i> <i>Meridian - Linder Road Overpass, next step facilitation (5 workdays)</i> <i>Meridian -Fields Transportation Work (14 workdays)</i> <i>Meridian - Regional Pathway and Waterway Planning (14 workdays)</i></p>							Ongoing		As Needed		As Needed						
LEAD STAFF:		Liisa Itkonen			Expense Summary												
END PRODUCT: Data, mapping, and modeling assistance to COMPASS members. Support for member agency studies and planning activities.									Total Workdays: 157		Salary \$ 70,910		Fringe 32,038		Overhead 9,625		Total Labor Cost: 112,573
ESTIMATED DATE OF COMPLETION:					September-2022				DIRECT EXPENDITURES: Professional Services Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other Total Direct Cost: \$ - Total Cost: \$ 112,573								
Funding Sources					Participating Agencies												
		Ada		Canyon		Special		Total					Member Agencies				
CPG, K20050		\$ 362		\$ 127				\$ 489									
CPG, K20640		76,827		26,993				103,821									
Local / Fund Bal		6,115		2,148				8,263									
Total:		\$ 83,304		\$ 29,269		\$ -		\$ 112,573		701		Total Cost: \$ 112,573					

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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 <u>to fund an air quality public awareness and outreach program.</u> (http://www.legislature.idaho.gov/ldstat/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	Department of Environmental Quality
				\$ -	Ada County Air Quality Board
DEQ/AQB			110,000	110,000	
				-	
Total:	\$ -	\$ -	\$ 110,000	\$ 110,000	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					Ongoing	
Conduct appropriate procurement processes and prepare contracts, as needed					As needed	
Facilitate updates to Air Quality Rules and Regulations, as needed					As needed	
Monitor general workplace and personnel needs					Ongoing	
Provide administrative assistance for agency needs					Ongoing	
Personnel Management						
Prepare and complete recruitment processes					As needed	
Conduct employee annual evaluations						
Financial Management						
Close FY2021 financial records and begin FY2022					Oct-Nov	
Provide annual audit support and complete financial reports					Oct-Dec	
Complete AQB annual Audit Report					Jan	
Prepare and distribute year-end payroll reports					Jan	
Prepare financial reports for review by the Air Quality Board					Quarterly	
Maintain inventory of furniture, equipment, hardware and software					Ongoing	
Information Technology						
Work with software provider to meet program needs and implement improvements and updates					Ongoing	
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						
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		
	Ada	Canyon	Special	Total	Air Quality Board	
Air Quality Board			\$ 104,873	\$ 104,873		
Total:	\$ -	\$ -	\$ 104,873	104,873		
					Total Direct Cost: \$ -	
					704	Total Cost: \$ 104,873

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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
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Attend member agency meetings and coordinate transportation-related planning activities with member agencies.	Ongoing
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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:
	Professional Services \$ -
	Legal / Lobbying
	Equipment Purchases
	Travel / Education
	Printing
	Public Involvement
	Meeting Support
	Other
	Total Direct Cost: \$ -
	705 Total Cost: \$ 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	Member Agencies Professional Services Legal / Lobbying \$ 85,950 Equipment Purchases Travel / Education 18,000 Printing Public Involvement Meeting Support Other 11,100 Total Direct Cost: \$ 115,050 Total Cost: 171,600	
Local / Fund Bal			171,600	\$ 171,600		
				-		
Total:	\$ -	\$ -	\$ 171,600	\$ 171,600		
					760	

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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				Expense Summary	
END PRODUCT: Maintain staff knowledge of federal grant requirement needs and changes and build a strong team through national and local seminars, workshops, conferences, and educational classes.				Total Workdays: 106	
				Salary \$ 43,861	
				Fringe 19,817	
				Overhead 5,954	
				Total Labor Cost: 69,632	
ESTIMATED DATE OF COMPLETION: September-2022				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services \$ -
CPG, K20640 STP-TMA, K19920	\$ 47,745	\$ 16,775		\$ 64,521	Legal / Lobbying
				-	Equipment Purchases
Local / Fund Bal	3,782	1,329	40,000	45,111	Travel / Education 40,000
				-	Printing
				-	Public Involvement
				-	Meeting Support
				-	Other
Total:	\$ 51,527	\$ 18,104	\$ 40,000	\$ 109,632	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					
END PRODUCT: Ongoing support of committees to promote involvement and communication.					Expense Summary
					Total Workdays: 210
					Salary \$ 83,914
					Fringe 37,914
					Overhead 11,390
					Total Labor Cost: 133,218
ESTIMATED DATE OF COMPLETION:				September-2022	
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Member Agencies
CPG, K20640	\$ 91,345	\$ 32,094		\$ 123,440	
STP-TMA, K19920				-	
Local / Fund Bal	7,236	2,542	2,000	11,778	
				-	
Total:	\$ 98,581	\$ 34,637		\$ 135,218	
					DIRECT EXPENDITURES:
					Professional Services \$ -
					Legal / Lobbying
					Equipment Purchases
					Travel / Education
					Printing
					Public Involvement
					Meeting Support 2,000
					Other
					Total Direct Cost: \$ 2,000
					820 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									
Funding Sources					Participating Agencies				
	Ada	Canyon	Special	Total	Highway Districts				
CPG, K20050	\$ 13,615	\$ 4,784		\$ 18,398	Member Agencies				
CPG, K20640	81,373	28,591		109,964	Federal Highways Administration				
STP-TMA, K19920			20,000	20,000	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					
					836				
					Total Direct Cost: \$ 17,200				
					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	
<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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		
	Ada	Canyon	Special	Total	Highway Districts	Professional Services \$ 483,490
CPG, K20050	\$ 194	\$ 68		262	Member Agencies	Legal / Lobbying
CPG, K20640	25,394	8,922		34,316	Federal Highways Administration	Equipment Purchases
STP-TMA, k19303			448,002	448,002	Idaho Transportation Department	Travel / Education
				-	Valley Regional Transit	Printing
				-	Department of Environmental Quality	Public Involvement
Local / Fund Bal	28,288	9,939		38,227		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 Complete Tier 2 analysis for the 2021 Congestion Management Annual (CMA) report using INRIX travel time data Complete the Congestion Management Process Document Convert congestion management annual report to digital format (webmap/storymap)					Jan-Mar Jan-Mar Oct-Dec 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 Refine the integration of management and operation strategies and TSMO projects into the long range plan (2050 plan)					Feb-Mar Ongoing
I-84 Corridor Operations Plan Complete I-84 Corridor Operations Plan					Jan-Feb
LEAD STAFF: Mary Ann Waldinger					Expense Summary
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.					Total Workdays: 131
					Salary \$ 65,056
					Fringe 29,394
					Overhead 8,830
					Total Labor Cost: 103,280
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
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: \$ -
					842 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.		Ongoing	
Data analysis, and maintenance for performance reporting and other planning needs Enterprise database maintenance Data integration GIS Technology Census BAS			
GIS Cooperation		Quarterly/as needed	
Continue participation in the Treasure Valley GIS User Group and Canyon Spatial Data Cooperative (SDC) meetings			
Regional Geographic Advisory Committee		Quarterly/as needed	
Host the Regional Geographic Advisory Workgroup to enable regional cooperation of GIS data			
Regional Data Center		Ongoing	
Expand and maintain authoritative regional GIS data COMPASS staff will conduct data accuracy checks and metadata on regional data sets			
Transportation Improvement Program		Ongoing	
Provide ongoing support			
2022 Orthophotography Project		Ongoing	
Conduct 2022 orthophotography flight Issue Request for Proposals Continue to plan for future orthophotography acquisition and funding			

LEAD STAFF:		Eric Adolfsen		Expense Summary		
END PRODUCT: 1) An expanded use of GIS technology and data for regional planning; and 2) Continued GIS coordination and development of the most accurate and up-to-date information possible.				Total Workdays: 402		
				Salary \$ 160,691		
				Fringe 72,603		
				Overhead 21,812		
				Total Labor Cost: 255,106		
ESTIMATED DATE OF COMPLETION:			September-2022		DIRECT EXPENDITURES:	
Funding Sources			Participating Agencies			
			All Member Agencies			
CPG, K20050	Ada	Canyon	Special	Total		Professional Services \$ 250,000
CPG, K20640	7,529	2,645		10,174		Legal / Lobbying
STP-TMA, K19920	79,456	27,917	96,705	107,372		Equipment Purchases 63,169
				96,705		Travel / Education
				-		Printing
Ortho Participants			124,140	124,140		Public Involvement
Local / Fund Bal	17,287	6,074	206,522	229,884		Meeting Support
				-	Other	
				-	Carry-Forward	
Total:					Total Direct Cost: \$ 313,169	
				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		
Provide local dollars for expenditures not federally funded.						Ongoing
LEAD STAFF: Meq 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		
	Ada	Canyon	Special	Total	Member Agencies	
				\$ -		
Other			5,031	5,031	Professional Services	10,200
Local / Fund Bal			119,019	119,019	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	
Total:	\$ -	\$ -	\$ 124,050	\$ 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					Expense Summary	
END PRODUCT: An agency where administrative support, personnel management, financial management, and general administrative needs are fully met and whose activities are effectively monitored and communicated to the Board.					Total Workdays: 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-G

February 28, 2022

Topic: Modification to the FY2022-2028 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests that the COMPASS Board of Directors ratify Resolution 09-2022 (Attachment 1) modifying the FY2022-2028 TIP to increase the cost of a pedestrian crossing, at the request of the Ada County Highway District (ACHD).

The COMPASS Executive Committee adopted the resolution in its February 15, 2022, meeting.

Background/Summary:

ACHD proposes modification of the FY2022-2028 TIP to increase the cost of a pedestrian crossing at US 20/26 (Chinden Boulevard) and 43rd Street. The design cost increased based on negotiations with the design consultant. ACHD also requests to increase the construction costs to match current estimates. The increase will be covered with local funds, which will be replaced with federal-aid funds in the future, if possible. ACHD's letter of request is provided in Attachment 2.

Public comment is not required for this action.

Implication (policy and/or financial):

This modification will increase the cost of one project in the FY2022-2028 TIP to enable continued work on the project.

More Information:

- 1) Attachment 1 – Resolution 09-2022
- 2) Attachment 2 – Letter of Request
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

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RESOLUTION NO. 09-2022

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

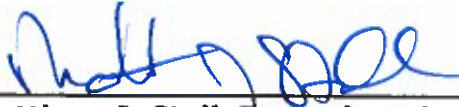
WHEREAS, the attached table details the Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Board of Directors approves the Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program.

ADOPTED this 15th day of February 2022.

By: 
**Debbie Kling, Chair Elect
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 #1 for the FY2022-2028 Regional Transportation Improvement Program

Ada County Highway District, January 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022							0
	Funding Source: TAP-TMA	2023					35	130	165
	Install a pedestrian hybrid beacon-controlled crossing on US 20/26 (Chinden Boulevard) at 43rd Street in the City of Garden City. (Federal = \$153,000)	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	35	130	165
<p>No change to this funding source.</p> <p>Previous obligation: \$56,000 Original total: \$221,000 New total: \$303,000 Percent increase: 37.10%</p>									
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022		0					0
	Funding Source: Local Participating	2023						0	0
	Same as above. (Federal = \$0)	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0
<p>Increase design costs by \$72,000 to cover negotiated contract and construction by \$10,000 to cover new engineer's estimate. Local funds will convert to federal-aid in the future, if possible.</p>									

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 TIP = Transportation Improvement Program
 TMA=Transportation Management Area (Boise Urbanized Area)
 US = United State (highway)
 UT = Utilities

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

January 12, 2022
 Matt Stoll, Executive Director
 COMPASS
 700 NE 2nd Street, Suite 200
 Meridian, ID 83642

Dear Mr. Stoll:

ACHD would like to submit an updated request for additional TAP/TMA funds to cover the cost of design and construction for the Chinden Blvd & 43rd St Pedestrian Improvements project (KN 20549). The enhanced crossing that is being designed will include pedestrian ramps, railing, pedestrian signals and additional luminaires. The consultant estimate for full design is \$120,000, which includes evaluation of multiple design options, a full environmental process, public outreach, right-of-way, survey and reflects the current cost of labor. The project currently has \$48,000 in TAP/TMA funds for design and ACHD would like to request an additional \$72,000.

In addition, ACHD's most recent estimate for construction has increased to \$140,000, which also reflects the current cost of labor and materials. The project presently has \$130,000 in TAP/TMA funds budgeted for construction and ACHD would like to request an additional \$10,000.

Please distribute available TAP/TMA funds within the project like this:

PC - \$48,000 + \$72,000 = \$120,000
 CN - \$130,000 + \$10,000 = \$140,000

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

Sincerely,

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

ITEM III-H

2022 Regional Transportation Advisory Committee

The Regional Transportation Advisory Committee (“RTAC”) is intended to provide advice to the COMPASS Board of Directors (“Board”) on regional transportation and related planning issues.

RTAC shall be composed of key staff or otherwise qualified representatives of members of COMPASS, preferably having a transportation-related technical background.

The Board shall appoint members to RTAC. COMPASS members shall have the right to designate the individuals to be appointed to RTAC by the Board. The number of appointments by a COMPASS member shall be limited to the number of Board seats allotted to the requesting COMPASS member under that certain Third Restated and Amended Joint Powers Agreement and Articles of Reformation and Organization of COMPASS, as amended. Additionally, the COMPASS Public Participation Workgroup shall be entitled to appoint one member to sit on RTAC.

Member Agency	Participants	Votes
Ada County Development Services	Leon Letson Brent Moore Stacy Yarrington	3
Ada County Highway District	Tom Ferch Ryan Head Tom Laws	3
Boise State University	Drew Alexander	1
Canyon County Development Services	Steve Fultz Kate Dahl Dan Lister	3
Canyon Highway District No. 4	Lenny Riccio	1
City of Boise	Karen Gallagher Dave Rader Jessica Szelag	3
City of Caldwell	Robb MacDonald Angela Lively	2
City of Eagle	Nichoel Baird Spencer Bill Vaughan	2
City of Garden City	Hanna Veal	1
City of Greenleaf	Lee Belt	1
City of Kuna	Jace Hellman	1
City of Melba	Darrell Romine	1
City of Meridian	Miranda Carson Caleb Hood Brian McClure	3
City of Middleton	Becky Crofts	1
City of Nampa	Rodney Ashby Jeff Barnes Clair Bowman	3

City of Notus	Vacant	1
City of Parma	Tina Wilson	1
City of Star	Shawn Nickel	1
City of Wilder	Vacant	1
Golden Gate Highway District No. 3	Bob Watkins	1
Idaho Department of Environmental Quality	Michael Toole	1
Idaho Transportation Department	Aaron Bauges	1
Public Participation Workgroup	Lara Disney	1
Valley Regional Transit	Stephen Hunt	1
Ex Officio Members	Participants	Votes
Central District Health Department	Samantha Kenney	N/A
COMPASS	Liisa Itkonen	N/A
Governor's Office	Vacant	N/A

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BOARD OF DIRECTORS AGENDA ITEM V-A

Date: February 28, 2022

Topic: *Communities in Motion 2050 (CIM 2050) Project Scoring Process*

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of the project scoring process for CIM 2050 (attached). The Regional Transportation Advisory Committee (RTAC) recommended approval on January 26, 2022.

Background/Summary:

With the passage of Moving Ahead for Progress in the 21st Century (MAP-21), the transportation authorization bill enacted in 2012, the use of performance-based planning and programming became a significant consideration for metropolitan planning organizations, requiring a data-driven process to identify strategies and investments for transportation.

Over the years, COMPASS has used a variety of methods for project selection for the long-range transportation plan, *Communities in Motion*. RTAC recommends meeting the full intent of performance-based project selection by developing a new project selection method and set of scoring criteria for CIM 2050.

CIM 2050 will have five lists of needs:

- State Roadway System
- Local Roadway System
- Public Transportation System
- Pathway System (off-network)
- Studies

When modes of transportation overlap, all modes will be considered in the analysis of the corridor.

Projects in the first four of these lists will be prioritized within each list. To best compare projects, different processes were developed for each mode. The list of high-priority studies will be presented in alphabetical order unless there are clear connections with timing to other projects that are prioritized.

The proposed process incorporates the recently adopted Complete Network Policy and CIM 2050 funding policy and incorporates the strategies of the Congestion Management Process. The process is designed to ensure that projects that meet regional goals and the intent of COMPASS policies rank highest.

The processes for the different modes were developed by an RTAC subcommittee and COMPASS workgroups:

- An RTAC subcommittee developed the process for roadways.
- The Public Transportation Workgroup, in cooperation with Valley Regional Transit staff, developed the process for public transportation projects and corridors.
- The Active Transportation Workgroup developed the process for regional pathway projects.

The proposed processes for prioritizing projects for the four prioritized project lists are provided in the attachment.

The RTAC subcommittee will continue working on a prioritization process for project selection for the regional transportation improvement program and local programs. The subcommittee's recommendation is anticipated to be presented to RTAC as part of the FY2024-2030 COMPASS Application Guide for review in spring 2022.

Implication (policy and/or financial):

These processes for scoring transportation needs for CIM 2050 will ensure funded projects and prioritized unfunded needs meet regional goals and align with the policies and guidance of the COMPASS Board of Directors. Federal regulations require that data-driven, performance-based planning and programming be used in determining project selection and ranking.

More Information:

- 1) Attachment: Recommended Prioritization Processes
- 2) For detailed information contact: Toni Tisdale, Principal Planner,
ttisdale@compassidaho.org

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Prioritization Process for *Communities in Motion 2050*

State and Local Roadway Systems

Assumptions:

- Funded projects submitted by local agencies are considered funded and included in a plan as funded.
 - If any agency plans to apply for federal-aid funding (formula or competitive), the project should be listed in "Bin 1" of long-term funded projects (approximately 2030-2035) or the unfunded list.
- The description of a corridor will be developed based on the Complete Network Policy.
 - Major corridors will include consideration of all modes.
 - Non-capacity improvement strategies identified in the Congestion Management Process are considered first before capacity improvements.
- The main emphasis of the prioritization process is to help meet the regional goals of the long-range transportation plan. *Communities in Motion 2050* (CIM 2050) includes high-capacity transit service by 2050.

Process:

- Build the foundation.
 - Determine what is currently expected to be funded through 2050.
 - To be considered, the project must have a cost estimate and brief description and listed in a Capital Improvement Plan (or similar) when possible.
- Use COMPASS policies and planning strategies to guide the overall process.
 - CIM 2050 funding policy
 - Complete Network Policy
 - Congestion Management Process
- Seek assistance from COMPASS workgroups for corridors and projects that do not fit into the roadway-based scoring process.
 - Public Transportation Workgroup
 - Prioritize unfunded groups of projects
 - Active Transportation Workgroup
 - Prioritize pathways for appropriate build-out progression
- Conduct technical analysis for the roadway system (including some public transportation).
 - Determine system deficiencies based on the 2050 population growth and the foundation funded system.
 - Apply to long-term funded projects:
 - Using the 2030 official model (2030 growth on official 2030 network – regional transportation improvement program plus Ada County Highway District's 2026 to 2030 Capital Improvement Plan)
 - Is it deficient in 2030?
 - a. Yes – project goes in Bin 1
 - b. No – is it deficient in 2035?
 - i. Yes – project goes in Bin 2
 - ii. No – is it deficient in 2040?
 - 1. Yes – project goes in Bin 3
 - 2. No – goes in Bin 4.
 - Additional technical analysis and scoring metrics (see below)
 - Projects in Funded Bin 1 – to ensure timeliness of need and that needs meet goals in CIM 2050
 - Projects on unfunded list – to determine that needs meet goals in CIM 2050 and determine priority

Lists of Priorities:

- State Roadway System
 - Arterial or above
 - Prioritized with scoring metrics
 - Will include other modes along the corridor, as identified in the Complete Network Policy (e.g., automobile, public transportation, freight, bicycle/pedestrian)
- Local Roadway System
 - Arterial or above
 - Prioritized with scoring metrics
 - Will include other modes along the corridor, as identified in the Complete Network Policy (e.g., automobile, public transportation, freight, bicycle/pedestrian)

Scoring Metrics for the State and Local Roadway Systems:

- CIM 2050 Goals
 - Through technical analyses, determine to what extent proposed improvements would help the corridor meet the four overarching goals of CIM 2050:
 - Safety
 - Economic Vitality
 - Convenience
 - Quality of Life
 - The breakout of the types of information measured for this analysis are provided below.

Safety	Convenience
Bike Level of Traffic Stress	15 Minute Accessibility by Car
Bike/Ped Trips	30 Minute Accessibility by Bus
Crashes	30 Minute Accessibility by Car
Pedestrian Level of Service	60 Minute Accessibility by Bus
Economic Development	Bike Access to Parks
Auto Speed	Bus Trips
Congestion/Reliability Levels for Cars	Pedestrian Access to Parks
Congestion/Reliability Levels for Trucks	Quality of Life
Cracking Improved (VMT)	Air Pollution
Deficient Bridges Improved (Vol)	CIM 2050 Vision Consistency
Induced Rural Infrastructure Costs	Environmental Justice
Rutting Improved (VMT-inches)	Induced Farmland Development
Truck Speed	Noise Pollution
Truck VMT	

- Points equal 100 per category, with the total being an average of the four categories. (Maximum possible: 100 points)
- Technical Analysis
 - Calculate the difference (delta) between the overall foundation system with the improved corridor not included to the overall system with the improved corridor included in the following categories:
 - Vehicle Miles Traveled
 - Congested Vehicle Miles Traveled
 - Hours of Delay
 - Divide the delta amounts equally (by number) and determine a high (30 points), medium (20 points), and low (10 points), with the total being an average of the three categories. (Maximum possible: 30 points)

- Ranking
 - Based on the total of the CIM 2050 goals and technical analysis
 - Separated by state system and local system roadway projects
 - Maximum possible: 130 points
 - An initial ranking will be based on the scoring system, created by the sponsor agency and COMPASS staff through the scoring metrics
 - Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors

Review Materials for the State and Local Roadway Systems:

- Project Description:
 - With the assistance of the sponsor jurisdiction, a project description will be developed to provide a high-level description of the corridor and needed improvements within the corridor.
 - The initial ranking will be determined using the scoring metrics above. This will change to “final” after Board of Directors’ action.
 - See example labeled Sample 1 attached.
- Score Sheet:
 - Final scores for the CIM 2050 goal results and technical analysis results will be provided, with a radar chart, which visually represents intensity of meeting overarching goals and technical criteria.
 - Additional considerations are included, along with staff notes, to assist with additional details about the project for discussion and further refinement for the final rankings.
 - See example labeled Sample 2 attached.
- Summary List:
 - A summary of rankings for both lists of priorities will be provided, along with the detail information described above.

Public Transportation System

List of Priorities:

- Public Transportation System
 - Corridor improvements include capital and operations
 - Will include other modes, as applicable
 - Prioritized by Public Transportation Workgroup to include incremental improvements coordinated with other systems/projects

Assumptions:

- Funded Network = Transportation Development Plan project proposals
- Future Network (Unfunded)

Process developed by Valley Regional Transit and reviewed and recommended by the Public Transportation Workgroup:

Scoring Metrics for the Public Transportation System:

1. High-Capacity Network (Premium Network) - only network to be prioritized individually (considered "regionally important")
 - 400 – Fairview Avenue
 - 401 – State Street
 - 402 – Vista Avenue
 - 403 – Overland Road
 - 404 – Orchard Street
 - 405 – Garrity Boulevard/16th Avenue
 - 406 – Nampa/Caldwell Boulevard
2. Frequent Network
3. Express Network
4. Rail

Note: The Secondary Network is not included, as it is not considered "regionally important".

Technical Analysis:

- Routes within the High-Capacity Network (Premium Network) will be prioritized based on the following criteria with points determined by dividing the amount associated with the criteria by the highest amount within that criterion:
 - Development (2 points maximum)
 - 2050 forecasted jobs within ¼ mile (up to 1 point)
 - 2050 forecasted households within ¼ mile (up to 1 point)
 - Equity (1 point maximum)
 - American Community Survey (ACS) estimates of percent of persons in poverty within ¼ mile (current data)
 - ACS estimates of percent of persons who are non-white or of Hispanic/Latino descent within ¼ mile (current data)
 - Productivity (2 points maximum)
 - Expected ridership in 2050 forecast (based on travel demand model results)
 - Normalized by the hours of service – to determine which routes would be considered more productive
 - Scores for each corridor are based on a proportional "share" relative to the other premium corridors
 - The Frequent Network, Express Network, and Rail will be shown as groups of projects and not prioritized using the criteria above.
 - Public transportation priorities will also be noted within the roadway corridor information and criteria.

Ranking:

- Based on the total development, equity, and productivity scores after normalization.
- Maximum possible: 5 points
- See example labeled Sample 3 attached
- An initial ranking will be provide based on the scoring system, as recommended by the Public Transportation Workgroup.
- Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors.

Pathway System (regional off-street pathways)

List of Priorities:

- Pathway System (regional off-street pathways)
 - Prioritized by the Active Transportation Workgroup
 - On-street bicycle and pedestrian facilities are included with state and local system roadways

Technical Analysis:

- Ownership/right of way
- Proximity to:
 - Employment centers
 - Schools
 - Transit
 - Groceries
 - Libraries
 - Recreation
 - Healthcare
 - Housing/neighborhoods
 - Key destinations
- Equity based on:
 - Job access
 - Transit access
- Connectivity based on walkability analyses

Ranking is based on a multiple step approach:

- Step One
 - Determine initial list of priority segments based on proximity (the density of factors the segment is located near) and equity (the segment's ability to improve access to jobs and transit).
- Step Two
 - Determine realistic priorities based on proximity and equity factors, based on discussion with the Active Transportation Workgroup.
- Step Three
 - Review additional considerations based on connectivity and ownership.
 - Review which segments make the largest contribution to making connections
 - Review which segments have right-of-way already secured
- Step Four
 - Recommend the final list of priorities for the off-system pathways (Active Transportation Workgroup).

See example labeled Sample 4 attached

Final ranking will be based on additional examination and discussion by RTAC and the COMPASS Board of Directors.

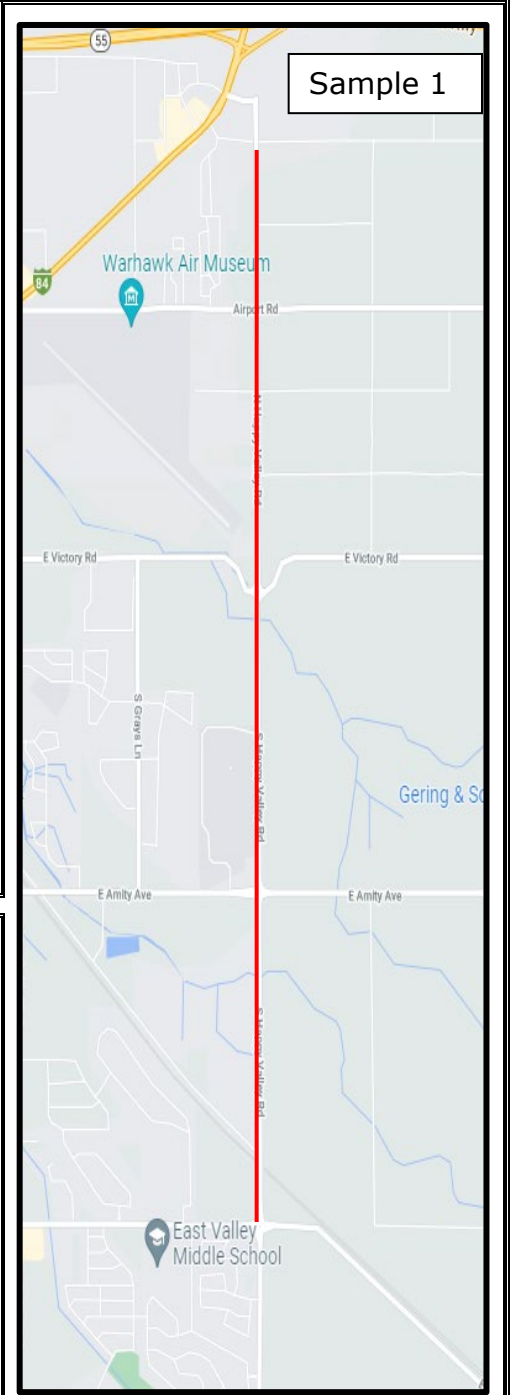
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Where is this corridor?

- Greenhurst Road to Stamm Lane
- 3.5 miles long
- In the City of Nampa, Canyon County

What's the vision for this corridor?

- Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes.
- Identified as a **Primary Bicycle Route** and **Urban/Suburban Arterial** in the COMPASS Complete Network Policy
- This corridor traverses from one of the most congested, shopping areas of the City of Nampa to a developing suburban area of the city. The Saint Alphonsus Medical Center and Nampa Gateway Center are at the northern end of the corridor, followed closely by the Nampa Municipal Airport adjacent to the corridor also to the west. Columbia High School and East Valley Middle School are on the southern end of the corridor on the western side.
- Traffic is expected to continue to increase with additional development in the area.



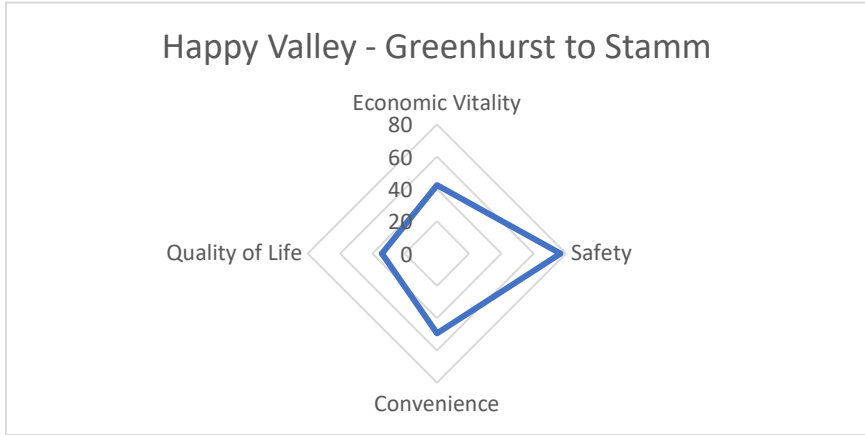
What's needed to achieve that vision?

Identified needs:	Recommended strategies:
<ul style="list-style-type: none"> ➤ Freight: <ul style="list-style-type: none"> • (not freight corridor, but would include info for freight, if warranted) 	<ul style="list-style-type: none"> • (Strategies would be included)
<ul style="list-style-type: none"> ➤ Public transportation: <ul style="list-style-type: none"> • Public transportation on crossroads 	<ul style="list-style-type: none"> • Bus stops at/near Garrity Boulevard and Victory Road
<ul style="list-style-type: none"> ➤ Active transportation: <ul style="list-style-type: none"> • Pedestrian safety near schools and shopping 	<ul style="list-style-type: none"> • ITS devices at crossings of high pedestrian use
<ul style="list-style-type: none"> ➤ General: <ul style="list-style-type: none"> • Keep traffic moving 	<ul style="list-style-type: none"> • Roundabouts where warranted

Sample 2

Corridor Type: Primary Bicycle Route, Urban/Suburban Arterial

Planning Level Cost Estimate for Proposed Improvements: \$53,167,000



CIM 2050 Goals

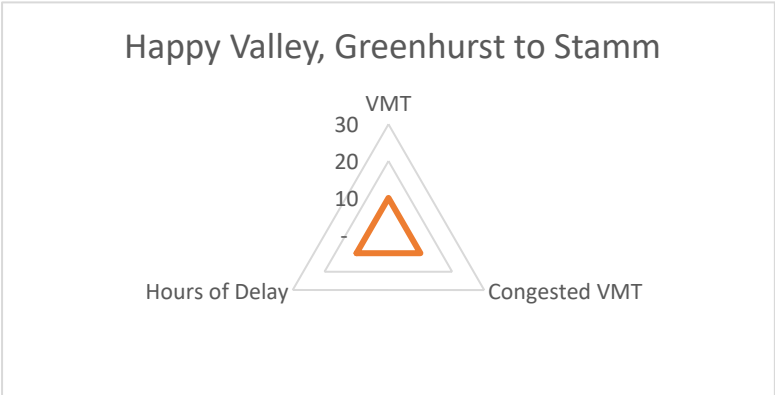
Score: 51 (Average)

Max Score: 100

Technical Analysis Results

Score: 10 (Average)

Max Score: 30



Total Score: 51 + 10 = 61

Additional Considerations:

Yes	Do proposed improvements fill gaps in the transportation system (for any mode, as appropriate)?	Yes	Are there identified environmental issues along the corridor?
Yes	Do proposed improvements support robust regional transit by 2050?	Yes	Are there minority and/or low-income populations along or near the corridor?
Yes	Are there improvements needed along other corridors to maximize benefits? ("companion projects")	Unsure	Have any high priority safety issues been identified along the corridor?

Comments Regarding Scores and/or Considerations Listed Above (staff notes):

- Proposed improvements will fill gaps in sidewalks to provide safe access to schools.
- Happy Valley Road is not a public transportation corridor, but a primary route and a secondary route cross Happy Valley Road. Development of these public transportation corridors, and consideration of these routes in the development of the Happy Valley Road corridor, supports regional transit.
- Prime farmland is near the vicinity of Happy Valley Road and should be a consideration in the development of the corridor.
- Minority and low-income populations are located on the western side of the corridor and should be considered in the development of the corridor.
- Mason Creek and Indian Creek are prone to flood during 100-year flood events, which should be considered in the development of the corridor.

Sample 3
Public Transportation Scoring

Priority 1: Premium Network

Example of Sample Prioritization Methodology for Public Transportation Routes

	2050 Households	HH/*Mile	HH/*Mile Rank	2050 Jobs	Jobs/Mile	Jobs/*Mile Rank	HH+Jobs/Per *Mile	HH+Jobs Rank	Poverty	Poverty Rank	Minority	Minority Rank	Productivity	Productivity Rank	Score
Route A	15,000	771.3	.5	55,232	2,841	0.6	3,671	1.10	20%	0.8	20%	0.6	High	1.0	3.8
Route B															
Route C															
Route D															
Route E															
Route F															
Route G															

*Mile refers route miles

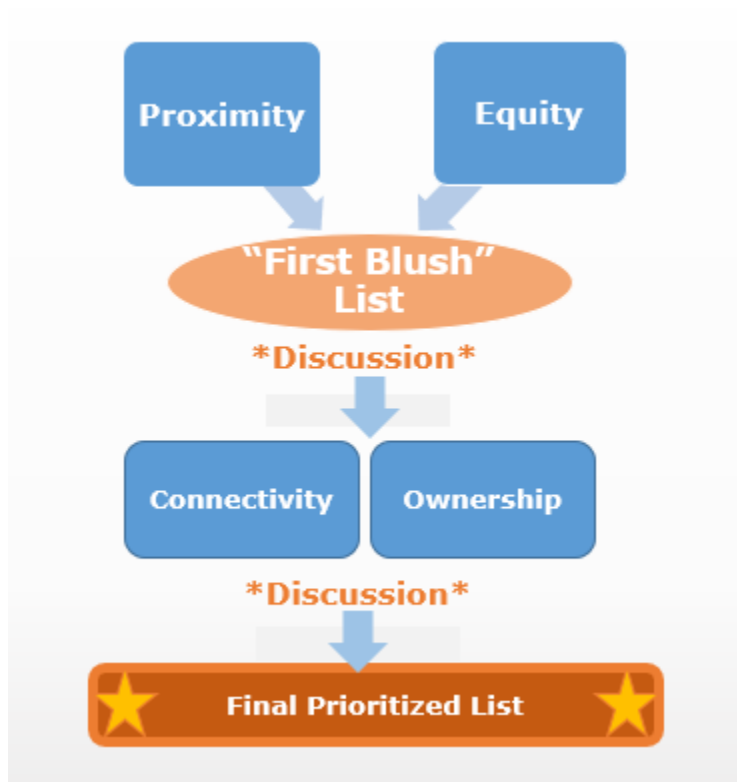
Priority 2: Frequent Network

Priority 3: Express Network

Priority 4: Regional Rail

(Secondary network is not included.)

Sample 4
Off-System Pathway System



BOARD OF DIRECTORS AGENDA ITEM V-B February 28, 2022

Topic: Amendments to *Communities in Motion 2040 2.0* and the FY2022-2028 Regional Transportation Improvement Program

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of resolutions (Attachments 1 and 2) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2022-2028 Regional Transportation Improvement Program (TIP), as recommended by the Regional Transportation Advisory Committee on January 26, 2022.

Background/Summary:

When funding is identified to pay for a new project, *Communities in Motion* must be amended to reflect the change and add the project as "funded." The City of Kuna has requested to add a study as a funded project in CIM 2040 2.0 (Attachment 1):

- A project to conduct a planning and environmental linkages (PEL) study for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension of Meridian Road south to Kuna Mora Road, including an overpass over the Union Pacific Railroad and a bridge over Indian Creek, in the City of Kuna. The study will explore potential easements and right-of-way needed, consideration for pedestrian facilities in the project area, and environmental issues, and include community and stakeholder outreach. Construction is unfunded.

The request includes amending the FY2022-2028 TIP to add the same project. The proposed amendment to the TIP would also add an Ada County Highway District (ACHD) project for pavement preservation and Americans with Disabilities Act (ADA) improvements (Attachment 2). This project was previously included in the TIP but was inadvertently removed from the program during the TIP update in October 2021.

Letters from the sponsoring agencies requesting the changes are provided in Attachment 3.

A public comment period on the proposed amendments was held between January 3 and 17, 2022. COMPASS received 18 comments. Staff does not recommend changes based on public comments received. Verbatim public comments are provided in Attachment 4.

In addition, a Board Administrative Modification to the FY2022-2028 TIP is requested to approve significant cost increases for two of ACHD's projects and one Idaho Transportation Department project. While Board of Directors' action is required for this change, public comment is not needed for this type of action. The details of these projects are included in Attachment 2.

Implication (policy and/or financial):

The amendments to CIM 2040 2.0 and the FY2022-2028 TIP enable work on the included projects to begin immediately.

More Information:

- 1) Attachment 1 – Resolution 10-2022
- 2) Attachment 2 – Resolution 11-2022
- 3) Attachment 3 – Request Letters
- 4) Attachment 4 – Public Comments
- 4) For detailed information contact: Liisa Itkonen, Principal Planner, at litkonen@compassidaho.org or Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

LI:TT: T:\FY22\600 Projects\661 CIM\Amendments\9 Feb 2022\220228mmoBD_CIMamend9&TIP2.docx

RESOLUTION NO. 10-2022

FOR THE PURPOSE OF AMENDING *COMMUNITIES IN MOTION 2040 2.0*

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 prepare regional long-range transportation plans covering a period of no less than 20 years;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the regional long-range transportation plan to be financially constrained;

WHEREAS, the amendment to *Communities in Motion 2040 2.0* adds a new funded project for a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the 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 Railroad and Indian Creek;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require regional long-range transportation plans be developed and amended in consultation with all interested parties; and

WHEREAS, a public comment period was held between January 3 – 17, 2022, and comments were shared with the COMPASS Board of Directors for consideration;

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment to *Communities in Motion 2040 2.0* in compliance with all applicable state and federal regulations; and

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the amendment to *Communities in Motion 2040 2.0*.

ADOPTED this 28th day of February 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

Communities in Motion 2040 2.0 (CIM 2040 2.0) Proposed Amendment #9

This proposed amendment adds a project requested by the City of Kuna:

Conduct a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the 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 Railroad and Indian Creek.

RESOLUTION NO. 11-2022

**FOR THE PURPOSE OF AMENDING 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, a public comment period was held between January 3 – 17, 2022, and comments were shared with the COMPASS Board of Directors for consideration;

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

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment and 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 amendment and 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 Board of Directors approves the amendment and Board Administrative Modification to the FY2022-2028 Regional Transportation Improvement Program.

ADOPTED this 28th day of February 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 Amendment #2 for the FY2022-2028 Regional Transportation Improvement Program

City of Kuna, November 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	Study, Meridian Road Extension and Railroad Overpass, Kuna	2022		0 <u>300</u>					0 <u>300</u>
	Funding Source: Local (Regionally Significant) To conduct a planning and environmental linkages (PEL) study for the realignment of the 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. The study will explore potential of easements and right-of-way needed, consideration for pedestrian facilities in the project area, and environmental issues, and include community and stakeholder outreach. (Construction is unfunded.) (Federal = \$0) Add project.	2023							
		2024							0
		2025							0
		2026							0
		PD							0
	SUM	0	0 <u>300</u>	0	0	0	0	0	0 <u>300</u>

Ada County Highway District, December 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20006	Pavement Preservation and ADA, Phase 3, Boise Area – FY2022 FY2023	2021							0
	Funding Source: Local Participating Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. This project could convert to federal-aid if funds become available. Segments include: Resseguie Street, 16th Street to 13th Street and 13th Street to 8th 10 th Street; and Fort Street, 16th Street to 15th Street. (Federal = \$0) Add project into the FY2022-2028 TIP, adjust the segments for improvements, and increase overall costs to match current engineering estimates. Previous obligations: \$80,000 Total cost: \$1,095,000 188% increase	2022						220 <u>0</u>	220 <u>0</u>
		2023						0 <u>1015</u>	0 <u>1015</u>
		2024							0
		2025							0
		PD							0
	SUM	0	0	0	0	0	0	220 <u>1015</u>	220 <u>1015</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20006	Pavement Preservation and ADA, Phase 3, Boise Area – FY2022 FY2023	2021							0
	Funding Source: STBG-TMA	2022						80	80
	Same as above. (Federal = -\$6,000) Remove federal-aid funding to match the FY2022-2028 TIP.	2023						<u>0</u>	<u>0</u>
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	80	80
						<u>0</u>	<u>0</u>		

COMPASS Board Administrative Modification #1 for the FY2022-2028 Regional Transportation Improvement Program

Ada County Highway District, December 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2022		552					552
	Funding Source: STBG-TMA	2023							
	To begin preliminary design and National Environmental Policy Act (NEPA) environmental review to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. (Construction is "unfunded.") (Federal = \$511,000) Based on partnership agreement between ACHD and ITD, increase cost for design and right-of-way. No change to this funding source. Original total: \$2,686,000 New total: \$4,247,000 Percent increase: 58.12%	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	552	0	0	0	0	552
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2022		245					245
	Funding Source: Local Participating			<u>970</u>					<u>970</u>
	Same as above. (Federal = \$0) Adjust and increase local funding for design and right-of-way acquisition with total increase of \$1,166,000 for this funding source.	2023		652	0	10			652
		2024				565			565
		2025				<u>1073</u>			<u>1073</u>
		2026				566			566
		PD				<u>1141</u>			<u>1141</u>
SUM	0	897	1131	0	0	0	2028		
			<u>970</u>	<u>2224</u>			<u>3194</u>		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2022		0					0
	Funding Source: IM	2023		400					400
	Same as above. (Federal = \$371,000) Add funding source, total increase \$400,000.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	0	0
			0	400				400	
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2022		101					101
	Funding Source: State	2023							
	Same as above. (Federal = \$0) No change to this funding source.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	101	0	0	0	0

Idaho Transportation Department, December 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20227	US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian	2022	0						0
	Funding Source: HB132 and HB312	2023	-14				286	3366	3652
	Replace a culvert on US 20/26 (Chinden Boulevard) at the Phyllis Canal near the City of Meridian due to restrictions for freight. (Federal = \$0) Decrease PE in FY2022 and Increase CN in FY2023 per ITD, based on new engineer's estimate. Previous obligation: \$750,000 Original total: \$4,480,000 New total: \$6,003,000 Percent increase: 34.00%	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	-14	0	0	0	286	3366
			-14				4866	5138	

Ada County Highway District, January 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022							0
	Funding Source: TAP-TMA	2023					35	130	165
	Install a pedestrian hybrid beacon-controlled crossing on US 20/26 (Chinden Boulevard) at 43rd Street in the City of Garden City. (Federal = \$153,000) No change to this funding source.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0	0	0	0	35	130

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	Previous obligation: \$56,000 Original total: \$221,000 New total: \$303,000 Percent increase: 37.10%								
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	2022		0 <u>72</u>					0 <u>72</u>
	Funding Source: Local Participating	2023						0 <u>10</u>	0 <u>10</u>
	Same as above. (Federal = \$0) Increase design costs by \$64,000 to cover negotiated contract and construction by \$10,000 to cover new engineer's estimate. Local funds will convert to federal-aid in the future, if possible.	2024							0
		2025							0
		2026							0
		PD							0
		SUM	0	0 <u>72</u>	0	0	0	0	0 <u>10</u>

ACHD=Ada County Highway District
 ADA=Americans with Disabilities Act
 CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 HB = House Bill
 IM = Interstate Maintenance
 ITD = Idaho Transportation Department
 NEPA = National Environmental Policy Act
 PE = Preliminary Engineering
 PEL = Planning and Environmental Linkages
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 STBG=Surface Transportation Block Grant
 TIP = Transportation Improvement Program
 TMA=Transportation Management Area (Boise Urbanized Area)
 US = United State (highway)
 UT = Utilities

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P.O. BOX 13
KUNA ID 83634
(208)922-5546
www.KunaCity.id.gov

Mayor

Joe Stear

City Council Members

Richard Cardoza
Warren Christensen
John Laraway
Greg McPherson

City of Kuna

November 10, 2021

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

Dear Mr. Stoll:

The City of Kuna requests the addition of a project to the Transportation Improvement Program and Long-range Transportation Plan. This project is currently funded solely by the City. All of our effort, however, is oriented to Federal Highway Administration requirements in the event that federal funds may be available as this project progresses. In consideration of those federal funds, the City has worked into its project scope a Planning and Environmental Linkages (PEL) study. The details are as follows:

- Project Title:
 - Kuna Railroad Overpass and SH-69 (Meridian Road) Realignment/Extension to Kuna Mora Road
- Funding:
 - \$300,000 in FY2022 funds from the City of Kuna. No additional funds are currently committed.
- Project Description:
 - The purpose of this project is for the realignment of the SH-69(Meridian Road) and Kuna Road Intersection and the Continuation of Meridian Road, south to Kuna Mora Road with an overpass for Union Pacific Railroad and bridge over Indian Creek. This Planning study will explore the realignment of the Meridian Road and Kuna Road Intersection, potential of easement and right of way need, consideration for pedestrian facilities in the project area and environmental. Community and stakeholder outreach has been requested to be included in the overall scope of the project. This project is anticipated to be completed no later than September 30, 2022. Overall project implementation and completion is dependent on funding and partnerships available.

Thank you for your consideration of this request.

Regards,

Joe Stear, Mayor
City of Kuna



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

December 10, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

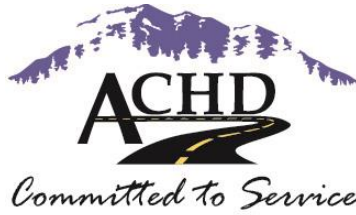
Dear Mr Stoll: *Matt*

ACHD would like to add KN 20006 – FY2022 Pavement Preservation and ADA (Phase 3) - to the FY2022-2028 TIP, and program construction for FY2023. The project was removed from the TIP in error when ACHD canceled all future Phase 3 improvement projects. All segments have been designed to federal standards and ACHD would like to continue to pursue federal funding to pay for the road and pedestrian ramp work. Segments designed include Resseguie Street, from 10th to 16th and a block of Fort Street and 15th Street, in Boise. ACHD is moving the project from FY2022 to FY2023, because of a construction scheduling conflict with a large water main project that Suez is going to complete in FY2022. The most recent estimate for construction of KN 20006, plus a 20% contingency, is \$1,015,000.

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

Sincerely,

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



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

January 12, 2022
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD would like to submit an updated request for additional TAP/TMA funds to cover the cost of design and construction for the Chinden Blvd & 43rd St Pedestrian Improvements project (KN 20549). The enhanced crossing that is being designed will include pedestrian ramps, railing, pedestrian signals and additional luminaires. The consultant estimate for full design is \$120,000, which includes evaluation of multiple design options, a full environmental process, public outreach, right-of-way, survey and reflects the current cost of labor. The project currently has \$48,000 in TAP/TMA funds for design and ACHD would like to request an additional \$72,000.

In addition, ACHD's most recent estimate for construction has increased to \$140,000, which also reflects the current cost of labor and materials. The project presently has \$130,000 in TAP/TMA funds budgeted for construction and ACHD would like to request an additional \$10,000.

Please distribute available TAP/TMA funds within the project like this:

PC - \$48,000 + \$72,000 = \$120,000
CN - \$130,000 + \$10,000 = \$140,000

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

Sincerely,

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

Public Comments Received (Verbatim)

For amendments to: *Communities in Motion 2040 2.0* and FY2022-2028 Regional Transportation Improvement Program

Public Comment Period: January 3 through 17, 2022
Total number of comments received by COMPASS: 18

Topic: Add a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the 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 Railroad and Indian Creek.

The proposed amendments would also add a pavement preservation and Americans with Disability Act (ADA) improvements project in Ada County in the TIP.

Outreach methods: 3 email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
Not only widening 55 in Canyon County but adding more freeway access in Canyon County will help make Middleton rd a 84 access point and even unstick to many wrecks from people racing to get ahead on 55 at each stop light where it goes from one to two lanes and then back to one 55 should two lanes from tenth ave all the way to Nampa Caldwell Blvrd	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Anonymous	Email
First of all, thanks - again - for the opportunity to provide input regarding proposed road projects. I would strongly encourage avoiding those which seem to contradict re: benefits to be derived, specifically, additional roads/expanded roadways and the mitigation of problematic air quality. The additional flow (and uptick in speed) of traffic and generation of carbon monoxide is worrisome. What are the planners proposals for improving air quality, a persistent problem in the Treasure Valley, within the context of roadway extensions and expansions?	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District. Regarding air quality planning, the Meridian Road extension is included in the Ada County Highway District's Capital Improvement Plan; therefore, the project is part of COMPASS' air quality conformity demonstration, which is a process to verify that planned transportation projects will not cause the region to exceed established air quality budgets. You can learn more about air quality conformity demonstrations at www.compassidaho.org/prodserv/aq-demo.htm .	Tom Trotter, PhD University of Idaho	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I support the propose amendments to add the following project to both CIM 2040 2.0 and the TIPs: A planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the 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 Railroad and Indian Creek. And to add a pavement preservation and Americans with Disability Act (ADA) improvements project in Ada County in the TIPs.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.</p>	<p align="center">83646 (Meridian) Walter M. Steed</p>	<p align="center">Email</p>
<p>I'm in favor of this Amendment Although the ADA project is not high on my priority list</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>I think it would be a good thing to extend Meridian Road out passed Kuna. 😊</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p>	<p align="center">83709 (Boise) Susan Bradley Idaho Commission on Aging</p>	<p align="center">Email</p>
<p>My comment goes to the amendment for funding additional curb improvements in compliance with the ADA. If this includes the funding of additional orange plastic ramp curbs, it is a waste of money. A more sustainable installation is needed. My observation is that many of the ramps installed in the past quickly deteriorate and in their fractured condition become a hazard for all uses. I would suggest ACHD undertake an inventory and condition and life span analysis of the existing ramps before installing any more. Thanks for the opportunity to comment.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p align="center">83707 (Boise) Diane T. Kushlan, FAICP Kushlan Associates</p>	<p align="center">Email</p>
<p>I support the proposed amendments. Kuna Mora Road needs to be a major belt route in the Treasure Valley just like I-215 in Salt Lake. Please do not squander the opportunity to preserve this belt route for Nampa, Caldwell, Kuna, and Boise. I have lived in the Treasure Valley for over 40 years. This needs to happen.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Idaho Transportation Department.</p>	<p align="center">Bryan Palfreyman Palfreyman and Associates, PLLC</p>	<p align="center">Email</p>
<p>The only comment I would have is long as they do a thorough due diligence on the project and coincide it with the other projects at the same time to save taxpayer dollars instead of putting a project in and then tearing it up later when both could've been done during that particular timetable, I'd say it is a good project. Traveling that area often, I hope they can get it in sooner than later because of the traffic pressure currently in that area. It seems we are always really late with traffic needs and wait too long.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p>	<p align="center">Chuck Stadick</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>First of all, I'm all in favor of growth... However, the proposals would be ok IF, and I repeat IF there is some discussion on traffic movement on Meridian Rd (hwy 69) from Kuna to the Hwy 84 on-ramp. Currently, with all the new housing construction off of Meridian Rd from Meridian to Kuna, the influx of additional vehicles both private and commercial on Hwy 69 will and have at least doubled the amount of vehicles on this hwy. With this increase, there is an increase in traffic collisions and pollution for the existing surrounding homes and businesses. There needs to be additional ways to divert traffic from Hwy 69 to Interstate 84 in the form of more on/off ramps or parallel roadways alike Overland Rd. With summer just around the corner the increase in traffic from Hwy 69 and Interstate 84 to the Waterpark will create additional vehicles to this area. When looking at expansion, please keep in mind the traffic and those of us who have lived here for a very long time. As I said, I'm not against growth, but we need smart growth that doesn't decrease the livability of existing residents.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Idaho Transportation Department.</p>	<p>Ann Farace Meridian Homeowner in Elk Run II</p>	<p>Email</p>
<p>We travel to Kuna regularly, although we almost always come in via Meridian Road. While we ourselves would not likely use this proposed extension often, we can definitely see its benefits. Since it takes years to get something like this accomplished we definitely support a study on it and hope it gets h a high enough priority to get approval and into the mix of approved projects. For now I see both the Lake Hazel and Amity projects as higher priorities.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.</p>	<p>Harold Klein</p>	<p>Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I am absolutely in favor of a planning and environmental linkages (PEL) study in the City of Kuna for the realignment of the 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 Railroad and Indian Creek.</p> <p>With significant growth taking place and planned for between Meridian and Kuna, and east on Kuna Mora road to Blacks Creek, this project is a must. A future Utah I-215 like corridor for this area is compelling. I-84 is becoming so congested west of the Boise airport to Caldwell. There is a need for a belt route to alleviate auto and truck traffic congestion now and into the future. Not to mention safety. There is significant capacity on I-84 east of Blacks Creek interchange. This concept has been discussed for years. I am glad to see that there is a least a start by addressing the transportation need south of Meridian to Kuna Mora Road. Thanks,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Idaho Transportation Department.</p>	<p align="center">(Boise) David L. Palfreyman</p>	<p align="center">Email</p>
<p>I do feel this is very much needed. The other two crossings are overloaded and sometimes emergencies happen but emergency vehicles can not cross because of the train. I feel an overpass is very important to our community. Thank you</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>
<p>I disagree with the road going thru to Kuna mora. I don't agree with an overpass at all, I know we are the minority there. If an overpass is needed...why not just throught o king road. I don't understand the need to continue it to Kuna Mora Rd.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p> <p>The study will mainly review extending Meridian Road to Kings Road but will also explore the option of extending Meridian Road to include a future connection to Kuna Mora Road to the south.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>As a resident of Kuna with roots in Idaho going back over 100 years, who has lived or worked in many US states, Canada, and Europe, I am both delighted and dumbfounded at this proposal.</p> <p>I am delighted that we are finally starting to think about the explosive growth Kuna is undergoing. I am dumbfounded that this was not planned and executed before the Kuna City Council entertained, let alone approved about 30 new developments.</p> <p>I live near Ten Mile and Deer Flat and know how bad it can be to try to get to I-84 with our current traffic. The idea of owning a home south of Indian Creek seems sheer madness. The trip across Indian Creek and the tracks can be darn near impossible if the railroad has lots of traffic. I imagine that our ignorant transplants that have made that mistake rued the day they signed their purchase contracts.</p> <p>Anything that can be done to improve traffic flow in Kuna, even something like this that will not personally benefit me, is welcome!</p> <p>Now, how about we get light rail, like so many other places that I have lived or worked, on the agenda and run a spur down to Deer Flat and Meridian. It could be in the center lane and elevated. That would be a real improvement and something I would use...as long as there was also a station near the fairgrounds near work!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p>Shawn Jefferds</p>	<p>Emails</p>
<p>I think that this like so many projects is way over due and would be a significant improvement t the Kuna community.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.</p>	<p>Anonymous</p>	<p>Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>1 - Make all of Victory Road 3 lane to 10 mile.</p> <p>2- Build a bridge over water ditch from Amity to Cole to help with traffic. Make Amity a 3 lane or 5 lane street all the way to the airport.</p> <p>3 - Make Lake Hazel a 5 lane from airport to 10 mile before anymore congested ugly track homes are built!</p> <p>4 - Double to amount of Street Buses in ADA County with more stops South of Victory and include Kuna.</p> <p>5 - Start installing 6ft Diameter Cement package pneumatic transfer tubes to be finalized in 2040. Two parallel tubes to be installed under all rebuilt roads in all of Ida County until 2040 when transfer pneumatic pressure will be activated with floor magnetic fields.</p> <p>6 - Start installing 10ft diameter cement pneumatic tubes under all main Freeway reconstructed roads for all STATE MAIN HIGHWAYS to transmit materials, people and goods now transmitted on the freeways producing smog and CO2. Each lane! This should PART be part of a NATIONAL Transportation Program. Probably will never happen in our lifetime because of the hatred of and uncompromising Congress.</p> <p>7 - Start building 4 new grade schools, 4 new Jr. HS and 2 new, very large new High Schools south of Cole and Lake Hazel. Also build the same kind of HS on Meridian Road to Kuna on the east side of the road past the Lineman Training Center. Ada County will have 50,000 more families living here in 5 years! If the County and City Elected officials sit on their hands and do nothing - they will wake up with 40 to 50 students in every classroom and no teachers. The STATE ELECTED OFFICIALS should also build a NEW TRAINING CENTER - " The Kuna Training Center for Teachers, Electricians, Plumbers, Carpenters and Nurses South of Kuna. The land is cheap now and there is land to build low-income homes. Build now before its too late. The State Coffins have the money now - it may not be there in 10 years! America will need 800,000 trained people in these trades tomorrow. Colleges can not keep up and are too expensive for low and middle-income families. Businesses will also need to build low rent homes , on site, for low paid workers from here on. Wake up Abertsons !</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, Ada County Highway District, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p>Lester A. Meade</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
We don't need an overpass in Kuna. It will only bring more traffic and more people and frankly, pardon my french but that is bull****! The natives of Kuna are tired of you people selling off our town and bringing in more cockroaches from out of state. Neighborhood crime is up, traffic is up, schools are more crowded, our farmland is being sold off to the highest bidder only to build crappy California style homes so close together you can hear your neighbor fart. These hoods will look just like that in a few years, a HOOD. As a fifth-generation Idahoan whose own children will not be able to buy a home here, STOP RUINING OUR STATE!!!!	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Kuna.	Anonymous	Email
Thank you for arranging these improvements, especially ADA!	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, and the Ada County Highway District.	Sue Maben Community Member	Email

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TOPIC	State Street Corridor Memorandum of Understanding
DATE	January 28, 2022
STAFF MEMBER	Kelli Badesheim

Staff Recommendation/Request

Valley Regional Transit and the MOU partners are asking the COMPASS Board of Directors to consider approval of the State Street Corridor Memorandum of Understanding (MOU).

Highlights

- State Street corridor is identified as a regionally significant corridor with strong transit emphasis
- State Street Strategic Plan Study completed in 2004
- Transit Traffic and Operations Study completed in 2011
- Additional studies and projects are underway to establish investment opportunities for the corridor
- Original Memorandum of Understanding established in 2006 and updated every five years
- Current MOU expired December 31, 2021

Summary

Since 2006, Valley Regional Transit has been coordinating with other jurisdictions and transportation partners to develop the State Street corridor into a multi-modal corridor with a heavy transit emphasis. That coordination has been documented through an MOU expressing the shared commitment of each agency to improving mobility in the State Street corridor through a combination of roadway investments, supportive land uses, and improved transit. Current MOU partners include Ada County, Ada County Highway District, Capital City Development Corporation, Cities of Boise, Eagle, and Garden City, Community Planning Association of Southwest Idaho, Idaho Transportation Department, and Valley Regional Transit.

Over the years, this MOU led to planning documents, land use and code updates, intersection improvements, transit service expansion, and infrastructure improvements. The current MOU expired at the end of 2021. VRT has coordinated input from staff of all the relevant agencies to update the MOU and extend it another five years. The draft MOU has been executed by the MOU jurisdiction and transportation agency partners. The COMPASS Board is the final partner to consider approval.

Implication (policy and/or financial)

Collaborating in the State Street corridor will ensure the region’s investments are leveraged and coordinated in an effective and efficient way for the benefit of the citizens that reside and work in, and commute through the corridor.

More Information

Attachments:

Memorandum of Understanding: State Street/Idaho 44 Transit Corridor Implementation Coordination

For detailed information contact: Kelli Badesheim, Executive Director, 208.258.2712, kbadesheim@valleyregionaltransit.org

**MEMORANDUM OF UNDERSTANDING
STATE STREET/IDAHO 44 TRANSIT CORRIDOR
IMPLEMENTATION COORDINATION**

**Between
ADA COUNTY
ADA COUNTY HIGHWAY DISTRICT
CAPITAL CITY DEVELOPMENT CORPORATION
CITY OF BOISE
CITY OF EAGLE
CITY OF GARDEN CITY
COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
IDAHO TRANSPORTATION DEPARTMENT
VALLEY REGIONAL TRANSIT**

This Memorandum of Understanding (“**MOU**”) is entered into this _____ day of _____, 2021, by and between Ada County, Ada County Highway District, Capital City Development Corporation, City of Boise, City of Eagle, City of Garden City, Community Planning Association of Southwest Idaho, Idaho Transportation Department, and Valley Regional Transit. Collectively, these entities are referred to herein as “Agencies” or individually as “Agency.”

BACKGROUND

The State Street and State Street/Idaho 44 Corridor (the “Corridor”) is identified in the regional long-range transportation plan, *Communities in Motion 2040 2.0*, as a regionally significant corridor with a strong transit emphasis. The Corridor is divided into three segments: Downtown Boise to Whitewater; Whitewater to Glenwood; and Glenwood to Highway 16.

The Agencies have worked collectively toward the vision of State Street as a designated transit corridor defined in 2004 in the State Street Corridor Strategic Plan Study. Building upon the original vision, the State Street Transit and Traffic Operations Plan (TTOP) completed in 2011 outlined near, medium and long-term planning and implementation for transit, traffic, and land use. Additional studies and projects are underway.

The original State Street Corridor Implementation Agency MOU (the “Original MOU”) was executed in January 2006 and was updated every five-years by the Agencies with the current MOU expiring on December 31, 2021. The primary purpose of this document is to ensure the Agencies, which are parties to this MOU, continue their cooperation and collaborative efforts in support of the long-range transit vision of the Corridor.

1. PURPOSE; TERM; DEFINITIONS.

- A. This MOU does not require the signing Agencies to make any financial commitments or appropriations of specific funds. The parties to this MOU agree that failure of any party to appropriate or otherwise commit to fund any of the activities described herein will not be deemed a violation of this MOU, and no party shall have any legal recourse against another party's failure to make such financial commitments or expenditures.
- B. The purpose of this MOU is to set forth process for coordinating planning and projects for the Corridor, and to delineate roles and responsibilities of agencies to support the coordination.
- C. The term of this MOU shall be five (5) years, and will begin January 1, 2022 and expire December 31, 2026.
- D. Definitions used herein shall have the meaning ascribed to them in **Attachment 1**.

2. AGENCY ROLES AND RESPONSIBILITIES.

Each party to this MOU agrees to assign one member each to the Executive Team and the Technical Team. Each Agency to this MOU agrees to apply its best efforts to contribute support to the activities mentioned or implied in the Procedures and Implementation of this MOU section within the limits of available funds and resources. Specific assignments will be determined when each activity is funded and a work plan is prepared.

- A. The key functions of the Executive Team are:
 - Collaborate and align efforts among corridor partners.
 - Identify barriers and challenges and propose solutions or steps for resolutions to coordination affecting corridor development and project implementation.
 - Provide leadership and guidance to support the coordination of the technical work provided by the partners' staffs.
 - Review technical information relevant to policy concerns.
 - Coordinate work efforts and, when possible and appropriate, funding amongst partner organizations to support reviews, updates, and the implementation of the annual work plan.
- B. The key functions of the Technical Team are:
 - Provide and maintain data supporting the performance measurement system
 - Complete technical tasks as assigned by Executive Team
 - Participate in project teams and provide technical support on corridor activities and projects.
 - Produce recommendations and progress reports as assigned
 - Produce an Annual Report

3. ANNUAL REPORT AND WORK PLAN.

The Agencies will establish a performance measurement system, including baseline data before the end of the first year of the MOU. The Goals and Objectives defined in

Attachment 2 establishes the foundation for the performance system.

The Technical Team will produce an annual report including: Measures and Outcomes Progress Report; Inventory of investments and completed projects from the previous year; and recommendations for corridor activities. The Agencies will consider any adjustments to metrics and outcomes on an annual basis by consensus of the Agencies.

The Executive Team is responsible to review Annual Report and establish an Annual State Street Corridor Coordinated Work Plan. The work plan will include: scope, deliverables, schedule and responsible agencies for completing each of the agreed upon activities.

4. FISCAL RESPONSIBILITIES.

Subject to Article 1(A) herein, it is anticipated that each party to this MOU will use its best efforts to take advantage of funding opportunities and pursue funding to execute the activities referenced in this MOU.

In order to facilitate multi-year projects and provide for funding priority, each Agency will support the execution of the Annual Work Plan described herein to the best of their abilities.

The Corridor is integrated into the region's long-range transportation plan ("Communities in Motion") and local Comprehensive Plans. The parties agree to apply for funds in the appropriate Capital Improvement Plan, Transportation Improvement Plan ("TIP"), and other outside funding in an effort to obtain the necessary funding to execute the projects on or before the MOU schedule. Interagency agreements will be considered, as appropriate, to support the implementation of future projects.

5. PROCEDURES AND IMPLEMENTATION OF THIS MOU.

All parties to this MOU agree that the following activities are essential to the success of the State Street Project implementation and will participate in the execution of these activities:

- A. Program Coordination.** The Agencies acknowledge that program coordination is needed to ensure the Agencies are working closely together to achieve common project goals and objectives.
- B. Periodic Meetings.** The Agencies will continue to participate in periodic meetings as described above.
- C. Annual Status Report.** An annual MOU status report as described in Article 2(B) shall be made available to policy makers of all parties to this MOU as part of regular updates.
- D. Coordination with Other Studies.** The Agencies will continue to coordinate to implement ongoing and future studies. It is anticipated this coordination will both make adjustments to the direction of the Corridor implementation and have an impact on the other studies to better incorporate the goals and objectives of the State Street Corridor Program.

E. Initial Steps Following Execution of this MOU. The Agencies agree to immediately begin the following initial activities upon signing the MOU:

1. Develop a list of agreed upon projects to support building out the corridor.
2. Begin to pursue funding for the agreed upon projects and program these projects in the annual TIP and in the participating Agencies' annual budgets as feasible.
3. Complete Performance Measurement System with baseline data.
4. Prepare Annual Corridor Work Plan, with full participation from appropriate agencies, to support the activities described within and coordinate timing and implementation of specific activities.

6. LIMITATIONS.

Nothing in this MOU between the Agencies shall be construed as limiting or expanding the statutory or regulatory responsibilities of any involved individual in performing functions granted to them by law; or as requiring either entity to expend any sum in excess of its respective appropriation. Each and every provision of this MOU is subject to the laws and regulations of the state of Idaho and of the United States.

Nothing in this MOU shall be construed as expanding the liability of either party. In the event of a liability claim, each party shall defend their own interests. Neither party shall be required to provide indemnification of the other party.

7. EFFECTIVE DATE.

This MOU shall become effective upon the last signature date among the Agencies.

8. METHOD OF TERMINATION.

This MOU shall remain in force unless formally terminated by any Agency after thirty (30) days written notice to all of the other Agencies.

9. AMENDMENTS.

Amendments to this MOU shall become effective upon mutual agreement and written approval by all Agencies.

End of MOU – Signatures Appear on Following Page

WHEREFORE, the Parties have hereunto fixed their signatures as indicated below.

Chairman
Board of Ada County Commissioners
Date:_____

President
Ada County Highway District
Date:_____

John Brunelle
Executive Director
Capital City Development Corporation
Date:_____

Lauren McLean
Mayor, City of Boise
Date:_____

Jason Pierce
Mayor, City of Eagle
Date:_____

John Evans
Mayor, City of Garden City
Date:_____

Matthew J. Stoll
Executive Director, COMPASS
Date:_____

Caleb Lakey
District 3 Engineer
Idaho Transportation Department
Date:_____

Kelli Badesheim
Executive Director, Valley Regional Transit
Attachment 1: DEFINITIONS.
Date:_____

The following words and phrases when used in this MOU shall have the meanings respectively given herein.

“State Street/Idaho 44 Corridor” (sometimes referred to herein as the **“Corridor”**) defines the portion of State Street from Main Street Station west to Idaho 16 – with the State Street Corridor west of Glenwood Boulevard to Idaho 16 being designated Idaho 44.

“State Street Project” for purposes of this MOU shall mean a coordinated effort by the Agencies to implement various steps to transform State Street/Idaho 44 Corridor into an integrated high capacity transit corridor. This integration requires the implementation of land use policies, roadway and multi-modal improvements, and significant enhancements to the transit system.

“State Street Corridor Strategic Plan Study” (referred to herein as the **“Study”**) refers to the Study sponsored by ACHD and Boise City, and prepared by Meyer, Mohaddes Associates, dated February 2004, that defines State Street’s future vision as a transit corridor.

“State Street Transit and Traffic Operational Plan” (“TTOP”), describes the components to achieve an integrated corridor concept which incorporates multimodal infrastructure, a high-capacity transit system, and transit oriented development.

“Communities in Motion” (“CIM”) is the regional long-range transportation plan adopted by the COMPASS Board of Directors. The most recent update, *Communities in Motion 2040 2.0*, was adopted on December 17, 2018.

“Transportation Improvement Program” (“TIP”) is the regionally approved and fiscally constrained 5-year Program listing transportation projects programmed for the Treasure Valley region. The TIP identifies the Agency responsible for funding the approved projects, with associated funding by year. Potential future projects that are unfunded or scheduled are identified in a category called “Preliminary Development.”

“State Street Right-of-Way and Alignment Study” refers to a project that has preliminarily defined the alignment of the 120 foot cross section needed to implement the Corridor, and the extent and location of the right-of-way required to achieve the complete cross section from 23rd Street west to Glenwood Street. While not formally adopted, this information will be used to preserve the needed right-of-way, assist the land use agencies in making land use and development decisions, and eventually purchase the needed land as part of individual implementation projects.

Attachment 2: State Street Corridor Collaboration Goals and Objectives

Goals:

1. Maximize the movement of **people** within the physical constraints of corridor
2. Minimize the **cost** of travel in the corridor (including person delay, reliability, household costs spent on transportation, etc.)
3. Support the development of vibrant, livable **communities** thus enabling the mobility of residents of all abilities, maximizing the development opportunities along the corridor, and facilitating the development of high-quality public spaces.

Objectives:

- A. Establish measurable criteria that support the vision of the goal statement
- B. Establish processes for coordination of activities scheduled to occur as the corridor is developed.
- C. Address concerns and policy questions that address concerns emerging from the implementation and review of the TTOP.
- D. Establish processes for engaging governing bodies of the organizations that lead to effective collaboration in the corridor's development.
- E. Make decisions that optimize existing investments in the corridor.

COMPASS BOARD AGENDA ITEM VI-A

Date: February 28, 2022

Topic: Development of *Communities in Motion 2050* (CIM 2050)

Request/Recommendation:

This is a discussion item only.

Background/Summary:

COMPASS has entered the final calendar year of the development of the *Communities in Motion 2050* (CIM 2050) plan. To set the stage for this final push, COMPASS staff will provide an overview of the CIM 2050 planning process, including the project phases (Attachment 1), progress to date, and remaining steps toward completion of the CIM 2050 plan. Additional information on the development of CIM 2050, and links to the items described below, can be found on the COMPASS website at www.compassidaho.org/prodserv/cim2050.htm.

In the “Explore” phase of CIM 2050, COMPASS conducted two public surveys – the first in fall 2019 and the second in summer 2020. The results of the two surveys were used to help develop the goals and objectives for the plan and the CIM 2050 Vision (Attachment 2), which established the official demographic allocation for CIM 2050. The COMPASS Board of Directors approved the CIM 2050 goals and objectives in December 2020 and the CIM 2050 Vision in August 2021. The Board also requested revisions to the CIM 2050 Vision map (see Attachment 2) and additional fiscal impact analyses of the vision (Attachment 3), which will be presented in the meeting.

In the “Choose” phase, COMPASS conducted a third public survey focused on transit needs and preferences. In June 2021, the COMPASS Board of Directors approved regional rail on the Boise Cutoff as the locally-favored high capacity transit option for CIM 2050. The “Choose” phase also included the Board of Directors’ approval of performance measures and targets (approved October 2021), a funding policy to guide investment decisions (approved October 2021), and a Complete Network Policy to provide a vision for an integrated multi-modal transportation network (approved December 2021).

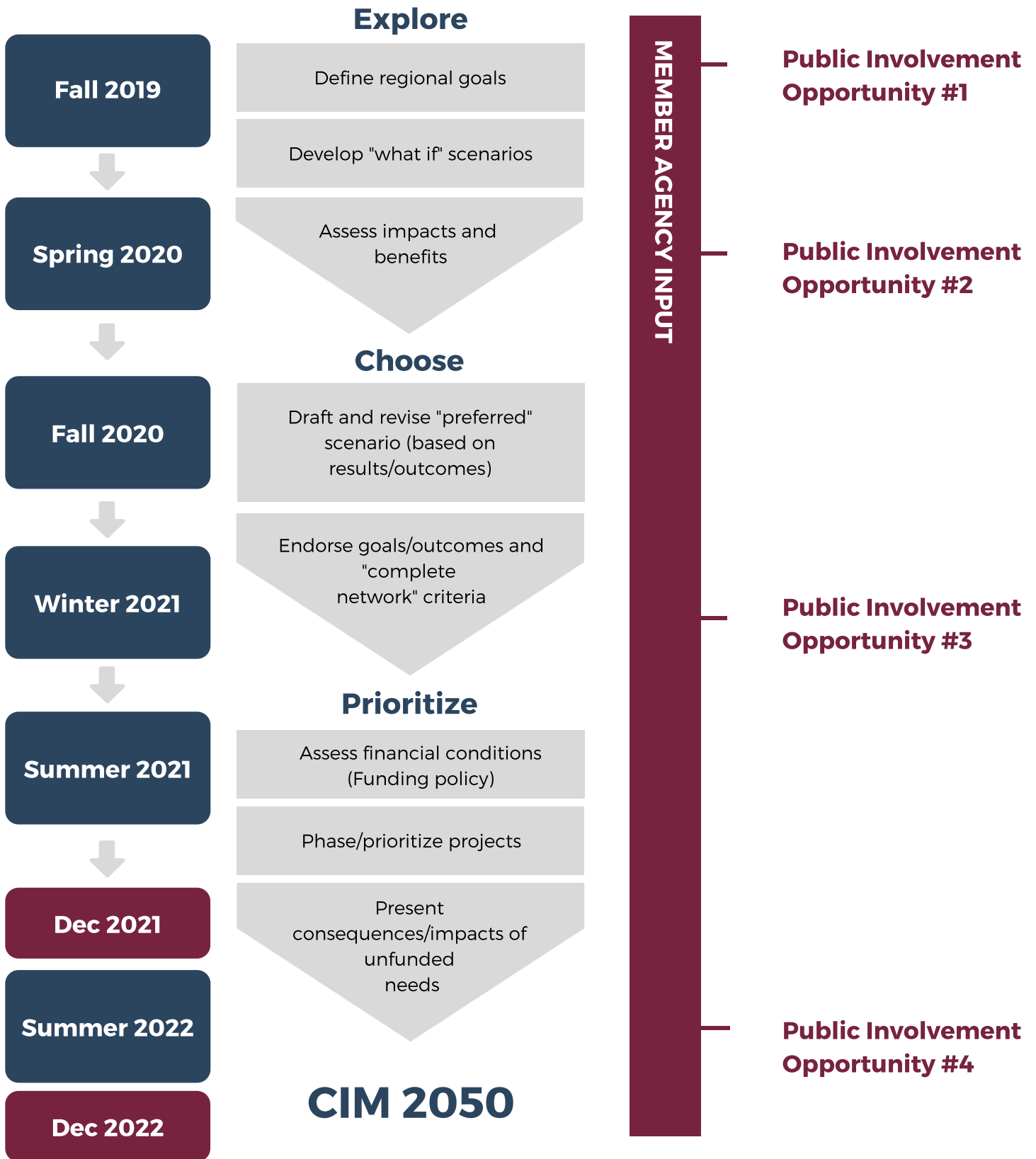
In 2022, the focus will be on the “Prioritize” phase, which includes the completion of a new prioritization process, lists of funded projects and prioritized unfunded needs, and policies to implement the goals and objectives of the plan. The final public involvement opportunity will occur this fall to provide the public and stakeholders an opportunity to comment on the draft plan. CIM 2050 will be presented to the COMPASS Board of Directors for adoption in December 2022.

More Information:

- 1) Attachment 1: CIM 2050 Process
- 2) Attachment 2: CIM 2050 Vision Map
- 3) Attachment 3: CIM 2050 Vision Fiscal Impact Analysis
- 4) For detailed information contact: Carl Miller, Principal Planner, cmiller@compassidaho.org.

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CIM 2050 Process



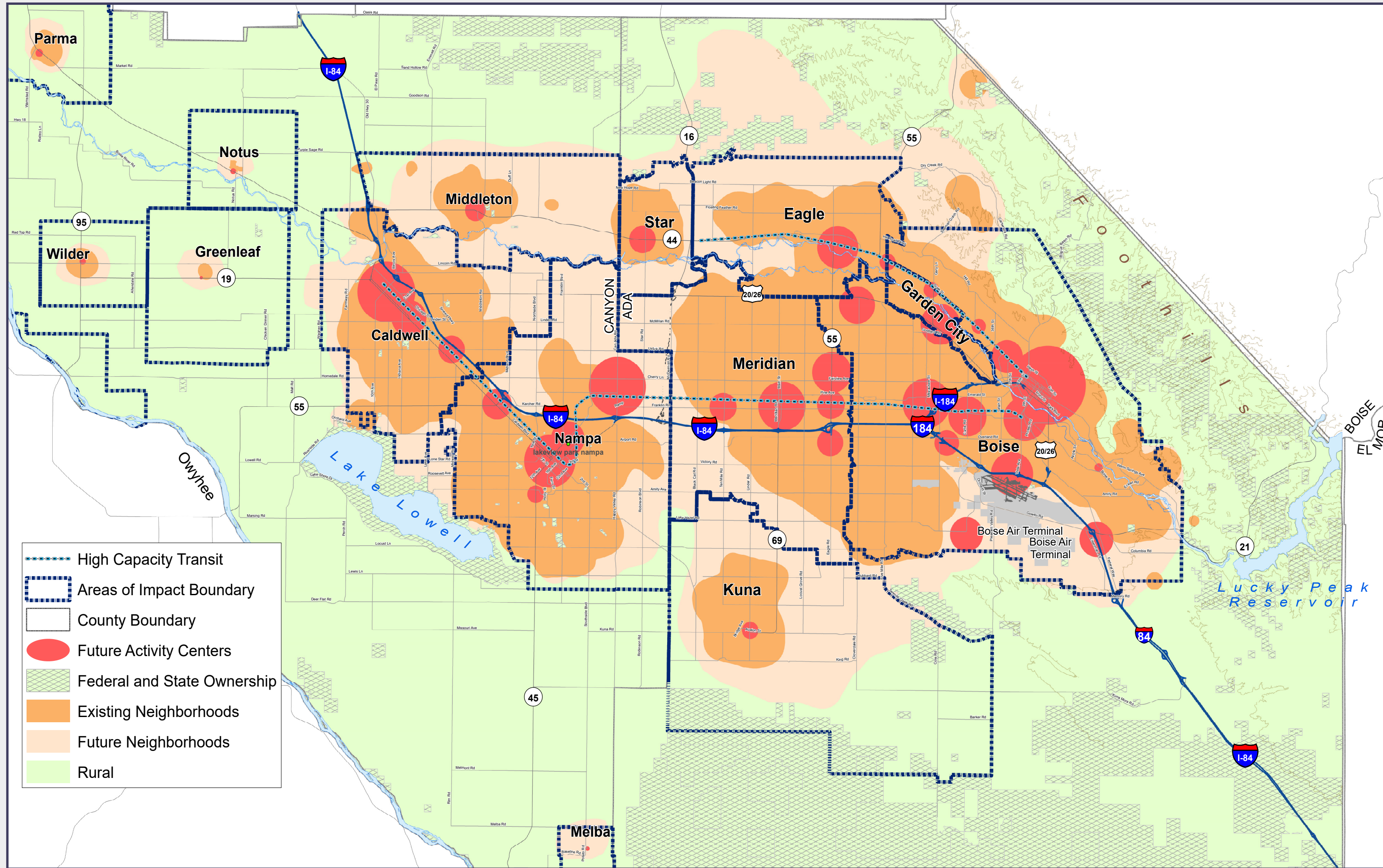


COMMUNITIES IN MOTION 2050

COMMUNITIES IN MOTION 2050 VISION

The *Communities in Motion 2050* Vision illustrates the preferred growth scenario to the year 2050 for Ada and Canyon Counties, ID. Created using input from local stakeholders, including the public, the Vision guides development of the long-range transportation plan, *Communities in Motion 2050*. Both the *Communities in Motion 2050* plan and Vision support safety, convenience, economic vitality, and quality of life for all residents.

This map depicts how the region is forecasted to look in 2050, based on the *Communities in Motion 2050* Vision. The corresponding color-coded illustrations and descriptions below provide details about each development type.



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

The Community Planning Association of Southwest Idaho (COMPASS) is an association of local governments working together to plan for the future of Ada and Canyon Counties. COMPASS members coordinate regional efforts and set priorities for spending federal transportation funding.



FUTURE ACTIVITY CENTERS

Activity centers are concentrations of residential and commercial areas, such as downtowns, office parks, and shopping centers. They represent the highest densities and most diverse land uses in the region and support a robust mix of transportation modes.



EXISTING NEIGHBORHOODS

Existing neighborhoods comprise most of the built environment and have opportunities for reuse and infill. These are primarily urban residential areas, but also include services such as parks, schools, and shopping. A balance of transportation options is needed, depending on the location and specific land uses.



FUTURE NEIGHBORHOODS

Future neighborhoods are anticipated to be developed as urban neighborhoods by the year 2050. They are mostly located near existing infrastructure to avoid consuming farmland. A balance of transportation options will be needed, depending on the location and specific land uses.



RURAL

Rural areas include farmland and open space. Most arterial roads in rural areas are regional and are meant for longer trips.

HIGH-CAPACITY TRANSIT

The *Communities in Motion 2050* Vision includes two high-capacity transit routes: 1) regional rail along the Boise Cutoff rail corridor alignment south of the Boise River and 2) bus rapid transit along the State Street/State Highway 44 corridor north of the Boise River. Both would provide quality east-west transit service connecting the region's major cities and activity centers.

AREAS OF IMPACT BOUNDARY

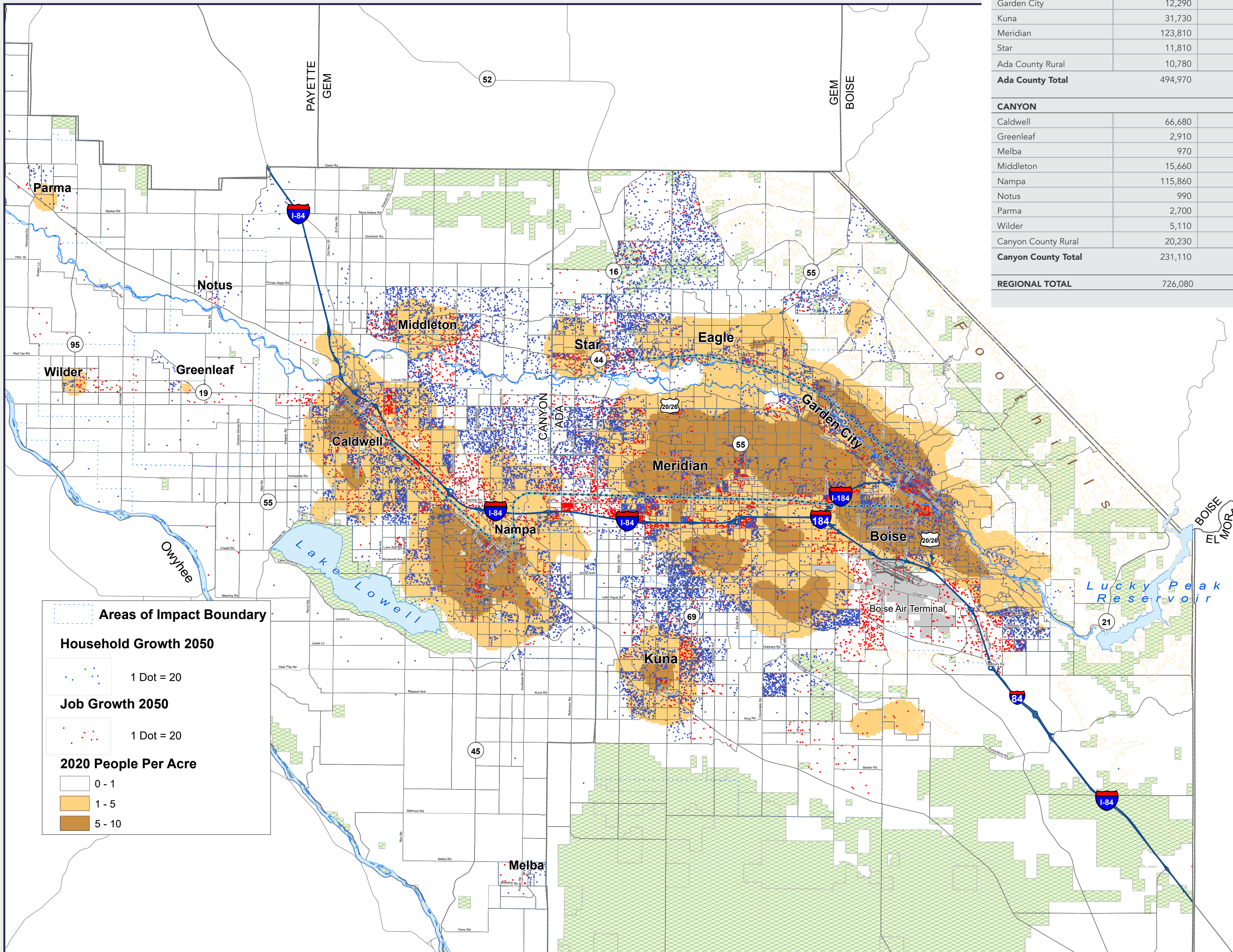
This boundary around each city reflects the area that is expected to be annexed into the city in the future. The boundaries are designated by each city, with agreement from the county, to guide future development to be near existing infrastructure to help ensure access to public services and protect rural lands. The population and jobs figures shown on the back of this map are based on these boundaries, as opposed to current city limits, to provide a more realistic comparison between 2020 and 2050.

FORECASTED GROWTH

COMPASS forecasts that 1,075,000 people will live in Ada and Canyon Counties by 2050. The map below shows the location and density of households and jobs in the region in 2020 and where new growth is likely to occur by 2050. The year 2020 is represented by solid colors, with darker shades indicating more densely populated areas. Dots reflect the additional households and jobs forecasted by 2050, with each dot representing 20 new households (blue) or jobs (red). The table reflects similar information, comparing 2020 and 2050 population and jobs for each municipality.

The figures in this table are based on areas of city impact as of July 2021 and rounded to the nearest 10

	2020 Population	2020 Jobs	2050 Population	2050 Jobs
ADA				
Boise	271,010	149,330	314,520	198,130
Eagle	33,540	9,850	54,670	15,740
Garden City	12,290	8,340	19,000	11,520
Kuna	31,730	4,700	72,020	14,130
Meridian	123,810	46,970	192,540	80,270
Star	11,810	1,240	22,380	5,300
Ada County Rural	10,780	2,580	40,690	8,670
Ada County Total	494,970	223,010	715,820	333,760
CANYON				
Caldwell	66,680	18,720	111,190	35,000
Greenleaf	2,910	890	4,170	1,570
Melba	970	200	1,700	420
Middleton	15,660	1,900	40,570	9,750
Nampa	115,860	40,560	168,140	71,710
Notus	990	200	1,460	370
Parma	2,700	890	3,330	1,250
Wilder	5,110	730	3,620	1,850
Canyon County Rural	20,230	3,750	25,000	4,200
Canyon County Total	231,110	67,840	359,180	126,120
REGIONAL TOTAL	726,080	290,850	1,075,000	459,880



Communities in Motion 2050 Vision Fiscal Impact Analysis Report

The following table shows the net fiscal impact (revenues minus expenditures) of the *Communities in Motion 2050* (CIM 2050) Vision growth allocation, the net fiscal impact of recent growth trends to the 2050 horizon year, and a comparison of the two sets of results. Overall, the CIM 2050 Vision yields an approximately \$34,000,000 annual net fiscal benefit compared to trend.

Net Fiscal Impact Analysis (Annualized)

Agency	CIM 2050 VISION (ANNUALIZED)	TREND (ANNUALIZED)	NET DIFFERENCE (ANNUALIZED)
ADA COUNTY	\$8,309,461	\$5,274,632	\$3,034,829
CANYON COUNTY	(\$5,654,176)	(\$6,803,268)	\$1,149,092
COUNTY TOTAL	\$2,655,285	(\$1,528,636)	\$4,183,921
BOISE	\$4,455,286	\$5,864,385	(\$1,409,099)
EAGLE	\$267,591	\$274,428	(\$6,837)
GARDEN CITY	(\$4,262,387)	(\$1,466,281)	(\$2,796,106)
KUNA	\$4,637,469	\$2,091,257	\$2,546,212
MERIDIAN	\$7,072,933	\$7,496,110	(\$423,177)
STAR	\$388,265	\$290,373	\$97,892
CALDWELL	\$19,119,736	\$9,432,167	\$9,687,569
MIDDLETON	\$3,090,349	\$1,862,070	\$1,228,279
NAMPA	\$4,813,749	\$491,775	\$4,321,973
OTHER CITIES	\$163,803	(\$158,824)	\$322,627
CITY TOTAL	\$39,746,794	\$26,177,461	\$13,569,333
ACHD	\$9,408,836	\$4,294,503	\$5,114,333
CANYON HD	\$6,924,162	\$3,282,114	\$3,642,048
NAMPA HD	\$3,499,610	\$3,143,305	\$356,305
GOLDEN GATE HD	(\$334,339)	\$121,812	(\$456,151)
NOTUS PARMA HD	\$393,445	\$35,834	\$357,611
HIGHWAY DISTRICT TOTAL	\$19,891,715	\$10,877,568	\$9,014,147
BOISE SD	\$14,711,257	\$10,530,343	\$4,180,914
WEST ADA SD	\$75,875,764	\$84,080,538	(\$8,204,774)
CALDWELL SD	\$3,348,248	\$884,076	\$2,464,172
KUNA SD	\$7,998,460	\$5,445,192	\$2,553,268
NAMPA SD	\$7,521,230	\$8,386,277	(\$865,048)
VALLIVUE SD	\$16,202,301	\$8,593,245	\$7,609,057
SCHOOL DISTRICT TOTAL	\$125,657,260	\$117,919,671	\$7,737,589
REGIONAL TOTAL	\$187,400,782	\$152,886,454	\$34,514,328

COMPASS BOARD AGENDA ITEM VI-B

DATE: February 28, 2022

Topic: *Communities in Motion 2050 (CIM 2050) Draft Long-Term Funded Projects and Unfunded Needs*

Request/Recommendation:

Information/discussion. COMPASS staff will provide an overview of the CIM 2050 “foundation” (funded projects) and a status report on the process for identifying needed transportation improvements by the year 2050.

Background/Summary:

One of the steps in developing CIM 2050 is to identify transportation improvements that are needed to prepare for growth by the year 2050. These improvements fall into three categories:

- Short-term budgeted — Projects budgeted in the regional transportation improvement program.
- Long-term funded — Projects with anticipated funding that are assumed to be completed by 2050.
- Long-term unfunded — Projects to address identified needs to accommodate forecasted growth as allocated in the CIM 2050 Vision, but for which funding is not anticipated by 2050. An early draft of the list and a map will be presented at the meeting.

In the September 2021 meeting of the Regional Transportation Advisory Committee (RTAC), COMPASS staff presented an approach to identifying the transportation needs to support the CIM 2050 Vision as adopted by the COMPASS Board of Directors in August. The following summarizes work that has been completed to date and next steps.

October 2021 – January 2022

COMPASS staff met with the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), City of Nampa, City of Caldwell, Canyon Highway District, and Valley Regional Transit (VRT) to confirm the agencies’ likely funded transportation (roadway and public transit) projects by the year 2050. This is a fiscally constrained list based on currently available information and provides the draft long-term funded project list for CIM 2050. In December 2021, RTAC approved this draft list (Tables 1 – 3 and Figures 1 and 2) to use as the basis for technical analysis.

In January 2022, an early draft of the unfunded needs list and map were presented to RTAC. This same information will be shared at the February Board meeting.

February 2022 – March 2022

COMPASS staff will continue to meet with transportation agencies to incorporate feedback for the ongoing technical analyses and the draft unfunded needs and projects lists.

The cost estimates developed for funded and unfunded projects will be based on completed projects and existing programs and plans. For projects without cost estimates, staff will use a project cost calculator and check resulting costs for reasonability using analogous projects.

One of the final checks will be confirming jurisdiction and/or sponsorship of identified projects by the appropriate implementing agency(ies).

March 2022 – April 2022

COMPASS staff will present and ask for RTAC's recommendation (March) and COMPASS Board of Directors' approval (April) of CIM 2050 short-term and long-term funded project lists.

A preliminary list of prioritized projects, based on technical analyses, will be provided for RTAC comment and feedback.

May 2022 – June 2022

COMPASS staff will incorporate RTAC feedback and request RTAC recommendation of unfunded priorities in May for COMPASS Board of Directors' action in June.

More Information:

- 1) For detailed information contact Mary Ann Waldinger, at 208/475-2242 or mwaldinger@compassidaho.org

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Table 1: State Long-Term Funded List

Regional State System Project

Interstate 84 (Exit 27 to Exit 29) – add lanes, auxiliary lanes, improve interchanges and replace pedestrian bridge

US Highway 20/26 (Middleton Road to Eagle Rd)*
– widen to 6 lanes

State Highway 55 (Pear Lane to Farmway Road [City of Caldwell])
– widen to 4 lanes

State Highway 16 (Expressway), I-84 to State Highway 44 – new limited access highway with interchanges at I-84, Franklin Rd, Ustick Rd, US 20/26 and SH 44

I-84/I-184 Overpasses – Projects have local sponsorship

- Emerald Street (I-184) – widen to 4 lanes
- Linder Road (I-84) – build new overpass
- Five Mile Road (I-84) – widen to 4 lanes

*CIM 2040 2.0 Long-term funded list included Middleton Road to Star Road interim widening to 4 lanes and Linder Road to Eagle Road widen to 6 lanes. The Long-term unfunded list included Middleton Road to Linder Road widen to 6 lanes.

Table 2: Local Long-Term Funded List

Local System Project
Amity Rd (Kings Rd to McDermott Rd) – widen to 5 lanes
Fairview Ave (Five Mile Rd to Cole Rd) - widen to 7 lanes
Franklin Rd (Star Rd to McDermott Rd) – widen to 5 lanes
Franklin Blvd (Birch Ln to US 20/26) – widen to 5 lanes
Idaho Center Blvd / Can Ada Rd (Achievement Dr to Ustick Rd) – widen to 5 lanes
Happy Valley Rd (Locust Ln to Stamm Ln) – widen to 3 lanes
Middleton Rd (Greenhurst Rd to Caldwell-Nampa Blvd) – widen to 5 lanes
Midland Blvd (Greenhurst Rd to Roosevelt Ave) – widen to 3 lanes (Roosevelt Ave to Caldwell-Nampa Blvd) – widen to 5 lanes (Cherry Ln to US 20/26) – widen to 5 lanes
Lake Hazel Rd (Linder Rd to SH 69) – widen to 3 lanes (Pleasant Valley to Railroad Crossing) – new 5 lane road
Greenhurst Rd (Middleton Rd to ½ mile east of Midland Blvd (Stanford St) – widen to 3 lanes
Northside Blvd (Karcher Rd – US 20/26) – widen to 4/5 lanes
Meridian Rd Extension (King Rd – Kuna Rd) – new connection including Railroad overpass
Overland Rd (Locust Grove Rd to Cole Rd) - widen to 7 lanes

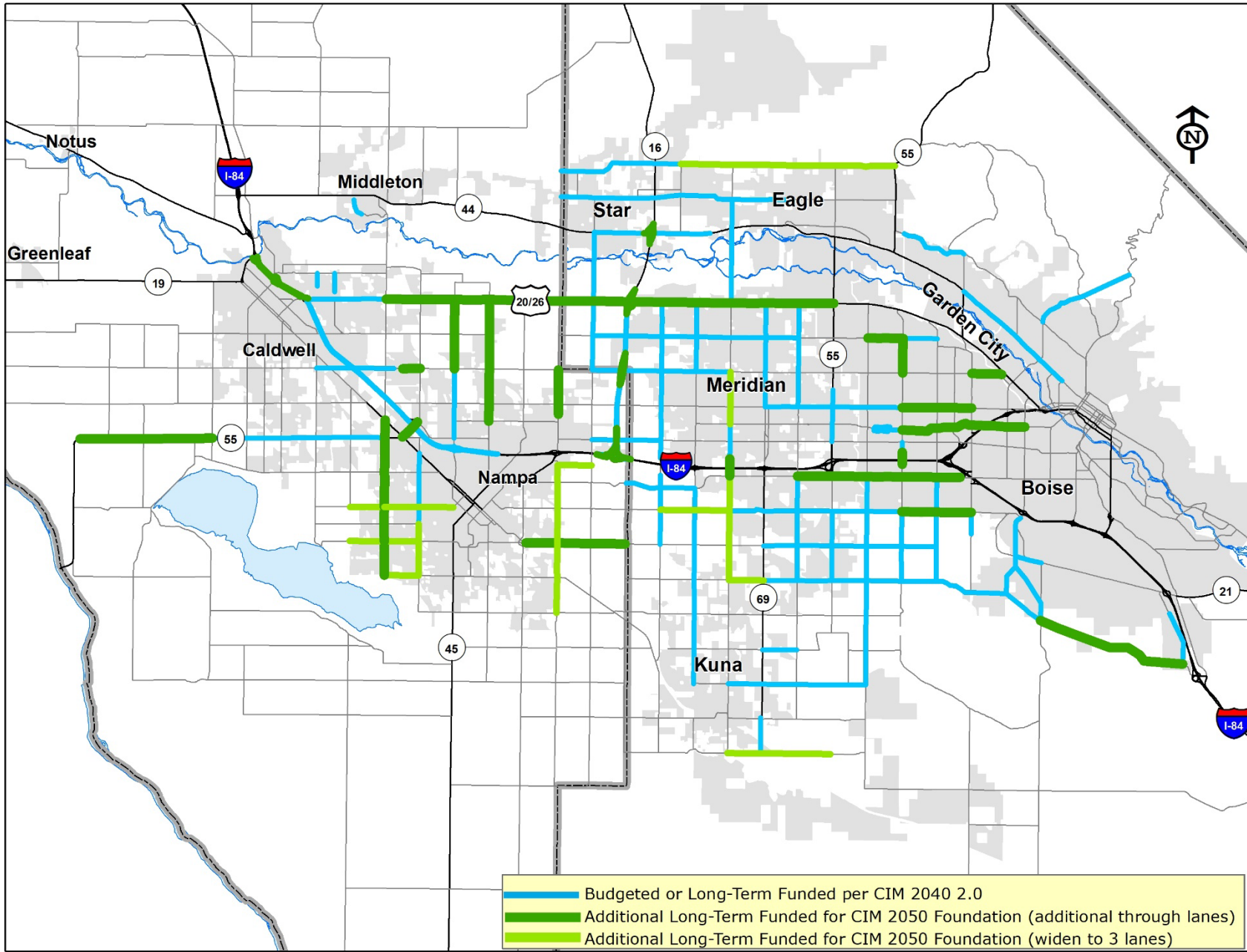


Figure 1: CIM 2050 Anticipated Funded Projects – Roadways

Table 3: VRT's Anticipated Long-Term Funded Public Transportation System

Long-Term Funded Public Transportation System

Premium Route Improvements serving State St, Fairview Ave and Vista Ave

Increase the public transportation system by 50% from 92,000 to 143,000 annual hours.

Inter-County Improvements serving the Boise Airport and Micron

Route Restructure improving service in Boise's West Bench and Central Bench

New Service to and along Gowen Rd

New Service to City of Kuna

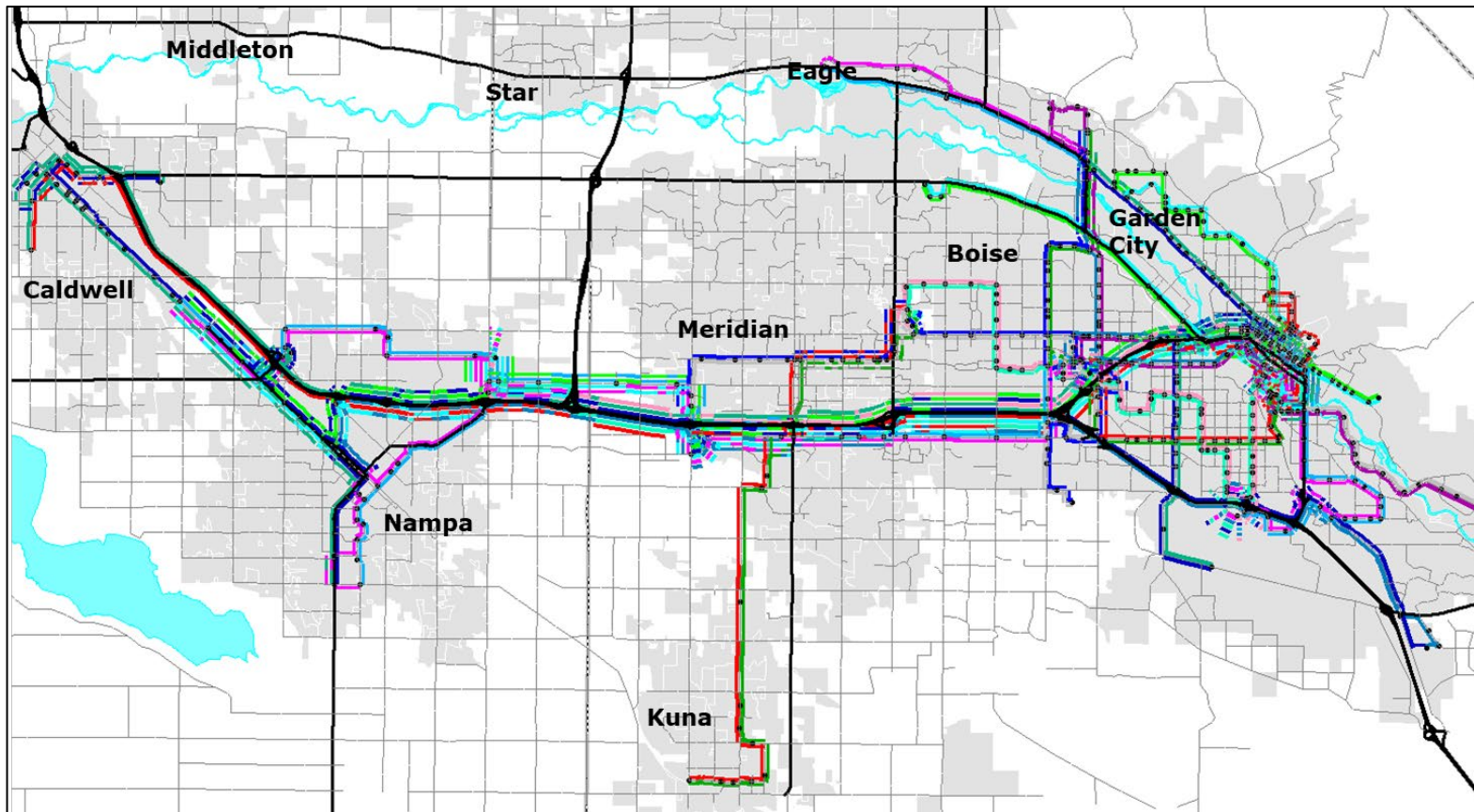


Figure 2: VRT's Anticipated Long-Term Funded Public Transportation System

COMPASS BOARD AGENDA ITEM VI-C February 28, 2022

Topic: Updates to *Communities in Motion 2040 2.0*

Background/Summary:

After adopting *Communities in Motion 2040 2.0* (CIM 2040 2.0) in December 2018, the COMPASS Board of Directors approved a policy for updating factual information in the plan (Attachment 1). The policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to [23 CFR 450.104](#); annual updates to the plan reflect changes to costs and descriptions of currently-included funded or unfunded projects. Attachments 2 and 3 show changes from 2021 to short- and long-term funded projects; there were no changes to the list of unfunded projects for 2021.

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

These factual changes, updating costs and descriptions, are different than formal amendments to the plan that change policy or add or remove funded or unfunded projects. There were six amendments to CIM 2040 2.0 in 2021 that are also reflected in the documents.

More Information:

- 1) Attachment 1: Board Policy 2020-02: *Updates to Communities in Motion 2040 2.0*
- 2) Attachment 2: Short-term funded projects, with tracked changes
- 3) Attachment 3: Long-term funded projects, with tracked changes
- 4) For detailed information contact Liisa Itkonen at litkonen@compassidaho.org

POLICY STATEMENT

No. Board 2020-02

Adopted: April 20, 2020

By: COMPASS Board of Directors

Last Revised: December 17, 2018

Policy Statement:

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

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

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

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

“Minor” changes include:

- cost changes of at least \$50,000 for local projects and \$500,000 for state projects, and less than 30% of the project total or \$2,000,000, whichever is less,
- termini changes less than ¼ mile, or
- a revised project description that does not change the scope of the project.

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

“Major” changes include:

- cost changes of \$50,000 for local projects and \$500,000 for state projects, and more than 30% or \$2,000,000, whichever is less,
- termini changes greater than ¼ mile, or
- scope changes that are inconsistent with the NEPA documentation, or will alter the NEPA determination, or that would be functionally different from current expectations, such as a change in multi-modal improvements, increase or decrease in number of lanes, or change the type of intersection (e.g., traditional vs. roundabout).

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

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

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

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**Short Term Funded (Budgeted) Regional Capital Transportation Projects,
in alphabetical order - FY2018-2024ⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated Estimated Cost	Key Number^{iv}
10th Avenue Bridge, Caldwell – replace the bridge at 10 th Avenue and Indian Creek. (2019)	\$2,959,000	\$3,445,960 <u>Completed</u>	13055
Bicycle and Pedestrian Bridge – build bridge over North Channel of Boise Rive, Eagle. (2023)	\$1,299,000	\$2,101,140 <u>\$4,377,000</u>	20841
Cloverdale Overpass – rebuild and widen from two to four lanes with sidewalk and bike lane. (2019)	\$13,381,000	\$12,483,350 <u>Completed</u>	20842
Eagle Road, Lake Hazel Road to Amity Road – widen from two lanes to five lanes with curb, gutter, sidewalk, and bike lanes <u>enhanced bicycle and pedestrian facilities</u> . (2023) - Moved from long-term funded.		\$6,972,000	RD216-04
Eagle Road, Amity Road to Victory Road – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalk, and bike lanes . (2021-2022)	\$4,515,000	\$5,415,000	RD207-33
Fairview Avenue, Locust Grove Road to SH- 55 (Eagle Road) - widen from five to seven lanes. (2023). Moved from long-term funded.		\$3,052,000	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 from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway . (2021) Construction is unfunded.		\$2,686,000	<u>NEW</u> <u>23095</u>
Franklin Road, Black Cat Road to Ten Mile Road - Federal aid project to widen Franklin Road to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, and sidewalks . Project includes widening the Franklin/Black Cat intersection to seven lanes in all directions and reconstructing/widening of the Franklin Bridge #170CX. (2016)	\$954,000	\$12,219,732 <u>Completed</u>	12368
Garden Street Multi-Use Pathway, Cassia Park to Albion Street – construct a new multi-use pathway in the City of Boise (2024)		\$1,733,000	<u>23324</u>
I-84, Blacks Creek Road Interchange – replace the interchange and upgrade the ramps to meet the standards for an 80 miles-per-hour speed limit. The bridge was originally built in 1962. (2019)	\$13,088,000	\$15,714,050 <u>Completed</u>	19874
I-84, Centennial Interchange to Franklin Interchange – environmental study, design, and right-of-way acquisition to determine needed improvements. (2023)		<u>\$11,100,000</u>	<u>23437</u>
I-84, City of Caldwell, Exit 25 (Middleton Exit)SH-44 Westbound Ramp Improvements, Canyon County - widen the westbound I-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. (2021-2022)		\$1,300,000	<u>NEW</u> <u>23099</u>
I-84, SH 44 (Exit 25) to Centennial Way (Exit 27) – corridor study to determine what improvements are needed to address safety and mobility. Construction is unfunded. (2022)		\$2,000,000 <u>\$2,100,000</u>	23341

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
I-84, Karcher Interchange (Exit 33) – 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 the I-84 and Union Pacific Railroad/Indian Creek structure to Caldwell Boulevard. Construction is unfunded. (2022 2023)		\$3,000,000 <u>\$4,350,000</u>	23336
I-84, City of Caldwell (Exit 29) to Karcher Interchange (Exit 33) in the City of Nampa – Environmental study, design, and construction. Actual termini and improvements will be determined through the environmental process. (2019-2021)	\$192,971,000	\$3,981,000 <u>\$3,979,000</u>	20351
<ul style="list-style-type: none"> Design and right of way 		\$6,164,418 <u>\$4,482,570</u>	22154
<ul style="list-style-type: none"> I-84, Middleton Road and Ustick Road Overpasses (Design) 		\$7,339,682 <u>\$6,932,940</u> Completed	22618
<ul style="list-style-type: none"> I-84, Middleton Road Overpass, Canyon County (Construction) 		\$12,111,328 <u>\$15,582,840</u>	22619
<ul style="list-style-type: none"> I-84, Ustick Road Overpass, Canyon County (Construction) 		Removed	22196
<ul style="list-style-type: none"> I-84, Franklin Interchange to Karcher Interchange, Canyon County (Right-of-Way) 		-\$68,497,000 <u>\$69,809,540</u>	23080
<ul style="list-style-type: none"> I-84, Franklin Road Interchange to Karcher Interchange – West, Canyon County (Construction) 		-\$55,000,000 <u>\$46,510,200</u>	23081
TOTAL		\$153,093,430 <u>\$147,297,090</u>	
I-84, Karcher Interchange (Exit 33) to Franklin Boulevard (Exit 36) Corridor – expand I-84 from two to three lanes in each direction. (2019)	\$150,100,000	\$15,394,492 <u>\$13,508,060</u>	20315
<ul style="list-style-type: none"> Design and right-of-way Temporary Paving Shoulder Widening 		\$5,832,340 <u>\$4,675,490</u> Completed	20796
<ul style="list-style-type: none"> Karcher Road Overpass 		\$5,033,846 <u>\$4,635,560</u> Completed	20797
<ul style="list-style-type: none"> Franklin Boulevard to Northside Boulevard 		-\$76,912,718 <u>\$74,527,880</u>	20798
<ul style="list-style-type: none"> Northside Boulevard to Karcher Road 		\$29,206,188 <u>\$28,549,890</u> Completed	20799
TOTAL		\$132,379,580 <u>\$126,896,880</u>	
<u>I-84, Meridian Road Interchange to Eagle Road Interchange</u> - evaluate adding an auxiliary lane between 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 I-84 from Meridian Road to the WYE interchange in the City of Boise will also be studied. Construction is unfunded. (2022) Added in amendment #8.		<u>\$1,300,000</u>	<u>NEW</u>
Intersection – Amity Road and Robinson Road, Nampa – add a roundabout. (2019)	\$1,000,000	Completed	159i
Intersection – Amity Road and Eagle Road – add dual-lane roundabout, Reconstruct/widen approaches. (2021-2025)		<u>\$2,110,000</u> Completed	IN215-05

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Intersection - Centennial Way Roundabout, Caldwell – replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard, and Blaine Street) with a roundabout intersection. (2023)	\$3,206,000	\$3,980,000 \$4,056,000	13484
Intersection - Cole Road and Franklin Road, Boise – widen the intersection of Cole Road and Franklin Road to seven lanes in all directions. Project includes widening of Cole Road, I-84 / Franklin Road, realignment of the Cole Road and McMullen Road intersection, and reconstruction/widening of Cole Road Bridge #1259, and improving the existing railroad crossing on Cole Road. (2019)	\$10,078,000	\$3,760,000 <u>Completed</u>	IN203-14
Intersection – Cole Road and Lake Hazel Road, Boise - widen intersection to five/six lanes on Lake Hazel Road and three lanes on Cole Road. Includes bridge #2216. (2019)	\$8,356,000	\$8,356,000 <u>Completed</u>	IN215-02
Intersection - Cole Road and Victory Road, Boise – widen the intersection of Cole Road and Victory Road to six lanes on Victory Road and seven lanes on Cole Road. Project includes widening of Cole Road from McGlochlin Street to Victory Road to five lanes, an enhanced pedestrian crossing at Cole Road and Diamond Street, and Cole Bridge #1261. (2020-2021)	\$7,418,000	\$7,728,000 <u>Completed</u>	IN205-97
Intersection – Colorado Avenue and Holly Street, Nampa – install traffic signal and pedestrian-friendly improvements. (2020 1)	\$1,285,000	\$1,506,500 <u>Completed</u>	13486
Intersection - Fairview Avenue and Cole Road, Boise - widen intersection to eight lanes on Fairview Avenue and seven lanes on Cole Road. Project includes non-traversable raised medians. (2018)	\$957,000	Completed	IN213-01
Intersection – Fairview Avenue and Locust Grove Road, Meridian– widen intersection to eight lanes on Fairview Avenue and seven lanes on Locust Grove Road, including concrete intersection, curb, gutter, sidewalk, and bike lanes. (2022) Moved to long-term funded.	\$6,457,000	\$5,126,000	IN211-05
Intersection – Gowen Road and Orchard Street– add dual-lane roundabout. Reconstruct/widen approaches. (2021–2025) Moved to long-term funded		\$2,220,000	NEW
Intersection – Idaho Center Boulevard and Cherry Lane – add roundabout. (Nampa Highway District share \$562,750; City of Nampa share \$1,688,250) (2021)		\$2,251,000	NEW
Intersection – Karcher Road and Franklin Boulevard, Nampa – install a roundabout at the intersection of Franklin Boulevard and Karcher Road. The improvements will improve freight access to I-84 and the City of Nampa. This is not part of the I-84 widening. (2022) Moved from long-term funded.		\$3,705,000	22102
Intersection - Lake Hazel Road and Eagle Road - <u>signalize the intersection and widen west leg to three lanes, east and south legs to four lanes and north leg to five lanes as per the 2020 Capital Improvement Plan (CIP). Project includes enhanced pedestian/bike facilities and intersection lighting. (2024)</u>widen and signalize intersection to four/five lanes on Eagle Road and three/five lanes on Lake Hazel Road. (2023)– Moved from long-term funded.		\$8,439,000	IN216-01
Intersection - Lake Hazel Road and Maple Grove Road - widen intersection to six lanes on Lake Hazel Road and four lanes on Maple Grove Road. (2023 4)	\$2,574,000	\$5,060,000 \$5,217,000	IN205-69

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Intersection - Linder Road and Deer Flat Road, Kuna – federal aid project to improve intersection at Linder Road and Deer Flat Road including curb, gutter, sidewalks, and bike lanes. (2020 1)	\$4,500,000	\$4,859,230 <u>Completed</u>	13492 IN211- 01
Intersection - Middleton Road and Cornell Street, Middleton – convert the intersection of Middleton Road and Cornell Street to a “mini-roundabout” to improve safety. (2021)	\$303,000	\$553,000 <u>\$560,000</u>	20430
Intersection – Middleton Road and Lone Star Road, Nampa – install a traffic signal and sidewalk. (2020)	\$1,501,000	\$2,655,920 <u>\$2,655,220</u>	20613
Intersection – Middleton Road and Orchard Avenue, Nampa – add traffic signal. (2019)	\$1,295,000	\$1,295,000	146i
Intersection – Middleton Road and Smith Avenue, Nampa – widen lanes and install traffic signal, pedestrian facilities, street lighting, and turn lanes. (2019)	\$510,000	<u>\$613,521</u> <u>Completed</u>	20167
Intersection – Midland Road and Ustick Road, Nampa – add a roundabout. (2020 1)	\$500,000	\$500,000 <u>\$2,982,000</u>	025i
Intersection – Robinson Road and Locust Lane – add roundabout. (2022)		\$2,185,450	NEW
Intersection - SH-16 and Beacon Light Road, Eagle – add signal and widen the intersection at SH-16 and Beacon Light Road. (2018)	\$2,100,000	<u>\$1,455,720</u> <u>Completed</u>	18872
Intersection – SH-55 (Eagle Road) and SH-44, Ada County, Eagle – construct a partial continuous flow intersection. (2021) <u>expand the current intersection configuration to increase capacity, as well as remove all four existing free-flowing right-turn lanes. (2022)</u>	\$6,808,000	\$9,247,310 <u>\$9,708,780</u>	13476
Intersection – SH-69 (Meridian Road) and Hubbard Road, Kuna - install an interim signal. (2018)	\$485,000	<u>\$961,900</u> <u>Completed</u>	IN205- 66 19997
Intersection – SH-69 (Meridian Road) and Lake Hazel Road - install an interim signal. (2018)	\$485,000	Combined same Key Number <u>Completed</u>	IN205- 70 19997
Intersection – Southside Boulevard and Deer Flat Road – add roundabout. (2024)		\$2,318,550	NEW
Intersection – Southside Boulevard and Kuna Road – add roundabout. (2025)		\$2,388,100	NEW
Intersection – Southside Boulevard and Lewis Lane – add roundabout. (2023)		\$2,251,000	NEW
Intersection – Star/Robinson Road and Cherry Lane – add a roundabout. (2022)	\$1,600,000	\$1,600,000	
Intersection - State Street and Collister Drive, Boise – federal aid project to improve the intersection, including realignment of the Collister Drive leg, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP. Project includes State Street bridge #2038. (2018)	\$12,215,000	<u>\$13,704,270</u> <u>Completed</u>	13481 IN203- 21
Intersection – State Street and Pierce Park Lane, Boise– widen intersection to four lanes on Pierce Park Lane and seven lanes on State Street in accordance with the State Street TTOP. (2021–2022) Moved to long-term funded.	\$4,238,000	\$10,271,000	IN210- 03
Intersection - State Street and Veterans Memorial Parkway, Boise - widen intersection, including installation of median U-turns and installation of additional pedestrian crossings on the State Street approaches in accordance with the State Street TTOP. (2019)	\$8,277,000	\$8,277,000 Completed	IN205- 112
Intersection - Ten Mile Road and Amity Road - construct a multi-lane roundabout. Project includes bridge #205AX. (2021)	\$1,587,000	<u>\$2,770,000</u> <u>Completed</u>	IN205- 03

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Intersection - US 20/26 (Chinden Boulevard) and Curtis Road, Garden City - widen the intersection to add a dedicated southbound right turn lane and additional thru lane. (2021)	\$1,594,000	\$1,462,000 <u>Completed</u>	IN215-03
Intersection - US 20/26 and Farmway Road/Kent Ranch Road - add a left-turn lane on US 20/26 near Caldwell. (2018)	\$560,000	\$569,350 <u>Completed</u>	18852
Intersections - US 20/26 and Meridian Road and Locust Grove Road, Meridian - add right turn lanes on eastbound side of US 20/26.	\$1,410,000	Locust Grove added to Key Number 19944 <u>Completed</u>	H328
Intersection - US 20/26 and Northside Boulevard and Franklin Boulevard - add improvements to US 20/26 at Northside Boulevard and Franklin Boulevard in Canyon County. (2019)	\$635,000	\$398,000 \$175,550	19415
Intersection - Ustick Road and Florida Avenue, Caldwell - build roundabout at the intersection. (2020)	\$1,200,000	\$1,200,000	
Intersection - Ustick Road and Meridian Road, Meridian - widen intersection to seven lanes on all approaches. (2018)	\$1,092,000	\$1,092,000 <u>Completed</u>	IN202-06
Intersection - Victory Road and Ten Mile Road - construct a dual-lane roundabout as per the adopted 2020 Capital Improvement Plan (CIP). Project includes enhanced pedestrian/bike facilities and intersection lighting. (2022) add dual-lane roundabout. Reconstruct and widen approaches. (2021-2025)		\$2,170,000 \$4,200,000	IN214-03
Lake Hazel Road, Eagle Road to Cloverdale Road - widen from two to five lanes with enhanced bicycle and pedestrian facilities. Moved from long-term funded.		<u>\$8,186,000</u>	<u>RD209-18</u>
Lake Hazel Road, Cole Road to Orchard Street Extension - construct a new two-lane roadway extension of Lake Hazel Road, between Cole Road and Orchard Street Extension. Project to be built by development. (2018)	\$0	\$0	RD216-02
Linder Road, Overland Road to Franklin Road Design in preparation for future widening and adding an overpass over Interstate 84 in the City of Meridian (right-of-way acquisition and construction are unfunded). (2022)		\$1,010,000	New10
Linder Road, Franklin Road to Pine Avenue - widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalks, and bike lanes . Project includes Franklin Bridge #1120. (2020-2021)	\$2,814,000	\$2,956,000	RD213-16
Linder Road, Ustick Road to McMillan Road - widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalks, and bike lanes . (2019-2020)	\$3,507,000	\$1,309,000	RD202-18
Linder Road, Cayuse Creek Drive to Chinden Boulevard (US 20/26) - widen from three to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalk, and bike lanes . (2019-2020)	\$653,000	\$121,000	RD202-17
Linder Road, State Street (SH-44) to Floating Feather Road - widen from two to five lanes, with enhanced bicycle and pedestrian facilities and a multi-lane roundabout at Linder Road and Floating Feather Road. (2024) Moved from long-term funded.		<u>\$7,074,000</u>	

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Northside Boulevard, Karcher Road to Birch Lane - : Complete concept and start the National Environmental Policy Act (NEPA) alternatives analysis study to widen Northside Boulevard between Karcher Road and Birch Lane in the City of Nampa. The study includes a possible roundabout at the intersection of Northside Boulevard and Karcher Road and a pathway on the east edge of the roadway. Construction is considered "unfunded." (2021)		\$250,000	NAM01
Old Highway 30, Plymouth Street Bridge, Caldwell - replace one-lane bridge with a new two-lane structure. (2023)	\$10,664,000	-\$11,013,440 \$11,753,000	13494
Orchard Street Extension, Lake Hazel Road to Gowen Road - construct a new two-lane roadway extension of Orchard Street, between Gowen Road and Lake Hazel Road Extension. Project to be built by development. (2018)	\$0	\$0	RD216-03
Orchard Street, Gowen Road to I-84 Interchange - <u>realign/widen Orchard Street to five lanes with enhanced bicycle and pedestrian facilities. (2024) Moved from long-term funded.</u>		<u>\$18,833,000</u>	<u>RD207-01</u>
Pathway, Fairview Avenue Greenbelt Ramp - design and construct Americans with Disabilities Act-compliant multiuse pathway ramp connecting south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. (2020)	\$147,000	<u>\$215,000</u> <u>Completed</u>	20639
Pathway, Grimes Pathway - add extensions to the Grimes Pathway in the City of Nampa between Birch Lane and Karcher Road and between Franklin Road and 11 th Avenue. (2020)	\$264,000	\$296,230 <u>Completed</u>	22076
Pathway, Indian Creek, 4th Avenue to the Greenbelt - construct nearly half-mile segment of pathway in Caldwell. (2019)	\$704,000	<u>\$555,560</u> <u>Completed</u>	20076
Pathway, Indian Creek, Taffy Drive to Peppermint Drive - construct approximately 633-feet of pathway in Nampa. (2019)	\$531,000	\$266,520	20141
Pathway, Rail with Trail - construct approximately ½-mile of pathway in Meridian (2022-2024). Moved from long-term funded.		\$724,000	13918
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa - extend Stoddard Pathway from Amity Avenue to Sherman Avenue in the City of Nampa (Phase 2). Install a rapid flashing beacon at the Amity Avenue roadway crossing. (2020)	\$539,000	\$539,070 <u>Completed</u>	22070
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue - extend Stoddard Pathway from Iowa Avenue to Amity Avenue in the City of Nampa (Phase 1). (2020)	\$533,000	\$532,780 <u>Completed</u>	22050
Pedestrian and Bicycle Improvements, Blaine Avenue and Iowa Avenue, Nampa - improve access to bus stops along the 12 th Avenue South public transportation corridor by including crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared use lane markings. (2019)	\$579,000	\$579,000 <u>Completed</u>	19855
Pedestrian Improvements, Historic North Nampa Pathway, Nampa - add a bike boulevard and shared lane facilities in north Nampa and a bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. (2019)	\$590,000	\$590,000 <u>Completed</u>	19959
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna - improve Main Street with crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. (2020)	\$2,404,000	<u>\$2,130,490</u> <u>Completed</u>	20143

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Pedestrian Improvements, US 20/26 (Chinden Boulevard) at 43rd Street – install a pedestrian hybrid beacon–controlled crossing in Garden City. (2023)	\$212,000	–\$218,000 \$221,000	20549
SH-16, I-84 to US 20/26 – design and right-of-way acquisition for a construct a new expressway. Phase 2 design construction M with at-grade interchanges and Phase 3 design to include the interchanges (20222023) .	\$96,240,000	–\$170,000,000 \$148,281,380	20788
• SH-16, Franklin Road to Ustick Road, Canyon County – construction at Phase 2 design level (at-grade interchanges) (2022)		\$55,500,000	23409
• SH-16, I-84 to Franklin Road, Nampa – construction at Phase 2 design level (at grade interchanges) (2022)		\$60,500,000	23410
• SH-16, Ustick Road to US 20/26 and SH-44, Ada County – construction at Phase 2 design level (at grade interchanges) (2022)		\$55,500,000	23408
Total		\$319,781,375	
SH-21, Technology Way to Surprise Way – widen roadway and stripe to existing two lanes, add shoulders and a striped median to separate traffic lanes. (2022)	\$5,650,000	\$4,150,000 \$4,250,000	20428
SH-44 (State Street), SH-16 (Emmett Highway) to Linder Road – widen from two to four travel lanes. (2023)	\$9,663,000	–\$8,962,900 \$9,052,900	20266
SH-44 (State Street), Star Road to SH-16, Ada County – widen from two to four travel lanes. (2024) Moved from short-term funded.		\$12,208,840	20574
SH-45 (12th Avenue South), Sheridan Avenue to 1st Street South - a study to complete a National Environmental Policy Act (NEPA) alternatives analysis to realign State Highway 45 through the City of Nampa from, with connections to I-84 on Northside Boulevard. (2020-2021) (Construction is unfunded.)	\$405,000	-	23071
SH-55 (Eagle Road), Franklin Road to River Valley Street, Meridian – add one lane southbound from Franklin Road to River Valley Street in Meridian. (2021)	\$5,000,000	\$5,475,970 \$5,640,930	13349
SH-55, Pear Lane to Middleton Road, Canyon County – evaluate environmental impacts of widening SH-55 (Karcher Road) from two lanes to five lanes from Pear Lane to Middleton Road. (2019)	\$2,337,000	–\$2,752,100 \$2,772,100	21906
SH-55, Pear Lane to Indiana Farmway Avenue – design and right-of-way acquisition for future widening from two lanes to four lanes (design and right-of-way acquisition only) (construction unfunded). (20224)		\$40,000,000 \$10,035,000	NEW 23335
SH-55, Snake River Bridge – replace the SH-55 bridge over the Snake River near Marsing. (2020)	\$13,651,000	\$18,039,245 \$17,969,679 Completed	13387
South Cemetery Road, SH-44 to Middleton Road, Middleton – construct a new road linking SH-44 and Middleton Road by way of Sawtooth Lake Drive. (2021)	\$3,274,000	\$4,683,000 \$4,726,360	12048
Southern Connection to I-84 at SH-16 Interchange in the City of Nampa East Nampa Connectivity - corridor study to determine needs and weigh options for a connection to local roads between McDermott Road and Robinson Road. (2022)		\$200,000	NAM02
Ten Mile Road, Victory Road to Overland Road – widen from two to three lanes with enhanced bicycle and pedestrian facilities . (2022-2023) Moved from long term funded projects.	\$3,710,000	\$3,180,000 \$3,027,000	RC 0299

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Ten Mile Road, Ustick Road to McMillan Road – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalk, bike lanes and two bridge structures. (2020-2021)	\$3,986,000	\$3,828,000 <u>Completed</u>	RD202-32
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard) – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalk, and bike lanes . (2021)	\$3,427,000	\$2,809,000 <u>Completed</u>	RD202-31
Transit Service, State Street - Improve infrastructure and pedestrian connections to public transportation on State Street between State Highway 55 and downtown Boise, including- enhanced bus stops that are compliant with the Americans with Disabilities Act and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks. (2022)		\$1,250,000 <u>\$1,500,000</u>	<u>23178</u>
Transit Service, State Street - Deploy real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Street between State Highway 55 and downtown Boise (2023).		\$5,882,000	<u>23179</u>
US 20/26 (Chinden Boulevard), I-84 to Aviation Way and Smeed Parkway to Middleton Road – widen from two to six travel lanes. The section between Aviation Way and Smeed Parkway is already six travel lanes. (2022)	\$34,300,000	\$34,625,000 <u>\$50,425,000</u>	22165
US 20/26 (Chinden Boulevard), Middleton Road to Star Road – design and right-of-way acquisition for future widening from two lanes to four lanes. (2022 2024)		\$52,000,000 <u>\$54,000,000</u>	<u>23337</u>
US 20/26 (Chinden Boulevard), Star Road to SH 16 – widen from two to four travel lanes. (2023) Moved from long-term funded.		\$10,158,000 <u>\$12,822,000</u>	20367
US 20/26 (Chinden Boulevard), SH-16 to Tree Farm Way – widen from two to four travel lanes and two-way center turn lane. (2021)	\$6,510,000	Combined with Key No. 21858 <u>Completed</u>	21864
US 20/26 (Chinden Boulevard), SH-16 to Linder Road – widen from two to four travel lanes and two-way turn lane. (2019-2021)	\$7,770,000	\$24,744,680 <u>\$24,810,680</u> <u>Completed</u>	21858
US 20/26 (Chinden Boulevard), Linder Road to Locust Grove Road – widen from two to five lanes in Meridian and Eagle. (2020-2021)	\$12,350,000	—\$11,374,000 <u>\$10,373,830</u>	20594
US 20/26 (Chinden Boulevard), Locust Grove Road to SH-55 (Eagle Road) – widen from two to five lanes in Boise, Eagle, and Meridian. (2020)	\$13,372,000	\$18,223,220 <u>\$18,253,220</u>	19944
Ustick Road, Lake Avenue to Interstate 84 - widen from three lanes to five lanes <u>with enhanced bicycle and pedestrian facilities</u> . Work includes curb, gutter, sidewalk, and bicycle lanes . (2021)		\$5,000,000	CAL01
Ustick Road, Linder Road to Meridian Road – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalks, and bike lanes . Project includes an enhanced pedestrian crossing at W. 3rd St. (2018)	\$2,595,000	\$2,595,000 <u>Completed</u>	RD202-35
Ustick Road, Meridian Road to Locust Grove Road – widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalks, and bike lanes . (2018)	\$2,927,000	\$2,927,000 <u>Completed</u>	RD202-37
Total Budgeted Regional Capital Projects	\$724,801,000 <u>\$714,106,000</u>	\$773,657,117 <u>\$1,121,886,767</u>	

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

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

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

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

**Long-Term Funded Regional Capital Transportation Projects FY2025 – 2040,
in alphabetical orderⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Airport - Overland Extension, McDermott Road to Black Cat Road - construct new two-lane road.	\$2,970,000	RD2016-5	2026-2030	\$4,039,200 <u>\$3,445,200</u>
Fairview Avenue, Meridian Road to Locust Grove Road – widen from five to seven lanes <u>with enhanced bicycle and pedestrian facilities.</u>	\$5,430,000 <u>\$6,070,000</u>	RD2016-40	2031-2035	\$8,470,800 <u>\$9,469,200</u>
Fairview Avenue, SH-55 (Eagle Road) to Cloverdale Road – widen from five to seven lanes <u>with enhanced bicycle and pedestrian facilities.</u>	\$2,030,000 <u>\$3,140,000</u>	RD2016-42	2023-2043	\$2,760,800 <u>\$4,898,400</u>
Fairview Avenue, Cloverdale Road to Five Mile Road - widen from five to seven lanes <u>with enhanced bicycle and pedestrian facilities.</u>	\$5,470,000 <u>\$6,450,000</u>	RD2016-43	2031-2035	\$8,533,200 <u>\$10,062,000</u>
Fairview Avenue, Cole Road to Curtis Road – widen from five to seven lanes.	\$6,380,000	RD2016-46	2031-2035	\$9,952,800 <u>\$8,676,800</u>
Franklin Road, Star Road to SH-16 southbound ramp – widen from two lanes to five lanes.	\$3,500,000	NEW	2026-2030	<u>\$4,060,000</u>
Franklin Road - McDermott Road to Black Cat Road – widen roadway from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities, curb, gutter, sidewalks, and bike lanes.</u>	\$6,900,000	NEW	2026-2030	\$9,384,000 <u>\$8,004,000</u>
Gowen Road - Orchard Street to Pleasant Valley Road – widen roadway from two lanes to five lanes.	\$5,210,000	NEW	2031-2035	\$8,127,600 <u>\$7,085,600</u>
Intersection - 11th Avenue North and Ustick Road – add roundabout.	\$1,125,500		2021 -2025	\$1,350,600 <u>\$1,170,520</u>
Intersection - Amity Road and Black Cat Road – add <u>signal and widen approaches a multi-lane roundabout with two lanes for northbound and southbound legs, one lane for eastbound and westbound legs.</u>	\$2,000,000	IN2016-1	2036-2040	\$2,720,000 <u>\$3,120,000</u>
Intersection - Amity Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD portion of construction is \$2,850,000. ITD portion of construction is \$3,448,000.	\$6,298,000	IN2016-8	2031-2035	\$8,565,280
Intersection - Beacon Light Road and Linder Road, Eagle - widen approaches and construct a multi-lane roundabout with two lanes for the eastbound and westbound legs, one lane for the northbound and southbound legs.	\$1,870,000 <u>\$2,100,000</u>	IN2016-12	2031-2035	\$2,917,200 <u>\$2,856,000</u>
Intersection - Beacon Light Road and SH-55 (Eagle Road), Eagle - add roundabout, widen approaches. Construct as single-lane roundabout.	\$1,350,000	IN2016-16	2031-2035	\$2,106,000 <u>\$1,836,000</u>
Intersection - Cherry Lane and Black Cat Road - add <u>signal dual-lane roundabout</u> , widen approaches.	\$3,200,000 <u>\$2,940,000</u>	IN2016-17	2031-2035	\$3,840,000 <u>\$3,998,400</u>
Intersection - Cherry Lane and Linder Road - replace/modify signal and widen to add designated northbound right turn lane.	\$3,290,000 <u>\$2,990,000</u>	IN2016-18	2031-2035	\$3,948,000 <u>\$4,066,400</u>
Intersection - Cherry Lane and Ten Mile Road - replace/modify signal and widen approaches.	\$5,840,000 <u>\$5,610,000</u>	IN2016-19	2026-2030	\$7,942,400 <u>\$6,507,600</u>
Intersection - US 20/26 (Chinden Boulevard) and Star Road – replace/modify signal and widen approaches. (ITD share \$2,702,700; ACHD share \$1,740,000)	\$4,447,700	NEW	2031-2035	\$6,938,410 <u>\$6,048,870</u>

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection – Columbia Road and Eagle Road – add a single-lane roundabout and widen approaches.	\$1,660,000	NEW	2036-2040	-\$2,921,600 <u>\$1,925,600</u>
Intersection - Deer Flat Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only (ITD share \$3,145,000; ACHD share \$3,060,000).	\$2,090,000 <u>\$6,205,000</u>	IN2016-23	2031-2035	\$3,260,400 <u>\$8,438,800</u>
Intersection – Deer Flat Road and Eagle Road – add single-lane roundabout and widen approaches.	\$1,020,000	NEW	2036-2040	-\$1,795,200 <u>\$1,591,200</u>
Intersection - Fairview Avenue and Locust Grove Road, Meridian - <u>widen east and west legs to nine lanes and north and south legs to seven lanes as per the adopted 2020 Capital Improvement Plan (CIP). Project includes enhanced pedestrian and bike facilities and intersection lighting. (2025) Moved from short-term funded</u>	<u>\$8,557,000</u>	<u>IN211-05</u>	<u>2025</u>	<u>\$8,899,280</u>
Intersection - Fairview Avenue and Cloverdale Road - replace/modify signal and widen approaches. No change to south leg approach.	\$7,060,000 <u>\$7,950,000</u>	IN2016-25	2031-2035 <u>2026-2030</u>	-\$8,472,000 <u>\$9,222,000</u>
Intersection - Fairview Avenue and Curtis Road - replace/modify signal and widen approaches. Add third eastbound thru lane to connector. No change to north leg and south leg approaches.	\$5,360,000	IN2016-27	2026-2030	\$7,289,600 <u>\$6,217,600</u>
Intersection - Floating Feather Road and Linder Road - widen approaches and add a multi-lane roundabout with two lanes northbound and southbound legs, one lane westbound and eastbound legs.	\$1,740,000 <u>\$1,640,000</u>	IN2016-30	2021-2025	\$2,366,400 <u>\$1,705,600</u>
Intersection - Franklin Road and Linder Road – replace and modify signal, widen approaches.	\$6,310,000 <u>\$7,490,000</u>	IN2016-37	2031-2035	\$7,572,000 <u>\$10,186,400</u>
Intersection - Franklin Road and McDermott Road - widen approaches and add a single-lane roundabout. ACHD project cost: \$1,610,000. Nampa Highway District portion of construction costs: \$55,000.00.	\$1,665,000	IN2016-38	2031-2035	\$2,597,400 <u>\$2,264,400</u>
Intersection - Goddard Road at Mountain View Drive and Glenwood Street - replace/modify signal and widen approaches.	\$3,400,000 <u>\$2,540,000</u>	IN2016-39	2021-2025 <u>2036-2040</u>	-\$4,080,000 <u>\$3,962,400</u>
Intersection – Gowen Road and Orchard Street – <u>add dual-lane roundabout. Reconstruct/widen approaches. Moved from short-term funded.</u>	<u>\$2,911,000</u>	<u>NEW</u>	<u>2026-2027</u>	<u>\$3,260,320</u>
Intersection – Karcher Road and Franklin Boulevard, Nampa – install a roundabout at the intersection of Franklin Boulevard and Karcher Road. The improvements will improve freight access to I-84 and the City of Nampa. This is not part of the I-84 widening. Moved to short-term funded.	\$1,400,000	22102	2021-2025	-\$1,680,000
Intersection – King Road and Eagle Road – add single-lane roundabout and widen approaches.	\$1,250,000	NEW	2036-2040	\$2,200,000 <u>\$1,950,000</u>

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Lake Hazel Road and McDermott Road - widen approaches and construct a single-lane roundabout. ACHD portion of project cost: \$770,860,000 . Nampa Highway District portion of project cost: \$198,615,000 .	\$968,000 <u>\$1,475,000</u>	IN2016-57	2023 - 2034	\$1,316,480 <u>\$2,301,000</u>
Intersection - Lake Hazel Road and Black Cat Road - widen approaches and add a single-lane roundabout.	\$1,450,000 <u>\$1,260,000</u>	IN2016-48	2023 - 2034	\$1,972,000 <u>\$1,965,600</u>
Intersection - Lake Hazel Road and Ten Mile Road - add signal, widen approaches.	\$2,710,000 <u>\$2,740,000</u>	IN2016-61	2026 - 2030 <u>25</u>	\$3,685,600 <u>\$2,849,600</u>
Intersection - Lake Hazel Road and Linder Road - add a single-lane roundabout.	\$960,000 <u>\$1,250,000</u>	IN2016-54	2023 - 2034	\$1,305,600 <u>\$1,300,000</u>
Intersection - Lake Hazel Road and Meridian Road (SH-69) - replace/modify signal and widen approaches. (ITD share \$3,921,000; ACHD share \$3,750,000)	\$6,980,000 <u>\$7,671,000</u>	NEW	2036-2040	\$12,126,400 <u>\$11,966,760</u>
Intersection - Lake Hazel Road and Locust Grove Road - add a single <u>multi</u> -lane roundabout with a westbound right turn bypass lane <u>two-lane eastbound and westbound legs and one-lane northbound and southbound legs</u> .	\$1,070,000 <u>\$2,100,000</u>	IN2016-55	2023 - 2034	\$1,455,200 <u>\$3,276,000</u>
Intersection - Lake Hazel Road and Cloverdale Road - widen intersection to five lanes on Lake Hazel Road and five lanes on Cloverdale Road. Moved from short term funded projects <u>replace/modify signal and widen approaches</u> .	\$4,757,000 <u>\$4,790,000</u>	IN205-34	2024 <u>2021-</u> <u>2025</u>	\$5,708,400 <u>\$4,981,600</u>
Intersection - Lake Hazel Road and Five Mile Road - reconstruct intersection to be a dual-lane roundabout with westbound and southbound right turn bypass lanes. Moved from short term funded projects <u>replace/modify signal and widen approaches</u> .	\$3,163,000 <u>\$4,920,000</u>	IN205-59	2025 <u>2021-</u> <u>2025</u>	\$3,922,120 <u>\$5,116,800</u>
Intersection - Lake Hazel Road and Orchard Street Extension - new intersection. Add a dual-lane roundabout with a westbound right turn bypass lane <u>and widen approaches</u> .	\$2,250,000 <u>\$2,120,000</u>	IN2016-58	2031 - 2035 <u>40</u>	\$3,510,000 <u>\$3,307,200</u>
Intersection - Lake Hazel Road and Pleasant Valley Road - new intersection. Add a dual-lane roundabout with a southbound right turn bypass lane. Roadway segment is listed below.	\$2,090,000 <u>\$2,700,000</u>	IN2016-59	2031 - 2035 <u>40</u>	\$3,260,400 <u>\$4,212,000</u>
Intersection - Lake Hazel Road and Eisenman Road - new intersection to be constructed as a dual <u>multi</u> -lane roundabout.	\$2,390,000 <u>\$1,860,000</u>	IN2016-52	2023 - 2034	\$3,250,400 <u>\$2,901,600</u>
Intersection - Middleton Road and Ustick Road, Caldwell - build roundabout at the intersection. Moved from short-term funded.	\$2,982,000	13487	2025	\$4,055,520 <u>\$3,101,280</u>
Intersection - Overland Road and Linder Road - add signal and widen approaches.	\$4,440,000 <u>\$5,720,000</u>	IN2016-67	2031 - 2035 <u>40</u>	\$6,926,400 <u>\$8,923,200</u>
Intersection - Overland Road and Locust Grove Road - replace/modify signal and widen approaches.	\$5,130,000 <u>\$6,370,000</u>	IN2016-68	2026-2030	\$6,976,800 <u>\$7,389,200</u>
Intersection - Overland Road and Eagle Road - replace/modify signal and widen approaches. No change to north leg approach.	\$8,160,000 <u>\$7,870,000</u>	IN2016-70	2026 <u>31-</u> 2031	\$11,097,600 <u>\$11,332,800</u>

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Overland Road and Cloverdale Road -- replace/modify signal and widen intersection to seven lanes on Cloverdale Road and eight lanes on Overland Road approaches. Project includes bridges #1217, #2103, and #2122 and #2102.	\$9,410,000 <u>\$10,050,000</u>	IN217-04	PD 2026- <u>2030</u>	\$11,668,400 <u>\$11,658,000</u>
Intersection - Overland Road and Five Mile Road replace/modify signal and widen approaches.	\$6,980,000	NEW	2026-2030	\$9,492,800 <u>\$8,096,800</u>
Intersection - Overland Road and Maple Grove Road - replace/modify signal and widen approaches.	\$7,070,000 <u>\$6,730,000</u>	IN2016-69	2026-2030	\$9,615,200 <u>\$7,806,800</u>
Intersection - Overland Road Extension/ Airport Road and Black Cat Road - new intersection, widen to construct a single-lane roundabout.	\$3,000,000	IN2016-71	2036-2040	\$5,280,000 <u>\$4,680,000</u>
Intersection - Pleasant Valley Road and Orchard Extension - <u>new intersection</u> , construct a <u>new</u> dual-lane roundabout <u>intersection</u> .	\$6,660,000 <u>\$2,120,000</u>	IN2016-65	20316- <u>203540</u>	\$10,389,600 <u>\$3,307,200</u>
Intersection - SH-44 (State Street) and Star Road - replace/modify signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,870,000; ITD portion of project cost: \$677,000.	\$2,547,000	IN2016-72	2031-2035	\$3,973,320 <u>\$3,463,920</u>
Intersection - SH-55 (Karcher Road) and Florida Avenue, Caldwell - install a "thru-U" intersection. (PD)	\$1,370,000	20174	2026-2030	\$1,863,200 <u>\$1,589,200</u>
Intersection - State Street and Glenwood Street/Gary Lane -- replace/modify signal, widen approaches and modify intersection in order to improve traffic and transit operations in accordance with the State Street TTOP. (ITD share \$3,834,000; ACHD share \$3,700,000)	\$5,706,000 <u>\$7,534,000</u>	IN207-03	PD 2026- <u>2030</u>	\$7,075,440 <u>\$8,739,440</u>
Intersection - State Street and Pierce Park Lane, Boise - widen north and south legs to four lanes, and east and west legs to seven lanes as per the State St TTOP and the adopted 2020 Capital Improvement Plan (CIP). Project includes buffered bike lane to the north, pathway to the south, and medians. Moved from short-term funded.	<u>\$11,645,000</u>	<u>IN210-03</u>	<u>2025</u>	<u>\$12,110,800</u>
Intersection - US 20/26 (Chinden Boulevard) and 36th Street/Orchard Street - replace/modify signal and reconstruct/widen approaches. (ITD share \$564,000; ACHD project share \$1,610,000) cost: \$1,130,000. ITD portion of project cost: \$0.	\$1,130,000 <u>\$2,174,000</u>	IN2016-78	20316- <u>203540</u>	\$1,762,800 <u>\$3,391,440</u>
Intersection - Ustick Road and Black Cat Road - reconstruct/widen approaches and add a dual lane roundabout.	\$2,050,000 <u>\$4,990,000</u>	IN2016-83	20216- <u>202530</u>	\$2,460,000 <u>\$5,788,400</u>
Intersection - Ustick Road and Locust Grove Road - replace/modify signal and reconstruct/widen approaches.	\$6,670,000 <u>\$4,410,000</u>	IN2016-84	20216- <u>202530</u>	\$8,004,000 <u>\$5,115,600</u>

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Ustick Road and McDermott Road - add signal <u>a one-lane roundabout</u> and reconstruct/widen approaches. (ACHD <u>share portion of project cost: \$1,152,600,000</u> ; Nampa Highway District <u>portion of project cost: share \$1,074,000,285,000.00</u>).	\$1,435,000 <u>\$2,334,000</u>	IN2016-84	2031- 2035 <u>2034</u>	\$2,238,600 <u>\$3,641,040</u>
Intersection - Ustick Road and Star Road - add signal and reconstruct/widen approaches and add a single-lane roundabout with northbound right turn bypass lane. (ACHD <u>share \$1,660,000</u> <u>portion of project cost: \$940,000</u> ; Nampa Highway District <u>portion of project cost: share \$198,000.00</u> <u>1,637,000</u>).	\$1,138,000 <u>\$3,297,000</u>	IN2016-86	2031-2035	\$1,775,280 <u>\$4,483,920</u>
Intersection - Victory Road and Eagle Road - replace/modify signal and widen approaches.	\$4,050,000	NEW	2026-2030	-\$5,508,000 <u>\$4,698,000</u>
Lake Hazel Road, SH 69 (Meridian Road) to Locust Grove Road - widen from two to five lanes.	\$3,990,000 <u>\$6,930,000</u>	RD2016-64	2023- 2034 <u>2034</u>	\$5,426,400 <u>\$10,810,800</u>
Lake Hazel Road, Locust Grove Road to Eagle Road - widen from two to three <u>five</u> lanes.	\$4,400,000 <u>\$8,090,000</u>	RD2016-65	2023- 2034 <u>2034</u>	\$5,984,000 <u>\$12,620,400</u>
Lake Hazel Road, Eagle Road to Cloverdale Road - widen from two to five lanes with curb, gutter, sidewalk and bike lanes. Moved to short-term funded.	\$8,551,000	RD209-18	PD <u>2024</u>	\$10,261,200
Lake Hazel Road, Cloverdale Road to Five Mile Road - widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalks and bike lanes .	-\$7,269,000 <u>\$6,216,000</u>	RD207-29	PD beyond <u>2023</u> 2021- <u>2025</u>	\$9,013,560 <u>\$6,464,640</u>
Lake Hazel Road, Five Mile Road to Maple Grove Road - widen from two to five lanes with <u>enhanced bicycle and pedestrian facilities</u> curb, gutter, sidewalks and bike lanes . Project includes bridge #1227.	\$4,649,000 <u>\$4,889,000</u>	RD207-30	PD <u>2026-</u> <u>2030</u>	\$5,764,760 <u>\$5,671,240</u>
Lake Hazel Road, Maple Grove Road to Cole Road - widen from two to five lanes with <u>curb, gutter, sidewalk and bike lanes</u> <u>enhanced bicycle and pedestrian facilities</u> .	\$4,057,000 <u>\$4,061,000</u>	RD216-05	PD <u>2026-</u> <u>2030</u>	\$5,030,680 <u>\$4,710,760</u>
Lake Hazel Road, Cole Road to Orchard Street Extension West - widen roadway from two lanes to five lanes.	\$6,400,000 <u>\$6,370,000</u>	NEW	2036-2040	\$9,937,200
Lake Hazel Road, Orchard Ext-1 to Pleasant Valley Road - construct new five-lane roadway.	\$8,250,000 <u>\$9,560,000</u>	RD2016-71	2031- 2035 <u>2034</u>	\$12,870,000 <u>\$14,913,600</u>
Lake Hazel Road, Railroad Crossing to Eisenman Road - construct new five-lane road.	\$8,450,000	NEW	2036-2040	-\$14,872,000 <u>\$13,182,000</u>
Linder Road, Overland Road to Franklin Road - widen from two to five lanes. Project costs <u>do not</u> include any work associated with the ITD overpass.	\$4,880,000 <u>\$6,160,000</u>	RD2016-75	2031- 2035 <u>2034</u>	\$7,612,800 <u>\$9,609,600</u>
Linder Road, US 20/26 (Chinden Boulevard) to SH-44 (State Street) - widen from two to seven lanes with <u>enhanced bicycle and pedestrian facilities</u> <u>curb, gutter, sidewalk, and bike lanes</u> . Project includes bridges #2033, #2035, and #2036.	\$18,440,000 <u>\$20,907,000</u>	RD207-19	UF* <u>PD</u> <u>2026-</u> <u>2030</u>	\$22,865,600 <u>\$24,252,120</u>

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Linder Road, State Street (SH-44) to Floating Feather Road —widen from two to five lanes, with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road, bridges #1021 and #1022, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. Moved from short-term funded. Moved to short-term funded.	\$7,705,000 \$7,074,000	RD209-28	2024	-\$9,246,000
Meridian Road Extension, King Road to Kuna Road – construct new three-lane road with railroad overpass.	\$6,050,000	NEW	2036-2040	-\$10,634,400 <u>\$9,438,000</u>
Northside Boulevard, Karcher Road to Ustick Road – widen roadway from two lanes to four lanes.	\$6,000,000 <u>\$64,780,000</u>	NEW	2026-2030	<u>\$75,144,800</u>
Orchard Street, Gowen Road to Victory Road —realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. (2024-2025) Moved from short-term funded. Moved to short-term funded.	\$19,390,000	RD207-01	2024-2025 2024	-\$23,268,000
Overland Road, Black Cat Road to Ten Mile Road – construct a new three-lane roadway <u>with enhanced bicycle and pedestrian facilities</u> .	\$3,960,000 <u>\$5,230,000</u>	RD2016-106	20316- 203540	\$6,177,600 <u>\$8,158,800</u>
Pathway, Federal Way to Broadway Avenue – construct a new multi-use pathway to connect Federal Way and Broadway Avenue in the City of Boise.	\$1,400,000	NEW <u>23307</u>	PD –beyond 2024	<u>\$1,736,000</u>
Pathway, Five Mile Creek, Treatment Plant to Black Cat Road – construct approximately one-mile segment of pathway in Meridian. Moved from short-term funded; to be built by developer(s)	\$0	19828	<u>2026-2030</u>	\$0
Pedestrian Improvements, SH-55 Eagle Road, Franklin Road to Pine Avenue – construct or widen existing pathway on east side of SH-55 in Meridian.	-\$711,000 <u>\$621,000</u>	20542	PD— beyond <u>2022-2025</u>	\$881,640 <u>\$645,840</u>
Pedestrian Improvements and Widening, Montana Avenue – construct sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in Caldwell, a pedestrian crossing and rectangular rapid flashing beacon crossing.	\$647,000 <u>\$725,000</u>	22018	PD –beyond 2023-2026	\$802,280 <u>\$783,000</u>
Pleasant Valley Extension, Orchard Extension to Pleasant Valley Road – construct a new five-lane roadway.	\$10,110,000 <u>\$10,150,000</u>	RD2016-114	20316- 203540	\$15,771,600 <u>\$15,834,000</u>
SH-16, SH-44 to Junction SH-52 – conduct environmental reevaluation.	\$3,000,000	TBD <u>23175</u>	2026	<u>\$3,240,000</u>
SH-44 (State Street), I-84 ramps to Canyon Lane , widen from two to four travel lanes.	\$15,300,000	TBD	2031-2035	\$23,868,000 <u>\$20,808,000</u>
SH-44 (State Street), Star Road to SH-16 —widen SH-44 from two to four travel lanes in Ada County. (2024). Moved to short-term funded.	\$13,025,000	20574	2024	-\$15,630,000
SH-55, Indiana Avenue-Farmway Road to Middleton Road , widen from two to four travel lanes. <u>Farmway Road to 10th Avenue construction is unfunded.</u>	\$18,000,000 <u>\$80,500,000</u>	TBD <u>22715</u> and <u>23184</u>	2026-2030 <u>2027</u>	\$24,480,000 <u>\$90,160,000</u>

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
SH-55, Pear Lane to Farmway Road, Design, Canyon, preliminary engineering and right-of-way acquisition to widen from two lanes to five lanes. (construction not funded)	<u>\$15,000,000</u>	<u>23335</u>	<u>2026</u>	<u>\$16,200,000</u>
State Street, Glenwood Street to Pierce Park Lane - widen from five to seven lanes with high occupancy vehicle/transit lanes, <u>and enhanced bicycle and pedestrian facilities curb, gutter, sidewalk, and bike lanes</u> consistent with the State Street TTOP.	\$3,221,000 <u>\$3,300,000</u>	RD208-04	UF beyond 2022 <u>2031-</u> <u>2035</u>	\$4,380,560 <u>\$4,488,000</u>
State Street, Pierce Park Lane to Collister Drive - widen from five to seven lanes with high occupancy vehicle/transit lanes, <u>and enhanced bicycle and pedestrian facilities curb, gutter, sidewalk, and bike lanes</u> consistent with the State Street TTOP.	\$7,682,000 <u>\$7,830,000</u>	RD208-05	UF beyond 2022 <u>2031-</u> <u>2035</u>	\$10,447,520 <u>\$10,648,800</u>
State Street, Collister Drive to 36th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, <u>and enhanced bicycle and pedestrian facilities curb, gutter, sidewalk, and bike lanes</u> in accordance with the State Street TTOP.	\$4,313,000 <u>\$4,050,000</u>	RD208-06	UF beyond 2022 <u>2031-</u> <u>2035</u>	\$5,865,680 <u>\$5,508,000</u>
State Street, 36th Street to 27th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, <u>and enhanced bicycle and pedestrian facilities curb, gutter, sidewalk, and bike lanes</u> in accordance with the State Street TTOP.	\$5,574,000 <u>\$5,160,000</u>	RD208-07	UF beyond 2022 <u>2031-</u> <u>2035</u>	\$7,580,640 <u>\$7,017,600</u>
Ten Mile Road, Lake Hazel Road to Amity Road - widen roadway from two lanes to three lanes with <u>enhanced bicycle and pedestrian facilities curb, gutter, sidewalks and bike lanes.</u>	\$5,400,000	NEW	2036-2040	\$9,504,000 <u>\$8,424,000</u>
Ten Mile Road, Amity Road to Victory Road - widen roadway from two lanes to three lanes with <u>enhanced bicycle and pedestrian facilities curb, gutter, sidewalks and bike lanes.</u>	\$6,590,000	NEW	2031-2035	\$10,280,400 <u>\$8,962,400</u>
US 20/26 (Chinden Boulevard), Middleton Road to Star Road, widen from two to four travel lanes (three segments).	\$105,800,000	TBD <u>23337</u>	2031-2035	\$165,048,000 <u>\$143,888,000</u>
US 20/26 (Chinden Boulevard), Linder Road to Eagle Road, widen from four to six lanes, continuous flow intersection (CFI) at Eagle Road, Locust Grove Road, Meridian Road, and Linder Road. Timing of CFIs will be determined by ITD.	\$47,100,000	TBD	2036-2040	\$82,896,000 <u>\$73,476,000</u>
Ustick Road, Ustick Road Overpass to Middleton Road - widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes in the City of Caldwell.	TBD	NEW	2030	
Ustick Road, Star Road to McDermott Road - widen roadway from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities curb, gutter, sidewalks, and bike lanes.</u>	\$5,600,000	NEW	2026-2030	\$7,616,000 <u>\$6,496,000</u>
Ustick Road, McDermott Road to Black Cat Road - widen roadway from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities curb, gutter, sidewalks, and bike lanes.</u>	\$5,580,000	NEW	2026-2030	\$7,588,800 <u>\$6,472,800</u>

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Ustick Road, Black Cat Road to Ten Mile Road – widen roadway from two lanes to five lanes with <u>enhanced bicycle and pedestrian facilities-curb, gutter, sidewalks, and bike lanes.</u>	\$4,340,000	NEW	2026-2030	\$5,902,400 <u>\$5,034,400</u>
Ustick Road, Ten Mile Road to Linder Road - widen from two to three <u>five</u> lanes <u>with enhanced bicycle and pedestrian facilities.</u>	\$3,250,000 <u>\$3,617,000</u>	RD2016- 125 RD207-24	2026-2030 <u>2025</u>	\$4,420,000 <u>\$3,761,680</u>
Total Funded Regional Capital Projects	\$628,066,200 <u>\$735,544,200</u>			\$840,618,970 <u>\$955,487,550</u>

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

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

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

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

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

DECEMBER 2021 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="310 212 1406 275">UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p data-bbox="1300 281 1511 310" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 317 1484 520" style="list-style-type: none"> • Presented Revision 1 of the FY2022 UPWP to the COMPASS Board for adoption. • Processed and tracked revenues and expenditures associated with the FY2022 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p data-bbox="310 533 1057 562">DEMOGRAPHICS AND GROWTH MONITORING</p> <p data-bbox="1292 569 1511 598" style="text-align: right;">CARL MILLER</p> <ul data-bbox="331 604 1484 856" style="list-style-type: none"> • Completed 7 development checklists for the cities of Boise, Caldwell, Meridian, and Nampa. • Continued development of the 2021 Development Monitoring Report. • Evaluated 2020 Census data for trends and other findings. • Reviewed the Infrastructure Investment and Jobs Act Housing Coordination Plan requirements and compared them to COMPASS existing and future work.
653	<p data-bbox="310 884 894 913">COMMUNICATION AND EDUCATION</p> <p data-bbox="1349 919 1511 949" style="text-align: right;">AMY LUFT</p> <ul data-bbox="331 955 1484 1409" style="list-style-type: none"> • Posted 15 Facebook posts, 15 Tweets, 15 Instagram posts, and 3 LinkedIn posts. • Tracked issues related to COMPASS and transportation in the news media; issued two news releases. • Updated the COMPASS website. • Continued to prepare to migrate the COMPASS website to a new platform. • Announced Leadership in Motion awards on December 20, 2021. • Hosted an education series presentation on Travel Demand Management on December 8, 2021. • Prepared for an education series presentation on electric vehicle infrastructure, to take place on January 25, 2022. • Began preparing for COMPASS 101, to be offered on January 27 and February 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 1188" style="list-style-type: none"> • Hosted a Regional Transportation Advisory Committee Subcommittee on scoring to finalize the prioritization method for CIM 2050 on December 2, 2021. • Presented to Valley Regional Transit’s Regional Advisory Committee on the Highest Priority Needs for the Coordinated Plan December 21, 2021. • Hosted an Association of Professional Bicyclists and Pedestrians webinar on December 15, 2021. • Received COMPASS Board of Directors’ approval of the Complete Network Policy on December 20, 2021. • Hosted an Active Transportation Workgroup meeting on December 9, 2021. • Continued analysis of the CIM 2050 Vision and trend using the Fiscal Impact Tool. • Continued to write technical documents and web content for CIM 2050. • Invited resource and environmental agencies to participate in the Environmental Review Workgroup. • Hosted an Environmental Review Workgroup meeting on December 1, 2021. • Continued working on the Coordinated Plan document; began developing a public involvement plan for a spring public comment period. • Continued researching and developing the financial analysis and projections for CIM 2050. • Prepared for a public comment period on an amendment to <i>Communities in Motion 2040 2.0</i>, to begin on January 3, 2022. • Completed draft CIM 2050 foundation for the regional travel demand model to help identify future transportation deficiencies (draft long-term funded list presented and approved by RTAC on December 15). • Continued to develop a list of transportation deficiencies that will be the basis of the technical analysis and draft long-term unfunded list.
685	<p data-bbox="310 1188 915 1220">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1230 1511 1262" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1266 1487 1793" style="list-style-type: none"> • Reviewed 37 COMPASS Phase I applications for eligibility to move forward for federal-aid funding. Applications were due December 6, 2021. • Met with Garden City’s Project Development Program team to determine scope of work on December 21, 2021. • Processed one staff administrative modification and one amendment to the regional transportation improvement program (TIP) and prepared a new amendment. • Met with member agency staff regarding project-specific issues and programming updates. • Continued researching the implications of the new transportation authorization bill, <i>Infrastructure Investment and Jobs Act (IIJA)</i>. • Prepared and posted the FY2021 Annual Listing of Projects. • Prepared for a public comment period on an amendment to the FY2021-2027 and 2022-2028 Regional Transportation Improvement Programs (TIPs), to begin on January 3, 2022.
701	<p data-bbox="310 1793 870 1824">GENERAL MEMBERSHIP SERVICES</p> <p data-bbox="1256 1835 1511 1866" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 1871 1403 1934" style="list-style-type: none"> • Attended the City of Kuna comprehensive plan update open house on December 8, 2021.

PROGRAM NO.	
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. • Began the winter campaign on December 1, 2021. The campaign consists of roadside and bus exterior billboards, radio ads, and digital popup banner ads, and will run through February 28, 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 census data and mapping for the Parma Rural Fire District to support commissioner redistricting. • Completed five special model runs for proposed developments – four located throughout Ada County and one located in Canyon County, bringing the total for this fiscal year to 21.
704	<p>AIR QUALITY OPERATIONS</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Continued work on the FY2022 audit. • Provided general support for emission testing notification, billing, and payment cycles.
705	<p>TRANSPORTATION LIAISON SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Attended ACHD’s Bicycle Advisory Committee meeting on December 6, 2021. • Attended the Meridian Transportation Commission meeting on December 6, 2021. • Attended the Big Sky Rail Authority meeting on December 8, 2021. • Attended the Nampa Bicycle and Pedestrian Advisory Committee meeting on December 9, 2021. • Attended a portion of the Idaho Transportation Board meeting on December 9, 2021. • Attended ACHD’s Pedestrian Advisory Group meeting on December 16, 2021. • Attended Valley Regional Transit Regional Vanpool Study internal project team meeting on December 21, 2021. • Attended Valley Regional Transit Regional Advisory Committee meeting on December 21, 2021.
760	<p>LEGISLATIVE SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Monitored proposed rulemaking to determine implications to COMPASS and its membership. • Initiated reviewing <i>Infrastructure Investment and Jobs Act (IIJA)</i> and its impact upon COMPASS and its membership.
761	<p>GROWTH INCENTIVES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • No significant activity this month.

PROGRAM NO.	
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Attended COMPASS Education Series on Managing Travel Demand on December 8, 2021. • Attended “Redesigning transit networks for the new mobility future” webinar presented by the Eno Center for Transportation on December 8, 2021.
820	<p>COMMITTEE SUPPORT</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees. • Filled two “public” vacancies on the Public Participation Workgroup.
836	<p>REGIONAL TRAVEL DEMAND MODEL</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Continued to provide special model runs and other technical assistance to member agencies. • Provided special model runs to the City of Nampa’s consultants working on the East Nampa Connectivity Study and State Highway 45 Reroute project. • Provided additional model run for ITD’s consultant working on the SH-16 project. • Completed two test runs to confirm that model outputs are compatible with the Performance Measure Framework, which will be one component in the proposed project prioritization process. • Completed initial model runs for the Glenwood Street corridor evaluating mid- and high-growth land use scenarios. A follow up with ITD, City of Garden City, and Ada County is scheduled for January and again in February.
838	<p>TRAVEL DATA SURVEY</p> <p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> • Received consultant status report on the project and their continued work on data processing, analysis, and documentation for both the household travel and on-board survey.
842	<p>CONGESTION MANAGEMENT PROCESS</p> <p style="text-align: right;">HUNTER MULHALL</p> <ul style="list-style-type: none"> • Presented a draft Congestion Management Process to Regional Technical Advisory Committee. • Conducted stakeholder meeting to review the results of the cost/benefits/feasibility analysis done for the top tactics identified for the I-84 Corridor Operations Plan. • Completed the final draft of Congestion Management Process technical document.

PROGRAM NO.	
860	<p data-bbox="310 163 1524 231">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="331 237 1524 871" style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Updated the web map for combined Complete Network to now include activity centers. • Continued work on property valuation analysis of commercial properties for average value by square foot. • Completed work on updated Current Land Use layer. • Began Regional Pathway Network connection walkability analysis. • Continued review process of TAZ population allocations. • Continued work on web map for Safe Routes to School. • Selected vendor for 2022 orthophotography flight. • Continued hardware and software upgrade of the Regional Data Center. • Collected End of Year data archive. • Updated Traffic Counts and ATR Trends web maps. • Began creating a regional linear referencing route layer based on ITD's ARNOLD data and the Regional Centerline. • Began readying the Performance Monitoring Framework tool for the 2050 CIM projects evaluation process.
991	<p data-bbox="310 905 1524 972">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="331 978 1524 1050" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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JANUARY 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"> • Processed and tracked revenues and expenditures associated with Revision 1 of the FY2022 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest. • Began 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 8 development checklists for the cities of Boise, Caldwell, Kuna, Meridian, and Nampa. • Continued development of the 2021 Development Monitoring Report. • Evaluated 2020 Census data for trends and other findings. • Hosted the inaugural Affordable Housing RTAC subcommittee meeting on January 19, 2022.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 15 Facebook posts, 15 Tweets, 15 Instagram posts, and 1 LinkedIn post. • Tracked issues related to COMPASS and transportation in the news media; issued two news releases. • Updated the COMPASS website. • Continued work to migrate the COMPASS website to a new platform. • Hosted an education series presentation on electric vehicle infrastructure on January 25, 2022. • Hosted a COMPASS 101 workshop on January 27, 2022. • Began planning for an education series presentation on developing a safety action plan.

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 1500 1083" style="list-style-type: none"> • Completed a public comment period on an amendment to <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) on January 17, 2022. • Presented to Valley Regional Transit’s Regional Advisory Committee on the strategies and implementation plan for the Coordinated Plan on January 18, 2022. • Hosted an Association of Professional Bicyclists and Pedestrians webinar on January 19, 2022. • Hosted Active Transportation Workgroup meeting on January 20, 2022. • Completed the draft <i>Communities in Motion 2050</i> (CIM 2050) methods for scoring and ranking projects, which were recommended by the Regional Transportation Advisory Committee (RTAC) on January 26, 2022. • Continued to work on the prioritization of unfunded public transportation projects. • Continued working on concepts for a Planning and Environmental Linkages study for high-capacity transit. • Continued working to develop a Park and Ride Coordinating Team with ACHD Commuteride. • Continued to write technical documents and web content for CIM 2050. • Completed draft of the Coordinated Plan document; continued to plan for a spring (April 15 – May 15, 2022) public comment period. • Provided a status update on the development of CIM 2050 to RTAC on January 26, 2022. • Continued researching and developing the financial analysis and projections for CIM 2050.
685	<p data-bbox="310 1083 915 1115">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1121 1511 1152" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1157 1500 2003" style="list-style-type: none"> • Met with the Project Development Team for the City of Star’s Safe Routes to School project on January 5, 2022. • Hosted an informal meeting for local project sponsors on January 13, 2022, to discuss projects and programming. • Reviewed 15 COMPASS Phase II applications for eligibility to move forward for federal-aid funding. Applications were due January 19, 2022. • Met with the Project Development Team for the City of Garden City’s 52nd Street Bridge project on January 21, 2022. • Hosted a quarterly meeting with Commuteride, Valley Regional Transit, and Idaho Transportation Department Public Transportation Division staff on January 27, 2022, to provide a forum for discussion about current projects. • Processed two staff administrative modifications and prepared an amendment to the regional transportation improvement program (TIP) for recommendation by RTAC. • Provided a letter of support for the City of Nampa’s Transportation Alternative Program application. • Met with member agency staff regarding project-specific issues and programming updates. • Updated the Milestone Report in preparation for agency updates for the February Board packet. • Continued researching the implications of the new transportation authorization bill, <i>Infrastructure Investment and Jobs Act</i> (IIJA). • Completed a public comment period on an amendment to the FY2022-2028 Regional Transportation Improvement Program (TIP) on January 17, 2022.

PROGRAM NO.	
701	<p data-bbox="310 163 870 197">GENERAL MEMBERSHIP SERVICES</p> <p data-bbox="1256 201 1515 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 239 1511 625" style="list-style-type: none"> • Attended the Ada County Spring Rock scoping meeting on January 6, 2022. • Participated in a Federal Highways Administration Transportation Alternatives Program review panel on January 19, 2022. Meetings will be held every two weeks through the summer. • Attended the City of Eagle comprehensive plan review committee meeting on January 24, 2022. • Participated in a quarterly meeting with City of Nampa staff on January 25, 2022. • Attended the City of Star Willowbrook scoping meeting on January 25, 2022. • Participated in a quarterly meeting with Ada County Highway District staff on January 31, 2022.
702	<p data-bbox="310 625 719 659">AIR QUALITY OUTREACH</p> <p data-bbox="1349 663 1515 697" style="text-align: right;">AMY LUFT</p> <ul data-bbox="331 701 1495 873" style="list-style-type: none"> • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. • Continued the winter air quality outreach campaign. The campaign consists of roadside and bus exterior billboards, radio ads, and digital popup banner ads, and will run through February 28, 2022.
703	<p data-bbox="310 873 769 907">GENERAL PUBLIC SERVICES</p> <p data-bbox="1118 911 1515 945" style="text-align: right;">MARY ANN WALDINGER</p> <ul data-bbox="331 949 1495 1087" style="list-style-type: none"> • Responded to questions from the public. • Completed three special model runs for proposed developments – two located throughout Ada County and one located in Canyon County, bringing the total for this fiscal year to 24.
704	<p data-bbox="310 1087 758 1121">AIR QUALITY OPERATIONS</p> <p data-bbox="1300 1125 1515 1159" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 1163 1474 1331" style="list-style-type: none"> • Worked with software vendor on identifying and resolving some functional issues with the vehicle emission testing notification process. • Provided general support for emission testing notification, billing, and payment cycles.

PROGRAM NO.	
705	<p data-bbox="310 163 946 197">TRANSPORTATION LIAISON SERVICES</p> <p data-bbox="1312 201 1511 235" style="text-align: right;">MATT STOLL</p> <ul data-bbox="331 239 1511 1192" style="list-style-type: none"> • Attended the Meridian Transportation Commission meeting on January 3, 2022. • Attended ACHD’s Bicycle Advisory Committee meeting on January 10, 2022. • Attended the Nampa Bicycle and Pedestrian Advisory Committee meeting on January 13, 2022. • Attended two Idaho Transportation Board Listening Sessions (State Highway System Adjustment and Board Policy 4028) on January 12, 2022, and the Idaho Transportation Board meeting on January 13, 2022. • Attended Valley Regional Transit Regional Advisory Committee meeting on January 18, 2022. • Attended the City of Caldwell Pedestrian/Bicycle Routes Committee meeting on January 20, 2022, to provide information regarding funding opportunities and strategies to the committee members. • Attended the Boise Chamber Transportation Committee meeting on January 20, 2022. • Met with Kaitlyn Scott, City of Nampa Public Works Communication Manager, on January 10, 2022, to discuss COMPASS and the Public Participation Workgroup. • Met with BreAnna Clifford, City of Meridian Communication Specialist, on January 13, 2022, to discuss COMPASS and the Public Participation Workgroup. • Attended the Valley Regional Transit Providers Meeting on January 21, 2022. • Met with Jason Rose, Valley Regional Transit Community Engagement Manager, on January 28, 2022, to discuss COMPASS and the Public Participation Workgroup. • Judged middle school teams from across Idaho in the “special awards” category for the Idaho Future Cities competition on January 29, 2022.
760	<p data-bbox="310 1224 703 1260">LEGISLATIVE SERVICES</p> <p data-bbox="1304 1264 1511 1297" style="text-align: right;">MATT STOLL</p> <ul data-bbox="331 1302 1511 1585" 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. • Initiated reviewing <i>Infrastructure Investment and Jobs Act (IIJA)</i> and its impact upon COMPASS and its membership.
761	<p data-bbox="310 1619 675 1654">GROWTH INCENTIVES</p> <p data-bbox="1312 1654 1511 1688" style="text-align: right;">MATT STOLL</p> <ul data-bbox="331 1692 873 1726" 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 1515 233" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 239 1484 835" style="list-style-type: none"> • Attended a seminar on open government hosted by the Idaho Attorney General and Idahoans for Open Government on January 5, 2022. • Attended "Preparing Regions for Federal Funding Success" webinar hosted by the National Association of Regional Councils on January 5, 2022. • Attended "How Managers Become Great Leaders" on January 7, 2022. • Attended "External Stakeholder Bipartisan Infrastructure Law" webinar hosted by the Federal Transit Administration on January 7, 2022. • Attended "Bipartisan Infrastructure Law" webinar hosted by the Federal Highway Administration on January 7, 2022. • Attended the TRB subcommittee meeting to discuss the 2020 urban areas on January 7, 2022. • Attended the Sustainable Communities Division First Annual Symposium sponsored by the American Planning Association on January 13, 2022. • Attended "The Failure of American Housing" webinar hosted by the Center for Urban and Environmental Solutions on January 20, 2022. • Attended COMPASS Education Series "The EVs are coming! Are we ready?" on January 25, 2022.
820	<p data-bbox="310 835 672 867">COMMITTEE SUPPORT</p> <p data-bbox="1300 873 1515 905" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 911 1435 978" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p data-bbox="310 978 899 1010">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1130 1016 1515 1047" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="331 1054 1507 1514" style="list-style-type: none"> • Continued to provide special model runs and other technical assistance to member agencies. • Provided special model runs to City of Nampa's consultants working on the East Nampa Connectivity Study and State Highway 45 Reroute project. • Provided additional model run for ITD's consultant working on the US 20/26 project. • Provided support to City of Caldwell's consultant working on the city's master transportation plan and impact feasibility analysis. • Continued to build scripts to summarize information from the travel demand model for input into the Performance Measure Framework. • Completed initial deficiency analysis for CIM 2050. • Completed building the initial set of unfunded public transportation system in the regional model to support VRT and CIM 2050.
838	<p data-bbox="310 1545 678 1577">TRAVEL DATA SURVEY</p> <p data-bbox="1118 1583 1515 1614" style="text-align: right;">MARY ANN WALDINGER</p> <ul data-bbox="331 1621 1474 1728" style="list-style-type: none"> • Received consultant status report on the project and their continued work on data processing, analysis, and documentation for both the household travel and on-board survey.
842	<p data-bbox="310 1728 938 1759">CONGESTION MANAGEMENT PROCESS</p> <p data-bbox="1211 1766 1515 1797" style="text-align: right;">HUNTER MULHALL</p> <ul data-bbox="331 1803 1484 1934" style="list-style-type: none"> • Began processing 2021 NPMRDS and INRIX travel time data for congestion analysis. • Continued working on the I-84 Corridor Operations Plan with project team; Started drafting the implementation plan and vision.

PROGRAM NO.	
860	<p data-bbox="310 163 1524 231">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="358 237 1524 976" style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Finished work on property valuation analysis of commercial properties for average value by square feet. • Finished Regional Pathway Network connection walkability analysis. • Finished review process of TAZ population allocations. • Continued work on web map for Safe Routes to School. • Finalized scope of work for 2022 orthophotography flight. • Continued hardware and software upgrade of Regional Data Center. • Built interactive application for use with crash data. • Continued work on a regional linear referencing route layer based on ITD's ARNOLD data and the Regional Centerline. • Continued work on the Performance Monitoring Framework tool for the 2050 CIM projects evaluation process. • Geocoded and incorporated 2021 building permits into the database. • Completed first draft of Additional Technical Review for the 2022 Federal Aid applications. • Built mapbook of VRT's 2050 routes and created documentation to explain the process. • Began Census Boundaries and Annexation process. • Updated Environmental Justice maps.
991	<p data-bbox="310 1010 1524 1077">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="358 1083 1524 1150" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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COMPASS BOARD AGENDA ITEM VII-B

Date: February 28, 2022

Topic: Status Report – December Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for December 2021 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.

December 2021 Air Quality Data:

In December 2021, the Idaho Department of Environmental Quality reported nine days in the “moderate” air quality category. The remaining 22 days were in the “healthy” category.

The pollutants that triggered these conditions are listed below; descriptions can be found on page 2.

Moderate:

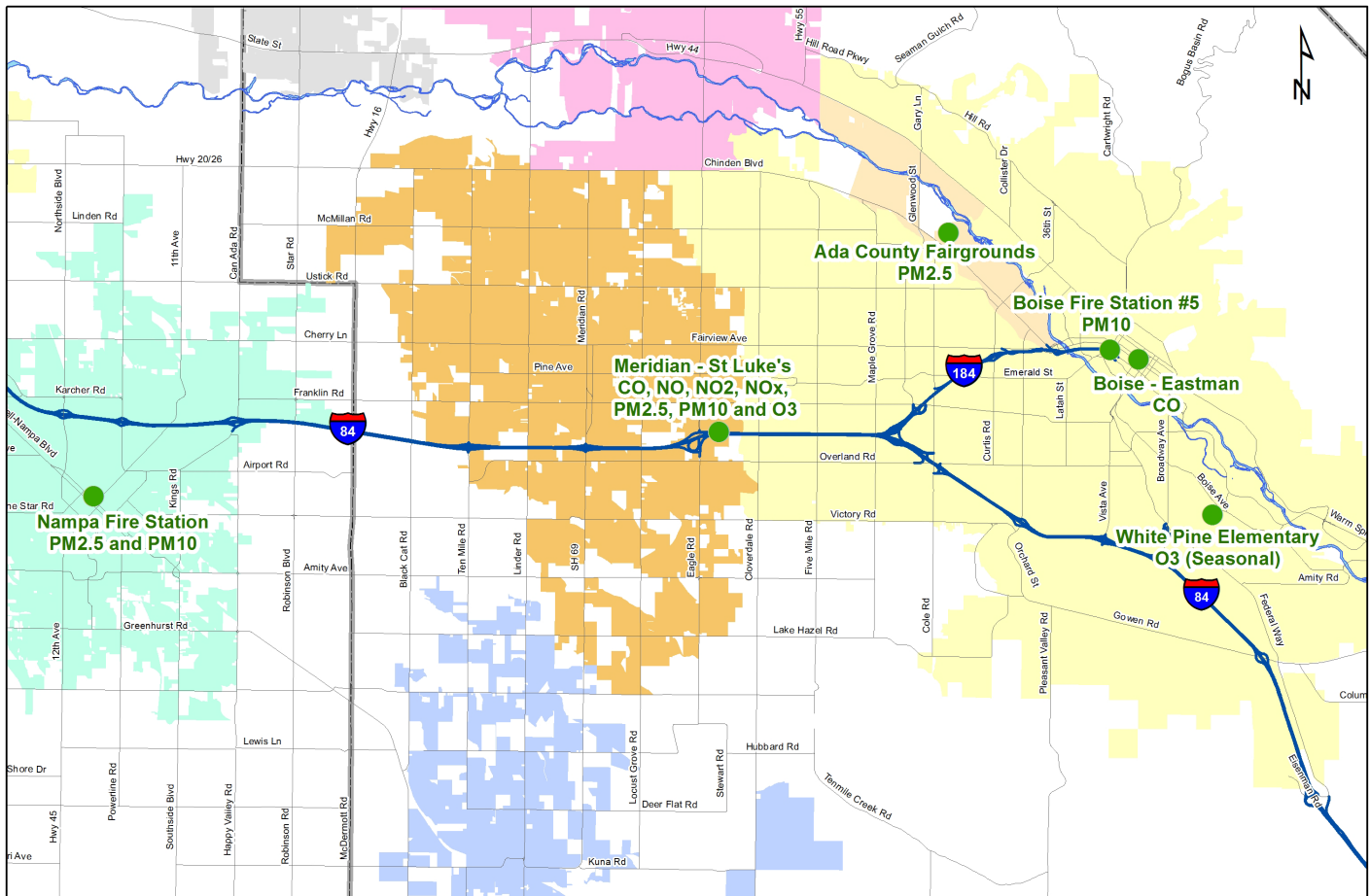
- One day was attributable to fine particulate (PM_{2.5}) recorded in Canyon County.
- One day was attributable to PM_{2.5} recorded in Ada County.
- Seven days were attributable to PM_{2.5} recorded in both counties

Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 1, 2011.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365

Notes: 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 AGENDA ITEM VII-B

Date: February 28, 2022

Topic: Status Report – January Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for January 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.

January 2022 Air Quality Data:

In January 2022, the Idaho Department of Environmental Quality reported 17 days in the “moderate” air quality category. The remaining 14 days were in the “healthy” category.

The pollutants that triggered these conditions are listed below; descriptions can be found on page 2.

Moderate:

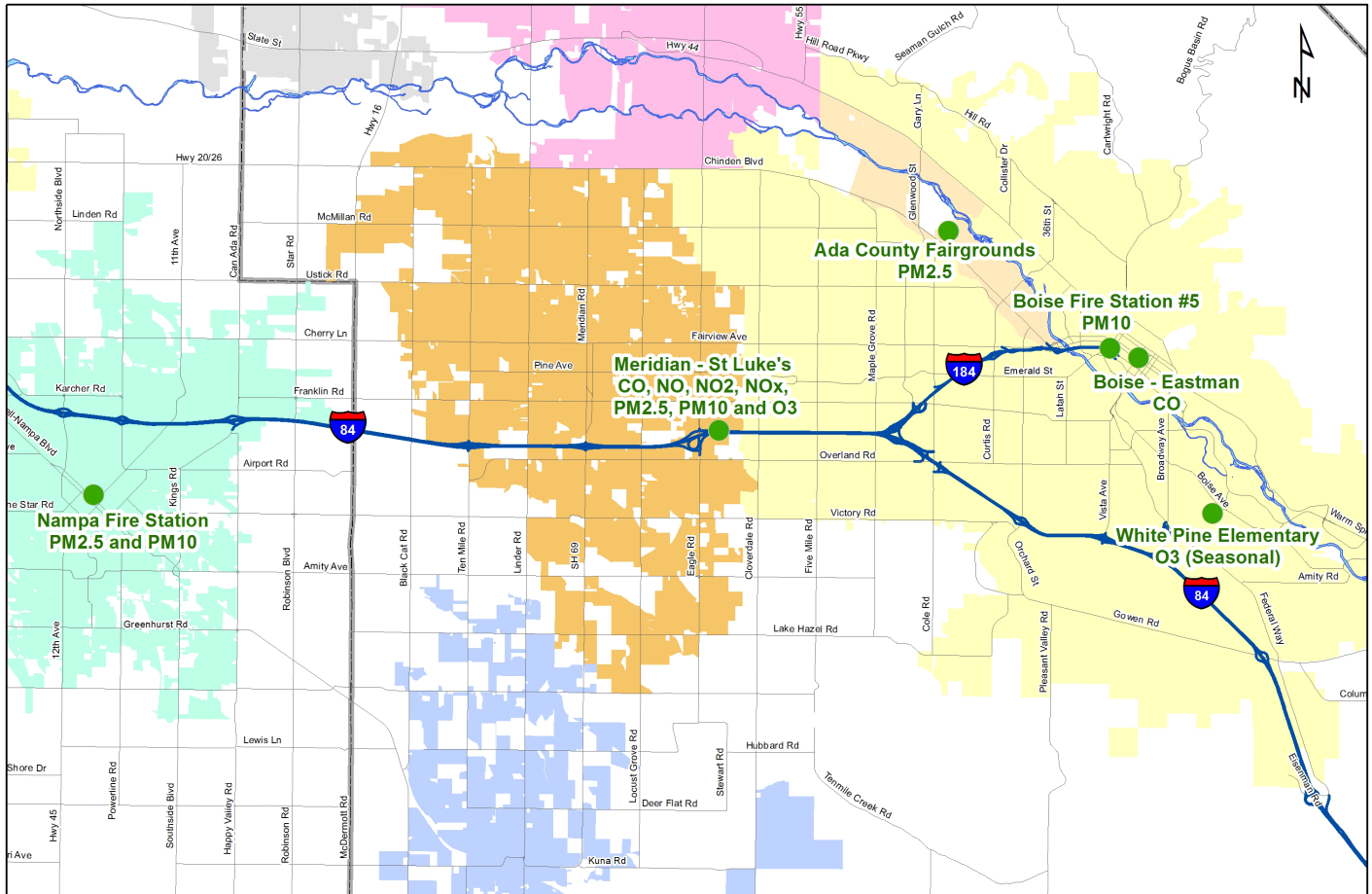
- One day was attributable to fine particulate (PM_{2.5}) recorded in Canyon County.
- One day was attributable to coarse particulate (PM₁₀) recorded in Ada County.
- Five days were attributable to PM_{2.5} recorded in Ada County.
- Ten days were attributable to PM_{2.5} recorded in both counties.

Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 1, 2011.

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	14	17	0	31

Notes: 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

VII-C

Attendance List

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



**Community Planning Association (COMPASS)
Administrative Modification #22 for FY2021-2027 Transportation Improvement Program (TIP)
Administrative Modification #3 for the FY2022-2028 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	\$3,367,000	\$3,662,588	8.78%	Local Participating	2021	Decrease CN by \$19,412.	To cover high bid and match actual funding needs. Per TMA Balancing at RTAC on November 17, 2021.
						STBG-TMA	2022	Increase CN by \$315,000.	
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	\$6,651,000	\$6,650,257	-0.01%	Local Participating	2021	Decrease PC by \$743 and LP by \$500,000.	To correct Administrative Modification #21 and partially convert local funds to federal-aid, which increased based on the engineer's estimate. Per TMA Balancing at RTAC on November 17, 2021.
						Local Participating	2022	Increase CE by \$65,000 and CN by \$182,000.	
						STBG-TMA	2022	Increase CN by \$253,000.	
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	City of Eagle	\$3,707,000	\$4,376,922	18.07%	Local Participating	2023	Increase CE by \$4,000, CC by \$373,000, and CL by \$55,000. Decrease CN by \$85,078.	To increase local participation funds to match engineer's estimate. Partially convert local portion to federal-aid per TMA Balancing at RTAC on November 17, 2021. Increase STBG-TMA funds to mirror balancing sheet. Project is "advance construction."
						STBG-TMA	2023	Increase CN by \$90,000.	
						TAP-TMA	2022	Increase CN by \$233,000.	
ORN23455	I-84, Robinson Road Underpass Repair, Nampa	ITD	\$0	\$200,000	100.00%	Bridge Restoration	2022	Increase PE by \$20,000, CE by \$10,000, CC by \$20,000, and CN by \$150,000.	Add project through emergency provision to repair an underpass that was struck by a commercial vehicle hauling equipment.
ORN23457	I-184, Orchard Street Underpass Repair, Boise	ITD	\$0	\$100,000	100.00%	Bridge Restoration	2022	Increase PE by \$20,000 and CE by \$5,000, and \$75,000.	Add project through emergency provision to repair an underpass that was struck by a commercial vehicle that was hauling equipment.
23336	I-84, Karcher Road Interchange, Nampa	ITD	\$4,350,000	\$4,350,000	0.00%	TECM	2022	Decrease PC by \$1,000,000.	Adjustments to match OTIS, as the funding year changed after the increase was made in Administrative Modification #21.
							2023	Decrease PC by \$1,000,000.	
23410	SH-16, I-84 to Franklin Road, Nampa	ITD	\$59,000,000	\$60,500,000	2.54%	TECM	2022	Decrease CE by \$200,000 and CC by \$300,000. Increase CN by \$2,000,000.	Correction from ITD to reverse the action in Administrative Modification #21.
21849	SH-45, SH-78 to Deer Flat Road, Canyon and Owyhee Counties	ITD	\$6,580,000	\$9,966,358	51.46%	NHPP	2021	Decrease PE by \$50,400. Increase PC by \$28,075.	To cover engineer's estimate, advance and increase construction to mirror the FY2022-2028 TIP, to allow for first quarter obligation. No change the year or total in the FY2022-2028 TIP.
						NHPP	2022	Increase CE by \$150,750, CC by \$115,000, and CN by \$9,242,933.	
						NHPP	2025	Decrease CE by \$796,000 and CN by \$5,304,000.	
20428	SH-21, Technology Way to Surprise Way, Boise	ITD	\$4,150,000	\$4,250,000	2.41%	HB132 & HB312	2022	Decrease CE by \$400,000. Increase CC by \$500,000.	To match phasing and costs in OTIS.

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	ITD	\$11,158,000	\$12,822,000	14.91%	TECM	2022	Increase PE by \$150,000 and PC by \$14,000.	To cover engineer's estimate.
						TECM	2023	Increase CN by \$1,500,000.	


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

I = Interstate
 ITD = Idaho Transportation Department
 LP = Land Purchase
 KN = Key Number
 NHPP = National Highway Performance Program
 PC = Preliminary Construction
 PE = Preliminary Engineering

RW = Right of Way
 SH = State Highway
 STBG = Surface Transportation Block Grant
 TAP = Transportation Alternatives Program
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 US = United States

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval: 
 Matthew J. Stoll, Executive Director
 COMPASS

Date: 12/14/2021



**Community Planning Association (COMPASS)
Administrative Modification #4 for FY2022-2028 Transportation Improvement Program (TIP)**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
12048	South Cemetery Road, Highland Drive to Willow Creek, Middleton	City of Middleton	\$4,683,000	\$4,726,359	0.93%	Local Participating	2022	Decrease LP by \$175,000. Increase CN by \$218,359.	Adjust to match actual expenses.
13387	SH-55, Snake River Bridge, Marsing	ITD	\$18,079,000	\$17,939,276	-0.77%	HB132 & HB312	2022	Decrease CN by \$139,724.	Adjust to match actual expenses.
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Canyon HD/City of Caldwell	\$11,753,000	\$11,790,000	0.31%	STBG-U	2023	Increase CE by \$6,000 and CN by \$31,000.	Adjust to match actual expenses.
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	\$6,650,000	\$6,650,000	0.00%	STBG-TMA	2022	Increase CN by \$52,000.	To convert local portion of federal aid for construction, which increased based on the engineer's estimate per RTAC balancing action December 15, 2021.
						Local Participating	2022	Decrease CN by \$52,000.	
19847	Capital Maintenance, Phase 3, Boise Area - FY2020	ACHD	\$637,000	\$548,839	-13.84%	Previous Expenditures	N/A	Decrease by \$153,161.	To cover increased costs of asphalt testing and construction engineering, as well as additional construction costs for thicker asphalt and correct additional non-compliant ramps. Correction to previous expenditures due to obligation error per RTAC balancing action December 15, 2021.
						STBG-TMA	2022	Increase CN by \$65,000.	
19887	Capital Maintenance, Phase 2, Boise Area - FY2020	ACHD	\$1,742,000	\$1,475,000	-15.33%	STBG-TMA	2022	Increase CC by \$50,000. Decrease CN by \$317,000.	Adjust for actual expenditures and reduce remaining funds for project entering close-out, per RTAC balancing action December 15, 2021.
20091	Capital Maintenance, Phase 3, Boise Area - FY2019	ACHD	\$611,000	\$761,000	24.55%	STBG-TMA	2022	Increase CN by \$150,000.	To cover increased costs of asphalt testing and construction engineering, as well as additional construction costs for thicker asphalt and correct additional non-compliant ramps per RTAC balancing action December 15, 2021.
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	\$3,663,000	\$3,682,350	0.53%	Previous Expenditures	N/A	Increase by \$19,350.	Adjust to match actual expenses.
20203	I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	ITD	\$2,023,000	\$1,981,101	-2.07%	HB132 & HB312	2022	Decrease CN by \$41,899.	Adjust to match actual expenses.
21849	SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties	ITD	\$9,967,000	\$9,966,683	0.00%	NHPP	2022	Decrease PE by \$300,000, CE by \$51,000. Increase CC by \$88,824 and CN by \$261,859.	Adjust to match actual expenses.
NEW 23456	I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian	ITD	\$1,300,000	\$1,325,000	1.92%	State Unallocated	2022	Increase PE by \$25,000.	Adjust to match current estimated cost and convert temporary key number to permanent key number.
20428	SH-21, Technology Way to Surprise Way, Boise	ITD	\$4,250,000	\$2,698,725	-36.50%	HB132 & HB312	2022	Decrease PE by \$28,000, PC by \$4,200, CC by \$196,236, and CN by \$1,322,839.	Adjust to match bid.
19122	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	VRT	\$5,912,000	\$5,761,750	-2.54%	FTA 5339 LU	2021	Decrease CN by \$1,338,185.	Carry over FY2019, FY2020, and FY2021 funds to be obligated in FY2022. (FY2021 decrease shown only for transparency; it will not be shown in the TIP.) Adjust out year amount to match actual FY2021 appropriations.
						FTA 5339 LU	2022	Increase CN by \$1,337,935.	
						FTA 5339 LU	2022	Decrease CN by \$30,000.	
						FTA 5339 LU	2023	Decrease CN by \$30,000.	
						FTA 5339 LU	2024	Decrease CN by \$30,000.	
						FTA 5339 LU	2025	Decrease CN by \$30,000.	
						FTA 5339 LU	2026	Decrease CN by \$30,000.	

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

Change all temporary key numbers by removing the "ORN" from the key number.


ACHD = Ada County Highway District
 ADA = Americans with Disabilities Act
 CC = Construction Engineering Consultant
 CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 FTA = Federal Transit Administration
 HB = House Bill
 HD = Highway District

HIP = Highway Improvement Program
 I = Interstate
 ITD = Idaho Transportation Department
 LP = Land Purchase
 LU = Large Urban
 KN = Key Number
 NHPP = National Highway Performance Program
 PC = Preliminary Construction
 PE = Preliminary Engineering

RW = Right of Way
 SH = State Highway
 STBG = Surface Transportation Block Grant
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 U = Urban
 US = United States
 VRT = Valley Regional Transit

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval: 
 Matthew J. Stoll, Executive Director
 COMPASS

Date: 1/20/2022



**Community Planning Association (COMPASS)
Administrative Modification #5 for FY2022-2028 Transportation Improvement Program (TIP)**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	ITD	\$148,281,000	\$143,281,000	-3.37%	GARVEE	2022	Decrease PE by \$50,000, RW by \$100,000, and LP by \$6,454,120. Increase UT by \$1,150,000, CE by \$39,489, and CN by \$414,631.	To adjust funds within project to match ITD's phase totals, and offset \$5M in GARVEE bonds to KN 20350 (outside COMPASS Planning Area) to draw down the remainder of 2019 GARVEE bonds. ITD plans to replace some or all of the \$5M decrease by summer 2022, as other projects are able to release funds.

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 GARVEE = Grant Anticipation Revenue Vehicles (GARVEE)

I = Interstate
 ITD = Idaho Transportation Department
 KN = Key Number
 PE = Preliminary Engineering

RW = Right of Way
 TIP = Transportation Improvement Program

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval: 
 Matthew J. Stoll, Executive Director
 COMPASS

Date: 1/31/2022

COMPASS BOARD AGENDA ITEM VII-E

Date: February 28, 2022

Topic: Status Report – Project Milestone Report

Background/Summary:

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

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

The next report will be in the June 2022 Board meeting packet. If you have questions about a specific project, please email Toni Tisdale or Tevrin Fuller for more information.

More Information:

- 1) Attachment 1 – Milestone Report
- 2) Attachment 2a – Monthly Air and Alternative Transportation Trip Report
- 3) Attachment 2b – Yearly Cumulative Alternative Transportation Trip Report
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org or Tevrin Fuller, Data Analyst, at tfuller@compassidaho.org.

TT:TF: T:\FY22\600 Projects\685 TIP\Milestone\220228mmoBdStatus.docx

Project Milestone Report

As of 2/9/22; not all projects have updated information.

Reporting obligations for FY2022, projects in FY2022-2028 TIP.

Green cell = obligation already occurred.

Peach cell = funds programmed in current fiscal year but not yet obligated, or obligation may still be in process.

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

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Capital Maintenance, Phase 2, Boise Area - FY2021 (KN 20129)	ACHD	2017	\$3,390,583	2019-2020	N/A	2021
Currently under construction.		\$2,334,000		Obligated	N/A	Obligated
Commuteride, Rideshare Program, Boise and Nampa Areas (KN CPA3 - 20260)	ACHD	2019	\$1,650,000	N/A	N/A	2021-PD
Project funds \$220,000 each year in the Boise Urbanized Area and \$55,000 each year in the Nampa Urbanized Area. (FY2022 funding agreement has been approved.)		\$1,650,000		N/A	N/A	2021 Obligated
Commuteride, Van Replacements, Canyon County - FY2019-2021 (KN 20136a)	ACHD / ITD-PT	2019	\$1,062,000	N/A	N/A	2019-2022
\$218,780 remaining in older agreements. Awaiting the State/Local agreement for the FY2021 funding.		\$1,062,000		N/A	N/A	2019-2021 Obligated
Eagle Road, Amity Road to Victory Road, Meridian (RD207-33)	ACHD	2021	\$5,415,000	N/A	N/A	2022
Major construction completed		\$5,555,000		N/A	N/A	Obligated
Eagle Road, Lake Hazel Road to Amity Road, Meridian (RD216-04)	ACHD	2020	\$6,577,000	2021-2022	2021-2022	2023
Working on 95% design		\$5,539,000		2021 Obligated	Obligated	Obligated
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian (RC0133)	ACHD	2021	\$2,549,000	2021-2022	2021-2022	2023
Submittal of 99% design phase due March 2022.		\$3,013,000		2021 Obligated	2021 Obligated	
Five Mile Road Overpass and Widening, NEPA, Boise (KN 23095)	ACHD	2021	\$2,686,000	2021-2023	2024-2025	N/A
Cooperative Agreement to be executed by March 2022.		\$2,686,000		2021		N/A
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County (RD207-29)	ACHD	2020	\$6,216,000	2021-2022	2021-2023	2025
In right-of-way acquisition phase through June 2022.		\$7,269,000		2021 Obligated	2021 Obligated	
Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County (KN RD209-18)	ACHD	2021	\$8,186,000	2022-2023	2022-2024	2024
Finalizing scope of work.		\$8,551,000		Obligated	Obligated	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County (KN RD207-30)	ACHD	2021	\$4,889,000	2022	2022/2023/PD	PD
Project delayed until 2024.		\$4,649,000		Obligated	Obligated	
Linder Road, Overland Road to Franklin Road, Widen & Add Overpass, Meridian (KN NEW10)	ACHD	2021	\$1,010,000	2022-2023	N/A	N/A
Scope of work under development.		\$1,010,000		Obligated	N/A	N/A
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (RD209-28)	ACHD	2020	\$7,074,000	2021-2023	2021-2022	2024
Submittal of 75% design phase due April 2022.		\$7,344,000		2021 Obligated	2021 Obligated	
Orchard Street Realignment, Gowen Road to Victory Road, Boise (KN RD207-01)	ACHD	2018	\$18,833,000	2019-2021	2022-2023	2023-2024
Design phase on hold while agreement are being reviewed.		\$5,624,000		Obligated		
Pavement Preservation and ADA, Phase 1, Boise Area - FY2022 (KN 19465)	ACHD	2016	\$6,651,000	2020	N/A	2022
95% design due in February 2022.		\$6,341,000		Obligated	N/A	
Pavement Preservation and ADA, Phase 2, Boise Area - FY2022 (KN 20122)	ACHD	2017	\$2,569,000	2020	N/A	2022
In the right-of-way acquisition phase.		\$2,380,000		Obligated	NA	
Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (KN 20549)	ACHD	2018	\$221,000	2021	N/A	2023
Design agreement to be signed by March 2022.		\$219,000		Obligated	N/A	
Railroad Crossing, Benjamin Lane, Boise (KN 20537)	ACHD / ITD	2018	\$330,000	2021	N/A	2022
State/Local agreement for Design/Construction is executed.		\$320,000		Obligated	N/A	
Railroad Crossing, Milwaukee Street, Boise (KN 23389)	ACHD	2021	\$407,000	2022	N/A	2022
State/Local agreement for Design/Construction is executed.		\$400,000		Obligated	N/A	
Roadway and ADA Improvements, Boise Area - FY2024 (KN 20674)	ACHD	2017	\$8,179,000	2022	2023	2024
State/Local agreement was approved December 2021.		\$8,179,000		Obligated		
Roadway and ADA Improvements, Boise Area - FY2025 (KN 21896)	ACHD	2018	\$8,069,000	2022-2023	2024	2025
State/Local agreement to be executed by March 2022.		\$5,546,000				
Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (KN 20259)	ACHD	2017	\$7,853,000	2020	N/A	2023
Design is underway.		\$5,552,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Roadway and ADA Improvements, Part 2, Boise Area - FY2023 (KN 19993)	ACHD	2017	\$3,089,000	2020	N/A	2023
Design is complete.		\$2,380,000		Obligated	N/A	
Ustick Road, Ten Mile Road to Linder Road, Meridian (KN RD207-24)	ACHD	2021	\$3,617,000	2021-2022	2023	2025
Design is underway.		\$3,717,000		2021 Obligated		
Ten Mile Road, Victory Road to Overland Road, Meridian (KN RC0299)	ACHD	2020	\$3,027,000	N/A	2022	2022 - 2023
Project is under construction.		\$4,530,000		N/A	Obligated	2022 Obligated
Western Heritage Byway, Swan Falls Road, ACHD (KN 22600)	ACHD	2020	\$5,342,000	2021-2024	N/A	2024-2025
Memorandum of Agreement to be executed by March 2022.		\$5,372,000			N/A	
Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise (23324)	Boise	2021	\$1,733,000	2022	2022	2024
		\$1,733,000				
Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise (KN 23307)	Boise	2021	\$1,399,000	2022	Preliminary Development	Preliminary Development
		\$1,399,000				
10th Avenue ITS and Overlay, Caldwell (KN 13905)	Caldwell	2014	\$2,261,000	2018	N/A	PD
Project is currently in the preliminary design stage, and the consultant is working on the environmental documents. The preliminary design package was submitted by the consultant for review.		\$1,196,000		Obligated	N/A	
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	2013	\$4,056,000	2014-2021	N/A	2023
Design is almost complete. Awaiting permits and crossing design input from the railroad.		\$2,231,000		2014-2021 Obligated	N/A	
Middleton Road and Ustick Roundabout, Caldwell (KN 13487)	Caldwell	2013	\$3,022,000	2014-2018	2021	2025
Project is in the final design stage. The right-of-way plans are complete and property acquisition has begun.		\$950,000		2014-2018 Obligated	Obligated	
Pedestrian Improvements and Widening, Montana Avenue, Caldwell (KN 22018)	Caldwell	2019	\$725,000	2020	2024	PD
The consultant is currently working on the preliminary design plans and the environmental document.		\$598,000		Obligated		
Highway 30, Sand Hollow Road to SH-44, Canyon County (KN 19951)	Canyon Highway District	2017	\$3,129,000	2018-2019	2021	PD
Right-of-way acquisition process has begun and is expected to be complete in the first quarter of 2022.		\$2,434,000		2018-2019 Obligated	Obligated	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Homedale Road, Curve Improvements, Canyon Highway District (22878)	Canyon Highway District	2021	\$999,000	2021	2023	2024
Additional funds for design have been identified and the professional services agreement is being prepared.		\$999,000		Obligated		
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County (KN 22016)	Canyon Highway District / Caldwell	2019	\$1,625,000	2019-2021	N/A	PD
The consultants are currently working on final design plans and the environmental document.		\$1,279,000		Obligated	N/A	
Old Highway 30, Plymouth Street Bridge, Caldwell (KN 13494)	Canyon Highway District / Caldwell	2013	\$11,790,000	2015-2021	2022	2023
Funding for design supplemental has been approved and agreement is being prepared to take project to PS&E. Due to rising costs and funding concerns, a construction funding is being sought.		\$9,104,000		Obligated		
Planning, COMPASS (KN CPA1)	COMPASS		\$1,887,000	2022-2027	N/A	N/A
Project is underway.		\$1,887,000		2022 obligated	N/A	N/A
Planning, Metropolitan Planning Funds, COMPASS (KN CPA2)(KN19144 and 19258)	COMPASS	2021	\$7,650,000	2021-2025	N/A	N/A
Project is underway.		\$7,650,000		2021 Obligated	N/A	N/A
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle (KN 20841)	Eagle	2018	\$4,377,000	2018-2022	N/A	2023
Design is underway and scheduled for completion in October 2021.		\$1,299,000		2018-2021 Obligated	N/A	
Peckham Road, US-95 to Notus Road, Canyon County (KN 13964)	Golden Gate HD	2014	\$4,316,000	2016-2021	2019	2022
The final design review for this project is complete. The consultant is working on revisions to the plans, specifications, and engineer's estimate packets. Right-of-way acquisition is complete. Project is companioned with KN 22101 for efficiency.		\$2,194,000		Obligated	Obligated	
Peckham Road Intersections, Canyon County (KN 22101)	Golden Gate HD	2019	\$557,000	2020	N/A	2022
Design approval was granted on March 16, 2021. The consultant is currently working on the final design plans. Project will be companioned with KN 13964 (above) for efficiency.		\$367,000		Obligated	N/A	
ADA Ramps, Greenleaf (KN 22963)	City of Greenleaf	2020	\$58,000	N/A	N/A	2022
		\$58,000		N/A	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-184, Orchard Street Underpass Repair, Boise (KN 23457)	ITD	2021	\$100,000	2022	N/A	2022
		\$100,000				
I-84 and SH-44 Interchange Replacement, Canyon County (KN 23188)	ITD	2021	\$16,225,000	2022	N/A	2028
		\$16,225,000				
I-84, Bridge Repairs, District 3 - FY2022 (KN 20405)	ITD	2021	\$1,793,000	2018-2020	N/A	2022
Plans, specifications, and engineer's estimate is delivered. Project is awaiting advertisement for FY2022 construction.		\$344,000		Obligated	N/A	
I-84, Centennial Interchange to Franklin Interchange, FY2024 (KN 23437)	ITD	2021	\$11,100,000	2022	2023	N/A
		\$11,100,000		Obligated		N/A
I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise (KN 22746)	ITD	2020	\$250,000	2022	N/A	2023
		\$250,000			N/A	
I-84, Franklin Road Interchange to Karcher Interchange - East, Canyon County (KN 23081)	ITD	2020	\$58,300,879	N/A	N/A	2021
Design is shown under KN 22196. Construction is underway.		\$55,000,000		N/A	N/A	Obligated
I-84, Garrity Interchange to Ten Mile Interchange, Ada County (KN 20212)	ITD	2017	\$4,558,528	2017-2019	N/A	2021
Plans, specifications, and engineer's estimate is delivered. Project is awaiting advertisement for FY2025 construction.		\$4,770,000		Obligated	N/A	Obligated
I-84, Karcher Interchange in the City of Nampa to the City of Caldwell (KN 20351)	ITD	2017	\$3,979,000	2022	N/A	N/A
Environmental Document is complete. Franklin to Karcher will be under construction in 2021, but Centennial to Franklin does not have construction funds.		\$1,000,000		Obligated	N/A	N/A

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Karcher Road Interchange, Nampa (KN 23336)	ITD	2021	\$4,350,000	2022	2023	N/A
		\$3,000,000		Obligated		N/A
I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian (KN 23456)	ITD	2021	\$1,325,000	2022	N/A	N/A
RFP advertised January 18, 2022, with a response date on NLT February 11, 2022.		\$1,300,000			N/A	N/A
I-84, Middleton Road and Ustick Road Overpasses, Canyon County (KN 22154)	ITD	2018	\$4,482,574	2019-2021	2020	2021
Construction on the Middleton Road overpass is complete as of April 2021. Ustick Overpass will be re-designed to include a five-lane bridge structure. This project will be split into two construction key numbers (KN): KN 22618 Middleton Overpass and KN 22619 Ustick Overpass.		\$15,500,000		Obligated	Obligated	Obligated
I-84, Robinson Road Underpass Repair, Nampa (KN 23455)	ITD	2021	\$200,000	2022	N/A	2022
		\$200,000			N/A	
I-84, SH-44, Westbound Ramp Improvements, Canyon County (KN 23099)	ITD	2021	\$1,300,000	N/A	N/A	2022
		\$1,300,000		N/A	N/A	
I-84, Ustick Road Overpass, Canyon County (22619)	ITD	2020	\$15,584,000	N/A	N/A	2022
Construction is underway.		\$15,500,000		N/A	N/A	Obligated
I-84B, (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa (KN 22712)	ITD	2020	\$1,971,000	2022	2023	2027
		\$1,971,000		Obligated		
Microseals, Ada and Canyon Counties (KN 20536)	ITD	2018	\$2,532,000	N/A	N/A	2026
Design is complete. Construction is scheduled for July/August 2022.		\$2,483,000		N/A	N/A	
Railroad Crossing, Look Lane, Caldwell (KN 20355)	ITD/ Notus-Parma Highway District	2018	\$804,000	N/A	N/A	2023
No update available.		\$270,000		N/A	N/A	
SH-16, Franklin Road to Ustick Road, Canyon County (KN 23409)	ITD	2021	\$55,500,000	N/A	N/A	2022
		\$55,500,000		N/A	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Sh-16, I-84 Franklin Road, Nampa (KN 23410)	ITD	2021	\$60,500,000	N/A	N/A	2022
		\$59,000,000		N/A	N/A	
SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties (KN 20788)	ITD	2018	\$98,640,000	2020-2022	2023	2022
Right-of-way need has been determined and acquisition process has begun.		\$6,200,000		Obligated	Obligated	Obligated
SH-16, Ustick Road to US 20/26 and SH-44, Ada County (KN 23408)	ITD	2021	\$55,500,000	N/A	2023	2022
		\$55,500,000		N/A		
SH-21, Technology Way to Surprise Way, Boise (KN 20428)	ITD	2018	\$4,250,000	2018-2021	N/A	2022
Plans, specifications, and engineer's estimate package was submitted March 31, 2021. Project is out to bid for construction in 2022.		\$6,250,000		Obligated	N/A	Obligated
SH-44 (State Street) and SH-55 (Eagle Road) Intersection Improvement, Eagle (KN 13476)	ITD	2016	\$9,708,783	2013-2019	N/A	2021
Construction is complete.		\$5,750,000		Obligated	N/A	Obligated
SH-44 (State Street), SH-16 to Linder Road, Ada County (KN 20266)	ITD	2018	\$9,053,000	2018	N/A	2023
Design is underway. Construction scheduled May 2023.		\$9,600,000		Obligated	N/A	
SH-44 (State Street), Star Road to SH-16, Ada County (KN 20574)	ITD	2018	\$12,210,000	2018-2021	N/A	2024
Design is underway.		\$8,700,000		Obligated	N/A	
SH-44, Corridor Study, I-84 in Canyon County to Eagle Road (KN 07827)	ITD	1998	\$6,466,000	1999-2019	N/A	N/A
Study is underway. Expect completion late 2023.		\$2,500,000		Obligated	N/A	N/A

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-45 and Locust Lane Intersection, Nampa (KN 22717)	ITD	2020	\$2,687,779	2021-2022	N/A	N/A
In scoping phase, design is expected to begin soon.		\$2,688,000			N/A	N/A
SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties (KN 21849)	ITD	2019	\$9,967,000	2020	N/A	2022
Bids high and being reviewed. Begin Spring 2022.		\$2,310,000		Obligated	N/A	Obligated
SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle (KN 22665)	ITD	2020	\$9,853,000	2021	N/A	2022
		\$8,083,000		Obligated	N/A	
SH-55 (Karcher Road), Indiana Avenue to Lake Avenue, Caldwell (KN 22715)	ITD	2020	\$42,000,000	2021-2022	2023	N/A
Note the change in name and limits. CatEX still being completed under KN 21906. Anticipated environmental approval in March 2022. SH-55 will be widened to two lanes in both directions, with standard signals at the mile, RCUTS at the mid-mile, and median traffic separators / u-turn loons. Pedestrian pathways to be constructed on either side of plans, specifications and engineer's estimate date of 3/16/2023.		\$14,720,000				N/A
SH-55 (Karcher Road), Lake Avenue to Midway Road, Caldwell (KN 22716)	ITD	2020	\$14,897,327	2021-2022	2023	2027
Preliminary design and environmental study is underway. See SH-55, Pear Lane to Middleton Road Corridor Study.		\$14,898,000				
SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa (KN 21867)	ITD	2019	\$6,884,178	2021-2022	N/A	2025
Preliminary design and environmental study is underway. See SH-55, Pear Lane to Middleton Road Corridor Study.		\$6,210,000		2021 Obligated	NA	
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation (KN 20506)	ITD	2018	\$11,714,107	2018	N/A	2023
Design is underway.		\$11,050,000		Obligated	N/A	
SH-69, Pavement Preservation, Kuna to Meridian (KN 22699)	ITD	2020	\$2,591,000	2022	N/A	2027
		\$2,591,000			N/A	
Study, I-84, SH-44 to Centennial Way, Canyon (KN 23341)	ITD	2021	\$2,100,000	2022	N/A	N/A
		\$2,000,000		Obligated	N/A	N/A

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Study, SH-55, Pear Lane to Middleton Road, Canyon County (KN 21906)	ITD	2019	\$2,772,000	2019	N/A	N/A
National Environmental Protection Act (Categorical Exclusion) document just finished initial review by FHWA. Expect completion in February 2022,		\$2,337,000		Obligated	N/A	N/A
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County (KN 22165)	ITD	2019	\$50,425,000	2019 - 2022	2021	N/A
Design is underway.		\$34,300,000		Obligated	Obligated	N/A
US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian (KN 20227)	ITD	2016	\$4,480,500	2017-2021	N/A	2023
Design is underway. To be companioned with KN 20367.		\$3,070,000		Obligated	N/A	
US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County (KN 20367)	ITD	2018	\$11,168,000	2018 & 2021	2021	PD
Design is underway. To be companioned with KN 20227.		\$5,550,000		Obligated	Obligated	
US 20/26, Middleton Road to Star Road, Ada and Canyon Counties (KN 23337)	ITD	2021	\$54,000,000	2022-2023	2023-2024	N/A
		\$52,000,000		Obligated		N/A
Pathway, Rail with Trail, Meridian (KN 13918)	Meridian	2014	\$724,000	2016-2018	2022	2024
The City is currently pursuing a land trade to procure final right-of-way for this project. This is on hold; however, the land-owner assured staff that the land trade is still desirable.		\$575,000		Obligated		
Pedestrian Improvements, SH-55 (Eagle Road), Meridian (KN 20542)	City of Meridian	2017	\$621,000	2022	2023	2025
		\$621,000				
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa (KN 22438)	Nampa	2019	\$1,343,000	2022	N/A	2022/Prel
		\$171,000			N/A	
Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa (KN 22017)	Nampa	2019	\$1,522,000	2020-2021	N/A	PD
Project development began in July 2021.		\$1,325,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Colorado and Holly Signal and Pedestrian Improvements, Nampa (KN 13486)	Nampa	2013	\$1,506,500	2014-2015	N/A	2020
Starting construction on June 1, 2020. No update available.		\$675,000		Obligated	N/A	Obligated
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa (KN 22102)	Nampa	2019	\$3,704,908	2020-2021	N/A	2022
The consultant is currently working on the preliminary design plans and the environmental document.		\$1,615,000		Obligated	N/A	
Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa (KN 22103)	Nampa	2019	\$9,188,092	2020	N/A	2023
The consultant is currently working on the concept report. The project is expected to delay to FY2023.		\$5,671,000		Obligated	N/A	
Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa (KN 21999)	Nampa	2019	\$1,210,903	2019	N/A	2021
Construction is expected to be complete in fall 2021.		\$1,281,000		Obligated	N/A	Obligated
Lone Star Road and Middleton Road, Intersection Improvements, Nampa (KN 20613)	Nampa	2019	\$2,659,220	2018	N/A	2020-2021
Construction is expected to be complete in fall 2021.		\$1,501,000		Obligated	N/A	Obligated
Pathway, Grimes Pathway, Nampa (KN 22076)	Nampa	2019	\$296,229	N/A	N/A	2020-2021
Construction is underway, with completion anticipation in fall 2021.		\$264,000		N/A	N/A	Obligated
Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa (KN 20141)	Nampa	2017	\$566,524	2018	N/A	2019
Construction is underway, with completion anticipated in fall 2021.		\$501,000		Obligated	N/A	Obligated
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa (KN 22070)	Nampa	2019	\$539,066	2019	N/A	2020
Construction is underway, with completion anticipated in fall 2021.		\$539,000		Obligated	N/A	Obligated
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa (KN 22050)	Nampa	2019	\$532,783	2019	N/A	2020
Construction is underway, with completion anticipated in fall 2021.		\$533,000		Obligated	N/A	Obligated
Pedestrian Improvements, Stoddard Pathway, Nampa (KN 22944)	Nampa	2020	\$492,000	2021-2022	N/A	2022
The consultant is currently working on preliminary design plans and the environmental document.		\$492,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Railroad Crossing, Midland Boulevard, Nampa (KN 22034)	Nampa / ITD	2019	\$78,500	2020	N/A	2020
Design is underway; waiting on ITD documents. No update available.		\$50,000		Obligated	N/A	Obligated
Study, Northside Boulevard, Karcher Road to Birch Lane, NEPA, Nampa (KN NAM01)	Nampa	2021	\$290,000	2020-2021	N/A	N/A
Study is underway.		\$290,000		Obligated	N/A	N/A
Study, SH-45 Realignment Alternatives Analysis, NEPA, Nampa (KN 23071)	Nampa	2020	\$405,000	2020-2021	N/A	N/A
Study is underway.		\$405,000		Obligated	N/A	N/A
Study, Southern Connection to I-84 at SH-16 Interchange, Nampa (KN NAM02)	Nampa	2021	\$200,000	2022	N/A	N/A
		\$200,000		Obligated	N/A	N/A
Railroad Crossing, Old Fort Boise Road, Canyon County (KN 20606)	Notus-Parma Highway District	2017	\$250,000	2022	2022	2023
		\$250,000				
Transit - Vehicle Replacement, Parma Senior Center, VRT (KN 19464e)	Parma Senior Center / ITD PT	2019	\$68,000	N/A	N/A	2020
Active agreement (ITD 2019-020). ITD-PT is having quarterly meetings with Parma Senior Center to move project along.		\$68,000		N/A	N/A	Obligated
Transit - Fixed Line Service, Rural Areas, TVT (KN 19983)	TVT / ITD PT	2021	\$1,600,000	N/A	N/A	2021-2022
Project agreement is in place and active.		\$1,600,000		N/A	N/A	2021 Obligated
Transit - Nampa Facility Renovations, TVT (KN 13980b)	TVT	2021	\$56,000	N/A	N/A	2022
		\$56,000		N/A	N/A	
Transit - Nampa Property Acquisition, TVT (KN 20136c)	TVT	2021	\$1,940,000	N/A	N/A	2022
		\$1,940,000		N/A	N/A	
Transit - Nampa Transit-Oriented Development, Design and Property, TVT (KN 19380a)	TVT / ITD PT	2019	\$384,000	N/A	N/A	2021
ITD project (2016-2019). Reduced funding. Pending FTA review and approval.		\$860,000		N/A	N/A	Pending FTA review
Transit - Nampa Transit-Oriented Development, Design and Property, TVT (KN 20136d)	TVT / ITD PT	2019	\$1,125,000	N/A	N/A	2021
Increased funding. Pending FTA review and approval.		\$649,000		N/A	N/A	Pending FTA review

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit - Purchase of Service, Rural Areas, TVT (KN 19464b)	TVT / ITD PT	2021	\$353,000	N/A	N/A	2021-2022
Project agreement is in place and active.		\$353,000		N/A	N/A	2021 obligated
Transit - Support Vehicle Replacement, TVT (NEW9)	TVT	2021	\$45,000	N/A	N/A	2022
		\$45,000		N/A	N/A	
Transit - Vehicle Replacements, Rural Areas, TVT (KN 20136b)	TVT / ITD PT	2021	\$473,000	N/A	N/A	2021
ITD Project (2020-14 P2079TV)		\$473,000		N/A	N/A	Obligated
Capital Maintenance, VRT, Boise- FY2016 (KN 13511)	VRT	2012	\$1,369,000	N/A	N/A	2016
Vehicles are ordered. As they arrive, they are inspected before going into the public fleet. Project is still active; funds are being drawn down.		\$150,000		N/A	N/A	Obligated (Transferred to FTA)
Capital Maintenance, VRT, Boise- FY2019 (KN 18847)	VRT	2015	\$1,317,000	N/A	N/A	2019-2020
Anticipated delivery of buses: November 2021.		\$1,145,000		N/A	N/A	Obligated
Planning and Mobility Implementation, VRT, Nampa Area (KN 18842)	VRT	2019	\$5,618,000	N/A	N/A	2022-2026
Grant dollars being spent per project scope. Some FY2019 funds remain.		\$2,268,000		N/A	N/A	
Planning and Mobility Management, VRT, Boise Area (KN 18854)	VRT	2019	\$6,167,000	N/A	N/A	2022-2026
Grant dollars being spent per project scope.		\$6,048,000		N/A	N/A	
SR2S, VRT, Ada County - FY2019 and FY2020 (KN 13912)	VRT	2015	\$328,000	N/A	N/A	2019
Originally started as one year of funding and later combined two projects for two years of funding. Grant dollars being spent per project scope. An amendment to the agreement extends the project to October 1, 2022. Funds will be spend down on this Key Number first, then Key Number 20245 (below).		\$156,000		N/A	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SR2S, VRT, Ada County - FY2021 and FY2022 (KN 20245)	VRT	2017	\$344,305	N/A	N/A	2021
Originally started as one year of funding and later combined two projects for two years of funding. Grant dollars being spent per project scope. See Key Number 13912 above). Both Key Numbers were being billed; the clarification will ensure older funds are used first.		\$159,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2020 (KN 22030)	VRT/ITD	2019	\$64,753	N/A	N/A	2020
Grant dollars being spent per project scope. This Key Number will be spent down first, then move to Key Number 20031 below.		\$65,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2021 (KN 22031)	VRT/ITD	2019	\$64,753	N/A	N/A	2021
Project will begin once all funds are used in Key Number 22030 above.		\$65,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2022 (KN 22922)	VRT	2020	\$64,753	N/A	N/A	2022
		\$65,000		N/A	N/A	
Transit - Above and Beyond ADA Paratransit, Nampa Area (KN 20043)	VRT/TVT	2018	\$1,480,000	N/A	N/A	2022-2026
Grant dollars being spent per project scope. Spending down is slow due to CARES Act funding.		\$1,596,000		N/A	N/A	
Transit - Acquisition of Service, Boise Area (KN 19691)	VRT/ITD PT	2020	\$1,955,000	N/A	N/A	2022-2026
Grant dollars being spent per project scope.		\$2,244,000		N/A	N/A	
Transit - Acquisition of Service, Canyon County (KN 19464c)	VRT / ITD PT	2021	\$126,000	N/A	N/A	2021-2022
Grant dollars being spent per project scope.		\$126,000		N/A	N/A	2021 Obligated
Transit - Acquisition of Service, Canyon County (KN 19464a)	VRT / ITD PT	2019	\$1,705,000	N/A	N/A	2022-2026
Grant dollars being spent per project scope.		\$889,000		N/A	N/A	
Transit - Capital, Safety, and Security, Boise Area (KN 19131)	VRT	2017	\$88,000	N/A	N/A	2018-2019
Funds will be used to buy security cameras on the new electric buses.		\$88,000		N/A	N/A	Obligated
Transit - Fueling Station and Parking Lot, Boise (KN 23091)	VRT	2020	\$2,675,000	N/A	N/A	2021
Design is underway. The environmental review is being updated.		\$2,675,000		N/A	N/A	2021 Obligated
Transit - Mobility Management Operations, Boise Area (KN 19041)	VRT	2021	\$3,570,000	N/A	N/A	2022-PD
Grant dollars being spent per project scope.		\$4,284,000		N/A	N/A	
Transit - Operations, Fixed Route, and Mobility Management, Nampa Area (KN 18786)	VRT	2021	\$9,174,000	N/A	N/A	2022-PD

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Grant dollars being spent per project scope.		\$10,900,000		N/A	N/A	
Transit - Operations, Preventive Maintenance, and Paratransit, Boise Area (KN 19137)	VRT	2021	\$18,409,000	N/A	N/A	2022-PD
Grant dollars being spent per project scope.		\$21,908,000		N/A	N/A	
Transit - Preventive Maintenance, Paratransit, Fixed Route, Nampa Area (KN 18914)	VRT	2021	\$2,898,000	N/A	N/A	2022-PD
Grant dollars being spent per project scope.		\$3,436,000		N/A	N/A	
Transit - Purchase of Service, Rural Areas, VRT (KN 19981b)	VRT / ITD PT	2019	\$94,000	N/A	N/A	2019-2020
Researching this project.		\$94,000		N/A	N/A	Obligated
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021 (KN 18905)	VRT	2016	\$2,496,000	N/A	N/A	2021
		\$1,160,000		N/A	N/A	Obligated
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022 (KN 19763)	VRT	2015	\$3,056,000	N/A	N/A	2022
		\$3,077,000		N/A	N/A	
Transit - State Street Premium Corridor, Part 1, Boise Area, VRT (KN 23178)	VRT	2021	\$1,250,000	2022	N/A	2022
		\$1,250,000			N/A	
Transit Asset Management, Boise Area, VRT (KN 18788)	VRT	2021	\$1,591,000	N/A	N/A	2022-2026
		\$2,181,000		N/A	N/A	
Transit Asset Management, Boise Area, VRT (KN 22509)	VRT	2020	\$3,750,000	N/A	N/A	2020
		\$3,750,000		N/A	N/A	Obligated
Transit Asset Management, Boise Area, VRT (KN 19057)	VRT	2018	\$2,244,000	N/A	N/A	2020
Anticipated project completion date: November 31, 2021.		\$1,511,000		N/A	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit Asset Management, Nampa Area, VRT (KN 13906)	VRT	2020	\$159,000	N/A	N/A	2020
Obligation of funds about to start. Funds will be used for improvements to the Happy Day Transit Center. Construction expected to start approximately fall 2021.		\$159,000		N/A	N/A	Obligated
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT (KN 19122)	VRT	2020	\$3,470,000	N/A	N/A	2022-2026
		\$5,707,000		N/A	N/A	
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT (KN 18781)	VRT	2021	\$2,094,000	N/A	N/A	2022-2026
Grant dollars being spent per project scope.		\$2,704,000		N/A	N/A	

Project Milestone Report

As of 2/9/2022

Construction or purchase on these projects is complete; project awaiting closeout.

Red text = End date expired or near expiration

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
10th Avenue Bridge, Caldwell (KN 13055)	Caldwell	2011	\$3,445,949	2013	N/A	2019
End Date: 8/31/2022.		\$595,000		Obligated	N/A	Obligated
Amity Avenue, Robinson Road to Kings Corner, Nampa (KN 10541)	Nampa	2006	\$9,336,377	2009	2012	2015
End Date: 12/31/2022.		\$10,750,000		Obligated	Obligated	Obligated
Bogus Basin Road Safety, Maintenance and Trailhead, Boise County (KN 19783)	ACHD	2016	\$5,378,000	2017-2019	N/A	2018-2019
No end date provided (through Western Federal Lands). Final reimbursable agreement amendment signed March 2020		\$5,378,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2017 (KN 13479)	ACHD	2012	\$7,310,007	2015	N/A	2017
End Date: 3/31/2022. Closeout has started.		\$660,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2019 (KN 13903)	ACHD	2014	\$6,190,195	2017	N/A	2019
End Date: 9/30/2022. Closeout has started.		\$5,921,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2020 (KN 18728)	ACHD	2015	\$4,833,547	2018	N/A	2020-2021
End Date: 9/30/2023.		\$6,259,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 2, Boise Area - FY2019 (KN 20003)	ACHD	2017	\$2,503,759	2017	N/A	2019 & 2021
End Date: 9/30/2022.		\$2,383,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 2, Boise Area - FY2020 (KN 19887)	ACHD	2017	\$1,742,333	2018	N/A	2020
End Date: 9/30/2024.		\$2,489,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 3, Boise Area - FY2019 (KN 20091)	ACHD	2016	\$611,014	2017	N/A	2019-2020
End Date: 9/30/2022.		\$320,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 3, Boise Area - FY2020 (KN 19847)	ACHD	\$2,017	\$483,839	2018	N/A	2020
End Date: 9/30/2022.		\$350,000		Obligated	N/A	Obligated
Cole Road and Overland Road Intersection Improvements, Boise (KN 20294)	ACHD	2016	\$1,492,720	2017	N/A	2017
End Date: 6/30/2022. Closeout has started.		\$736,000		Obligated	N/A	Obligated
Cole Road, West Spectrum Street to South Century Way, Medians, ACHD (KN 19685)	ACHD	2015	\$383,682	2015	N/A	2017
End Date: 6/30/2022. Closeout has started.		\$247,000		Obligated	N/A	Obligated
Franklin Road, Black Cat Road to Ten Mile Road, Meridian (KN 12368)	ACHD	2010	\$12,219,732	2011	2014	2016, 2020
End Date: 12/31/2022. Closeout has started.		\$7,971,000		Obligated	Obligated	Obligated

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Blacks Creek Road Interchange, Ada County (KN 19874)	ITD	2017	\$14,542,780	2018-2019	N/A	2019
No end date (state funds).		\$12,100,000		Obligated	N/A	Obligated
I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore Counties (KN 20203)	ITD	2019	\$1,980,477	2017-2019	N/A	2020-2021
End Date: 11/1/2022. Closeout underway.		\$2,168,000		Obligated	N/A	Obligated
I-84, Five Mile Road to Orchard Road and Ramps, Boise (KN 19289)	ITD	2016	\$1,895,220	2017	N/A	2017
End Date: 12/31/2022.		\$3,073,000		Obligated	N/A	Obligated
I-84, Franklin Interchange to Karcher Interchange, Temporary Widening, Canyon (KN 23079)	ITD	2020	\$11,824,191	N/A	N/A	2021
End Date: 12/31/2025.		\$16,800,000		N/A	N/A	Obligated
I-84, Middleton Road Overpass, Canyon County (22618)	ITD	2020	\$6,932,943	N/A	N/A	2020-2021
End Date: 6/1/2022.		\$7,340,000		N/A	N/A	Obligated
I-84, Northside Boulevard to Karcher Road Interchange, Nampa (KN 20799)	ITD	2018	\$28,549,891	N/A	N/A	2019
End Date: 12/31/2025.		\$37,400,000		N/A	N/A	Obligated
I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon (KN 20060)	ITD	2016	\$1,364,540	2017-2019	N/A	2021
End Date: 9/30/2024.		\$1,015,000		Obligated	N/A	Obligated
I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa (KN 20796)	ITD	2018	\$5,675,486	N/A	N/A	2018-2019
End Date: 12/31/2022.		\$5,500,000		N/A	N/A	Obligated
Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)	ACHD	2013	\$4,912,225	2013-2019	2018	2020
End Date: 8/31/2023.		\$1,936,000		Obligated	Obligated	Obligated
Maintenance Yard Replacement Facilities (GARVEE), Nampa (KN 19772)	ITD	2015	\$1,918,979	2017	2017	2017-2018
No end date provided (State funds). Project at final voucher.		\$1,910,000		Obligated	Obligated	Obligated
Pathway, Fairview Avenue Greenbelt Ramp, Boise (KN 20639)	Boise	2018	\$215,000	2018	N/A	2020
End Date: 8/31/2023		\$81,000		Obligated	N/A	Obligated
Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell (KN 20076)	Caldwell	2017	\$555,556	2017-2018	N/A	2019
End Date: 6/30/2022.		\$473,000		2017-2018 Obligated	N/A	Obligated
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (KN 20143)	Kuna	2017	\$2,130,494	2018	N/A	2020
End Date: 8/31/24.		\$1,010,000		Obligated	N/A	Obligated
Pedestrian Improvements, Middleton Heights Elementary, Middleton (KN 18954)	Middleton	2015	\$221,565	2015	N/A	2016
End Date: 12/31/2022.		\$329,000		Obligated	N/A	Obligated

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Railroad Crossing, Academy Road, Greenleaf (KN 19461)	ITD/ Greenleaf	2018	\$60,600	2018	N/A	N/A
End Date: 12/31/2022.		\$106,000		Obligated	N/A	N/A
Railroad Crossing, Friends Road, Greenleaf (KN 19417)	ITD/ Greenleaf	2016	\$65,000	2017	N/A	2017
No end date provided (State funds).		\$85,000		Obligated	N/A	Obligated
Railroad Crossing, North Linder Road, Meridian (KN 19875)	ACHD	2017	\$612,000	2019	2019	2020
End Date: 10/1/2022. Closeout has started.		\$525,000		Obligated	Obligated	Obligated
Railroad Crossing, SH-19 and Roedel Avenue, Caldwell (KN 19627)	ITD / Caldwell	2015	\$633,000	2017	N/A	2018
End Date: 12/31/2022.		\$388,000		Obligated	N/A	Obligated
SH-45, Snake River Bridge, Walters Ferry (KN 13389)	ITD	2012	\$6,857,423	2013-2016	N/A	2017
End Date: 6/30/2022.		\$6,623,000		Obligated	N/A	Obligated
SH-55, Intersection Karcher Road and Middleton Road, Nampa (KN 12046)	Nampa/ITD	2009	\$5,785,052	2009	2012	2015
End Date: 12/31/2022.		\$1,723,000		Obligated	Obligated	Obligated
SH-55, Snake River Bridge, Marsing (KN 13387)	ITD	2012	\$17,969,679	2014-2018	2016	2019-2020
End Date: 1/31/2022.		\$8,074,000		Obligated	Obligated	Obligated
SH-55 (Karcher Road) and Midway Road Intersection, Nampa (KN 13025)	ITD	2011	\$2,930,089	2012	2016-2017	2017-2018
End Date: 3/31/2022.		\$4,600,000		Obligated	Obligated	Obligated
Smith Avenue and Middleton Road, Signals, Nampa (KN 20167)	Nampa	2017	\$613,521	2018	N/A	2019
End Date: 8/31/2022.		\$510,000		Obligated	N/A	Obligated
SR2S, VRT, Canyon County - FY2019 (KN 22029)	VRT/ITD	2019	\$64,753	N/A	N/A	2019
End Date: 6/3/2022.		\$65,000		N/A	N/A	Obligated
State Street and Collister Drive Intersection, Boise (KN 13481)	ACHD	2012	\$13,704,274	2015	2017	2018
End Date: 12/31/2023. Closeout has started.		\$5,000,000		Obligated	Obligated	Obligated
US 20/26 (Chinden), SH-16 to Linder Road, Ada County (KN 21858)	ITD	2019	\$24,810,675	2019	2019	2019-2020
No end date provided (STAR funds).		\$7,770,000		Obligated	Obligated	Obligated
US 20/26 Intersection Improvements, Canyon County (KN 19415)	ITD	2015	\$175,551	2016-2018	N/A	2019
End Date: 11/30/2020. (in final voucher)		\$670,000		Obligated	N/A	Obligated
US 20/26, Broadway Bridge, Boise (KN 11588)	ITD	2008	\$21,807,040	2014	2015	2015
End Date: 12/31/2022.		\$5,950,000		Obligated	Obligated	Obligated
US 20/26, Corridor Study, Caldwell to Boise (KN 07826)	ITD	1998	\$4,113,412	1999-2018	N/A	N/A
End Date: 11/30/2022. (in final voucher)		\$2,500,000		Obligated	N/A	N/A

Construction Completed - Awaiting Closeout						
				Funding Obligation Milestones (FY)		
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Design	Right-of-Way	Construction
US 95, Boise River Bridge Hydraulic Study, near City of Parma (KN 13952)	ITD	2018	\$244,478	2018-2019	N/A	N/A
End Date: 9/30/2024. (in final voucher)		\$200,000		Obligated	N/A	N/A

Monthly Air and Alternative Transportation Trip Report

Attachment 2a

International Airport Trips and Freight

Boise Air Terminal	Dec 2021	Dec 2020	% Change
Monthly Air Passengers (inbound and outbound)	329,225	178,515	84.42%
Monthly Air Freight (inbound and outbound) (tons)	5,309	5,527	-3.95%

Public Transportation Trips

Public Transportation High Ridership	Dec 2021	Dec 2020	% Change
Public Transportation Ada County Fixed Route	65,393	65,463	-0.11%
Public Transportation Medium Ridership	Dec 2021	Dec 2020	% Change
Boise State University (Bronco Shuttle)	5,704	970	488.04%
Commuteride (ACHD Vanpool)	9,256	8,757	5.70%
Public Transportation Ada County ACCESS	2,209	1,518	45.52%
Public Transportation Canyon County Demand Response	2,634	2,057	28.05%
Public Transportation Intercounty Fixed Route	3,039	3,417	-11.06%
Sub-Total	22,842	16,719	36.62%
Public Transportation Low Ridership	Dec 2021	Dec 2020	% Change
Eagle Senior Center	1,132	600	88.67%
Meridian Harvest	1,261	520	142.50%
Meridian Rides 2 Wellness	437	629	-30.52%
Metro (Canyon County)	1,049	771	36.06%
SHiP (Supportive Housing Innovation Partnerships)	1,165	1404	-17.02%
Village Vans	656	357	83.75%
Sub-Total	5,700	4,281	33.15%
Public Transportation Very Low Ridership	Dec 2021	Dec 2020	% Change
First Mile Last Mile	191	223	-14.35%
Kuna Senior Center	265	116	128.45%
Late Night	23	19	21.05%
Meridian Senior Center	315	125	152.00%
Meridian Veterans	12	N/A	N/A
Parma Senior Center	244	108	125.93%
Public Transportation Canyon County ACCESS	242	196	23.47%
Shared Vehicle	3	28	-89.29%
Star Senior Center	96	89	7.87%
Volunteer Drivers	120	184	-34.78%
Sub-Total	1,511	1,088	38.88%
Total	95,446	87,551	9.02%

Brown – Meridian Veterans service started in May 2021.

Yearly Cumulative Alternative Transportation Trip Report

Attachment 2b

Black highlight = no information or not comparable

Gray highlight = Totals

Brown highlight = information not comparable

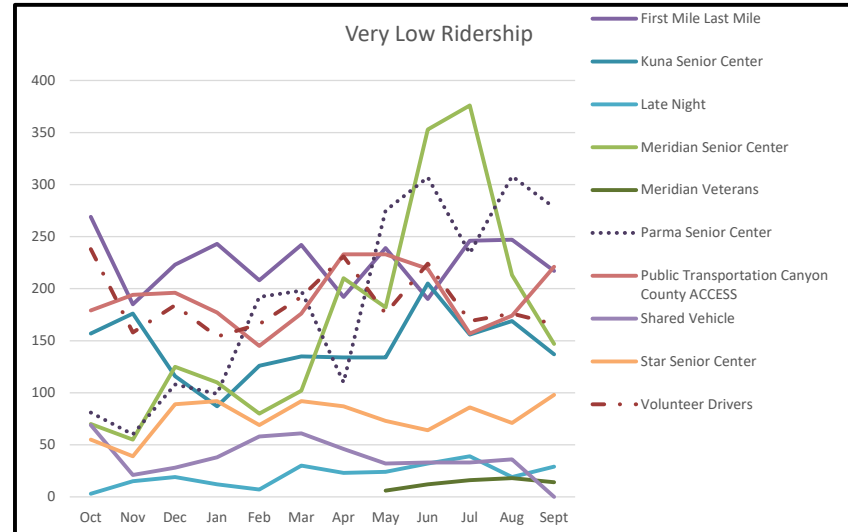
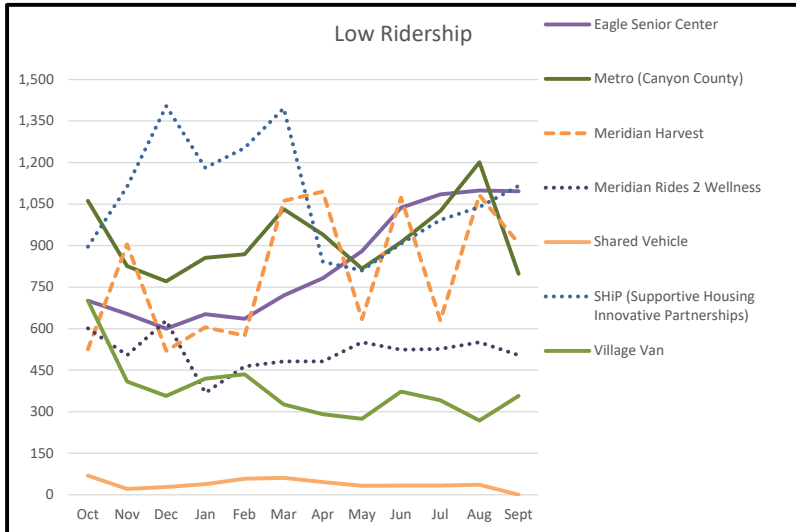
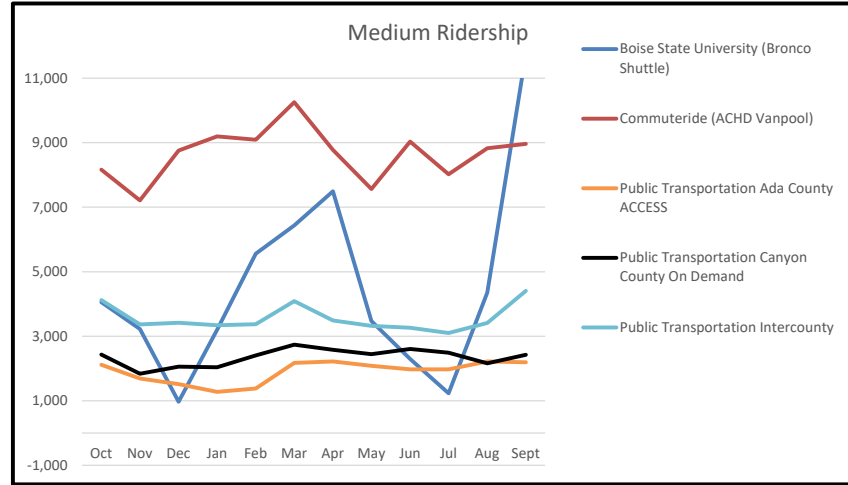
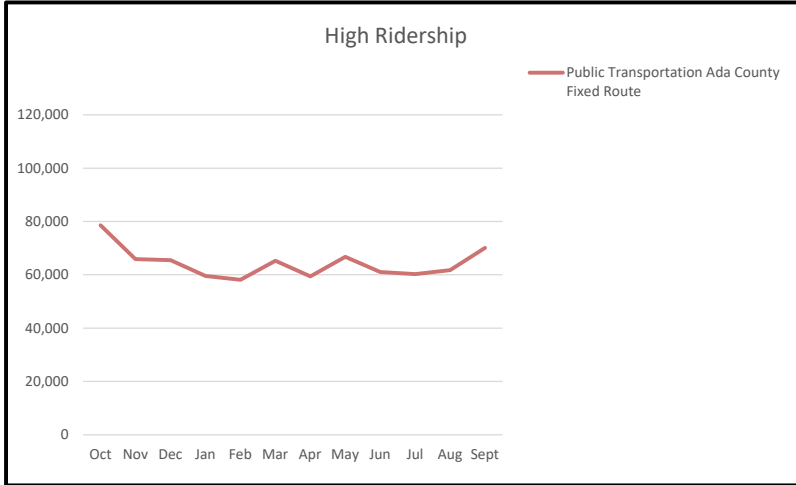
FY2022	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Aug	To Date % Change 2021-2022
Boise State University (Bronco Shuttle)	10,978	10,703	5,704										27,385	231.90%
Commuteride (ACHD Vanpool)	8,173	7,670	9,256										25,099	4.00%
Eagle Senior Center	1,024	1,060	1,132										3,216	64.59%
First Mile Last Mile	230	178	191										599	-11.52%
Kuna Senior Center	194	183	265										642	42.98%
Late Night	27	15	23										65	75.68%
Metro (Canyon County)	1,051	870	1,049										2,970	11.70%
Meridian Harvest	1,052	1,026	1,261										3,339	71.23%
Meridian Rides 2 Wellness	379	335	437										1,151	-33.62%
Meridian Senior Center	266	228	315										809	223.60%
Meridian Veterans	2	10	12										24	*N/A
Parma Senior Center	202	233	244										679	172.69%
Public Transportation Ada County ACCESS	2,264	2,171	2,209										6,644	24.79%
Public Transportation Ada County Fixed Route	66,108	66,274	65,393										197,775	-5.78%
Public Transportation Canyon County On Demand	2,794	2,819	2,634										8,247	30.39%
Public Transportation Canyon County ACCESS	176	220	242										638	12.13%
Public Transportation Intercounty	3,718	3,560	3,039										10,317	-5.41%
Shared Vehicle	0	4	3										7	-94.07%
SHIP (Supportive Housing Innovative Partnerships)	1,168	1,117	1,165										3,450	1.08%
Star Senior Center	81	87	96										264	44.26%
Village Van	431	495	656										1,582	7.84%
Volunteer Drivers	140	130	120										390	-32.76%
Total Ridership	100,458	99,388	95,446	0	0	0	0	0	0	0	0	0	295,292	5.03%

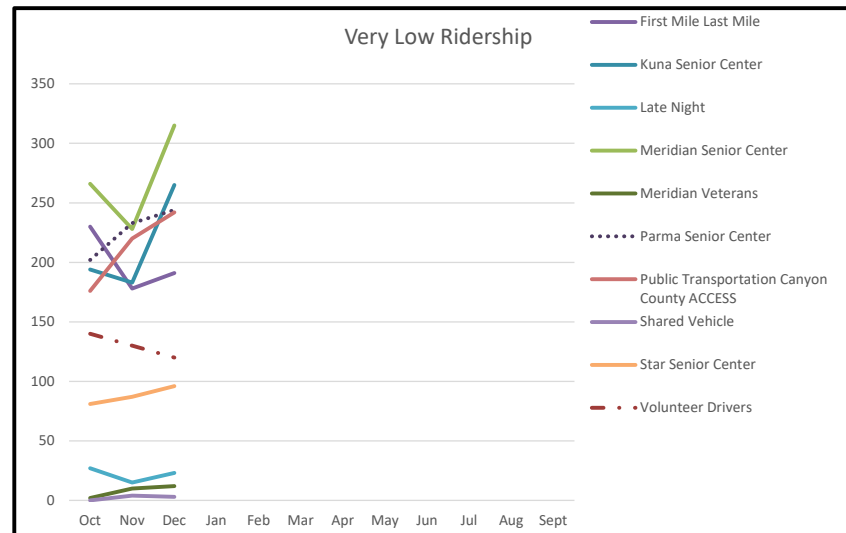
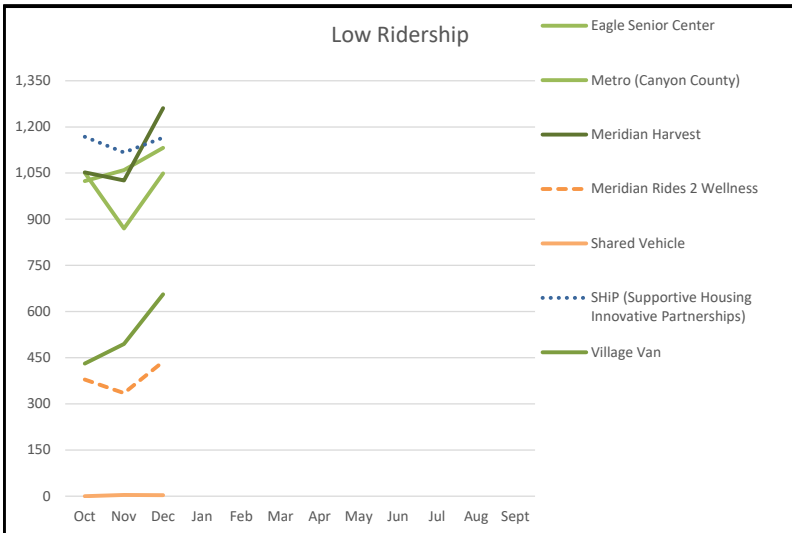
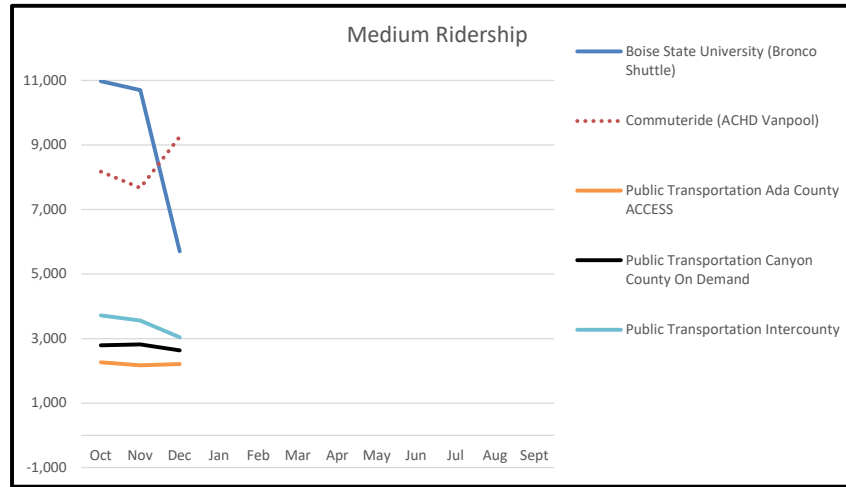
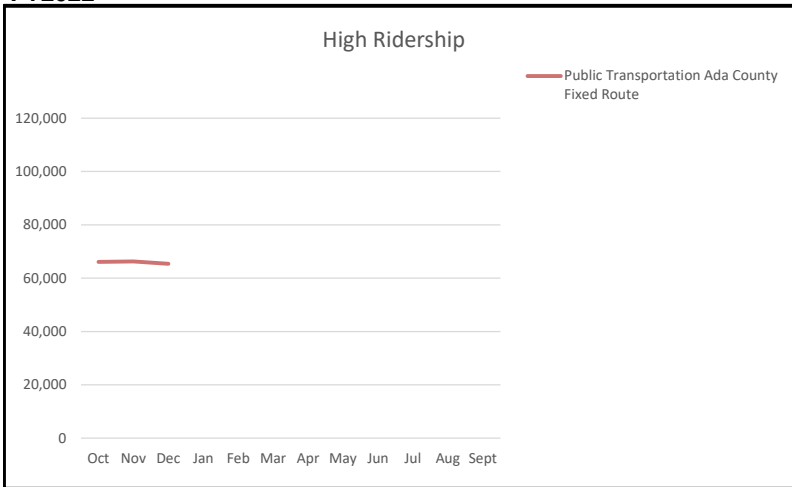
*Meridian Veteran's service started in May 2021 and is not comparable.

FY2021	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Dec	Total Annual	Annual % Change 2020-2021
Boise State University (Bronco Shuttle)	4,055	3,226	970	3,196	5,560	6,435	7,495	3,472	2,297	1,233	4,355	11,748	8,251	54,042	-62.73%
Commuteride (ACHD Vanpool)	8,166	7,211	8,757	9,195	9,094	10,255	8,775	7,567	9,035	8,019	8,829	8,966	24,134	103,869	-11.97%
Eagle Senior Center	701	653	600	652	636	720	782	880	1,037	1,085	1,099	1,096	1,954	9,941	-8.45%
First Mile Last Mile	269	185	223	243	208	242	192	239	190	246	247	217	677	2,701	-7.97%
Kuna Senior Center	157	176	116	87	126	135	134	134	205	156	169	137	449	1,732	-12.75%
Late Night	3	15	19	12	7	30	23	24	32	39	19	29	37	252	-18.18%
Metro (Canyon County)	1,062	826	771	856	869	1,032	940	817	912	1,025	1,201	798	2,659	11,109	-22.22%
Meridian Harvest	525	905	520	605	575	1,062	1,095	634	1,073	630	1,082	908	1,950	9,614	40.97%
Meridian Rides 2 Wellness	601	504	629	368	464	482	482	551	524	527	551	504	1,734	6,187	-15.69%
Meridian Senior Center	70	55	125	110	80	102	210	182	353	376	213	147	250	2,023	16.26%
Meridian Veterans								6	12	16	18	14	0	66	N/A
Parma Senior Center	81	60	108	99	192	198	110	275	307	234	308	278	249	2,250	-5.66%
Public Transportation Ada County ACCESS	2,118	1,688	1,518	1,276	1,378	2,172	2,217	2,086	1,974	1,977	2,219	2,195	5,324	22,818	-29.09%
Public Transportation Ada County Fixed Route	78,572	65,876	65,463	59,559	58,129	65,276	59,444	66,770	61,062	60,242	61,791	70,112	209,911	772,296	-29.52%
Public Transportation Canyon County On Demand	2,430	1,838	2,057	2,038	2,409	2,739	2,582	2,443	2,606	2,488	2,159	2,427	6,325	28,216	*
Public Transportation Canyon County ACCESS	179	194	196	177	145	176	233	233	219	157	174	221	569	2,304	*
Public Transportation Intercounty	4,124	3,366	3,417	3,339	3,370	4,087	3,490	3,321	3,261	3,101	3,413	4,407	10,907	42,696	-30.25%
Shared Vehicle	69	21	28	38	58	61	46	32	33	33	36	0	118	455	-91.62%
SHIP (Supportive Housing Innovative Partnerships)	896	1,113	1,404	1,181	1,253	1,396	842	810	907	993	1,039	1,116	3,413	12,950	56.02%
Star Senior Center	55	39	89	92	69	92	87	73	64	86	71	98	183	915	-50.22%
Village Van	701	409	357	419	435	326	291	274	373	341	268	357	1,467	4,551	-59.84%
Volunteer Drivers	238	158	184	154	166	192	231	176	224	169	176	166	580	2,234	21.28%
Total Ridership	105,072	88,518	87,551	83,696	85,223	97,210	89,701	90,999	86,700	83,173	89,437	105,941	281,141	1,093,221	-31.10%

*Canyon County service changed in October 2020 and is no longer comparable.

FY2021





COMPASS BOARD AGENDA ITEM VII-F

Date: February 28, 2022



U. S. DEPARTMENT OF TRANSPORTATION

**FEDERAL HIGHWAY ADMINISTRATION
IDAHO DIVISION**
3050 LAKEHARBOR LANE, SUITE 126
BOISE, IDAHO 83703-6217

FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3142
SEATTLE, WA 98174

January 25, 2022

Reply To: HPR-ID

Mayor Joe Stear, Chair
Community Planning Association of Southwest Idaho (COMPASS)
700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Dear Mayor Stear:

Subject: COMPASS Federal Transportation Planning Certification Review

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is performing a certification review of the transportation planning process conducted by the MPO, the State, public transportation operators and local governments.

The Bipartisan Infrastructure Law continues the requirements for certification of the transportation planning process in urbanized areas over 200,000 population once every four years. Certification reviews are conducted with the objective of evaluating the regional transportation planning process, highlighting good practices, and identifying opportunities for improvements.

The certification process relies on knowledge gained throughout the year from routine contact with the MPO and ongoing review of the regional planning process. In addition, we will conduct a desk review of your planning and organizational documents, solicit public input, and conduct certification review meetings. We selected the dates May 3rd – 5th, 2022 for the certification review meetings, in consultation with your staff. While we expect staff from the MPO, the state DOT (ITD), and the public transportation provider (VRT) to attend these meetings, policy board members and other participants in the planning process are also welcome to attend.

In preparation for this review, we ask that COMPASS provide the FHWA/FTA Review Team a brief update on how they have addressed the corrective actions and recommendations identified in the 2018 Certification Review by February 18, 2022.

If you have any questions concerning this review, please contact Maureen Gresham, FHWA at Maureen.gresham@dot.gov or 208-617-2140 or Ned Conroy at FTA at ned.conroy@dot.gov or 206-220-4318.

Sincerely yours,

Peter J. Hartman
Division Administrator
Federal Highway Administration

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

cc:

Kelly Badensheim, Valley Regional Transit Executive Director
Brian Ness, ITD Director
Blake Rindlisbacher, ITD Chief Engineer
Ken Kanownik, ITD District 3 Planning and Scoping Manager
Cecilia Arritola, ITD Senior Transportation Planner

February 16, 2022

Peter Hartman, Division Administrator
Federal Highway Administration, Idaho Division
3050 Lakeharbor Lane, Suite 126
Boise, ID 83703-6217

Linda Gehrke, Regional Administrator
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, WA 98174

RE: COMPASS Federal Transportation Planning Certification Review

Dear Administrator Hartman and Administrator Gehrke:

In preparation for COMPASS' 2022 Certification Review, and per your letter of January 25, 2022, attached is an update summarizing how COMPASS has addressed the corrective actions and recommendations identified in its 2018 Certification Review.

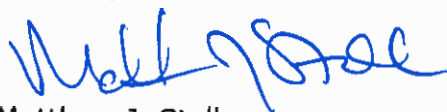
The attached summary provides an overview of how each corrective action or recommendation was addressed and provides links to related materials. If you would like additional details regarding any of these items, please do not hesitate to contact me or the staff lead(s) listed in the summary.

We are confident that all corrective actions and recommendations have been fully addressed and look forward to sharing more about our programs and processes at your site visit on May 3 – 5, 2022.

For questions or assistance with logistics for your desk review, site visit, or public input portion of the review, please contact COMPASS Communication Coordinator Amy Luft (see below). For questions regarding COMPASS' programs, please contact me or any of our Team Leads:

- Planning Team: Liisa Itkonen (litkonen@compassidaho.org)
- Resource Development Team: Toni Tisdale (ttisdale@compassidaho.org)
- Technical Services Team: Mary Ann Waldinger (mwaldinger@compassidaho.org)
- Communication Team: Amy Luft (aluft@compassidaho.org)

Sincerely,



Matthew J. Stoll
Executive Director

C:

Cecilia Arritola, Senior Transportation Planner, Idaho Transportation Department
Kelli Badesheim, Executive Director, Valley Regional Transit
Ned Conroy, Community Planner, Federal Transit Administration
Maureen Gresham, Community Planner, Federal Highway Administration
Ken Kanownik, District 3 Planning and Scoping Manager, Idaho Transportation Department
Brian Ness, Director, Idaho Transportation Department
Blake Rindlisbacher, Chief Engineer, Idaho Transportation Department
Joe Stear, Mayor, City of Kuna, COMPASS Chair

COMPASS 2022 Certification Review

Follow-Up on 2018 Certification Review Corrective Actions and Recommendations

Action	Response	Staff Contact
Corrective Actions		
<p>Metropolitan Transportation Plan (MTP):</p> <p>Demonstrate clear integration among the modes to address regional transportation.</p>	<p>COMPASS' Complete Network Policy demonstrates an integrated, multimodal approach to regional transportation planning and implementation to help achieve MTP goals. The policy was developed with modal workgroups (Freight, Active Transportation, Public Transportation); focus groups representing travel and tourism, economic development, and safety; and the COMPASS Regional Transportation Advisory Committee in concert with the update to the MTP (<i>Communities in Motion 2050</i> [CIM 2050]). The policy includes a regional map that layers five modes (auto, bike, freight, pedestrian, public transportation) together in a subway-style map to allow decision-makers, stakeholders, and the public to see how the modes work together to form a complete network for all users. The policy is being used to inform the transportation system in CIM 2050, including serving as a key component of the project prioritization process. The COMPASS Board of Directors adopted the Complete Network Policy in December 2021. (The project prioritization process will be brought to the COMPASS Board of Directors for action in its February 28, 2022, meeting. A link to the process will be provided following this action. In the meantime, a draft can be found in the February 28, 2022, COMPASS Board of Directors' meeting packet, which will be posted on February 17, 2022.)</p>	<p>Liisa Itkonen Principal Planner Planning Team Lead litkonen@compassidaho.org 208/475-2241</p>
<p>Metropolitan Transportation Plan:</p> <p>Include an explanation of how the Congestion Management Process (CMP) is used for the development of the plan.</p>	<p>The CMP supports the regional planning process by defining a methodology for identifying long-term congestion management needs and providing a toolbox of congestion management strategies and solutions, a set of congestion criteria to evaluate and rank transportation needs, and a monitoring/reporting procedure to track the effectiveness of congestion management strategies and the progress made toward the CMP and long-range transportation plan objectives. The CMP and the strategies it highlights are referenced and used in COMPASS' Complete Network Policy, Development Review Checklists, and the prioritization process for CIM 2050 (see note above).</p> <p>An updated CMP is underway and is scheduled to be presented to the COMPASS Board of Directors for action in its April 18, 2022, meeting. A link to the final CMP will be provided to the review team pending approval by the COMPASS Board of Directors. In the meantime, please refer to the draft updated document.</p>	<p>Liisa Itkonen Principal Planner Planning Team Lead litkonen@compassidaho.org 208/475-2241</p> <p>Hunter Mulhall Principal Planner hmulhall@compassidaho.org 208/475-2231</p>

Action	Response	Staff Contact
<p>Metropolitan Transportation Plan:</p> <p>Identify and address bike and pedestrian transportation as unique and separate transportation modes.</p>	<p>The current MTP, <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0), includes cycling and walking as unique active transportation modes. In addition, multiple efforts have been completed since the 2018 review, or are ongoing, to support bike and pedestrian transportation.</p> <ul style="list-style-type: none"> • The Complete Network Policy highlights specific modal needs for all types of transportation. • The Rails with Trails Feasibility and Probable Cost Study analyzes the feasibility and potential alignment of a rail with trail corridor along the Boise Cutoff rail line, estimates the cost of trail construction, and identifies barriers associated with trail development. • A Regional Pathways and Bikeways Plan is being developed as part of CIM 2050 to prioritize off-street pathway projects for cyclists and pedestrians. • COMPASS' "Bike Walk COMPASS" interactive map of existing and planned bicycle and pedestrian infrastructure is maintained to support local and regional bike and pedestrian planning efforts. • Bike and pedestrian count data are collected by COMPASS throughout the region with 16 permanent counters and multiple portable counters. • The COMPASS Data Bike is used to analyze pathway conditions to identify and prioritize pathway maintenance needs. 	<p>Liisa Itkonen Principal Planner Planning Team Lead litkonen@compassidaho.org 208/475-2241</p>

Action	Response	Staff Contact
<p>Metropolitan Transportation Plan:</p> <p>Include an analysis of the consequences of significant unfunded long-term needs including assessing the impacts on a variety of travel modes (e.g., bike, pedestrian, transit) and potential impacts on employers, low-income, people with disabilities, and other vulnerable populations.</p>	<p>COMPASS identified a significant funding shortfall across all modes in the CIM 2040 2.0 Financial Plan and concluded that while revenues are likely to increase through 2040, costs for operations and preservation/rehabilitation are expected to increase at a faster rate. This means that only agencies with funding dedicated to expansion—specifically, impact fees—will have long-term capacity to expand transportation infrastructure to meet future needs of residents and businesses.</p> <p>In addition, the lack of a dedicated funding source for public transportation pushes operational funding primarily to local jurisdictions, whose contributions vary widely. Based on current funding from local jurisdictions, most fixed route transit is focused in the City of Boise, with very limited service in surrounding areas.</p> <p>The ultimate impact of the significant unfunded transportation needs is limited options for all Treasure Valley residents, with a disproportionate impact on vulnerable populations.</p> <p>COMPASS is in the process of updating the <i>Coordinated Human Service-Public Transportation Plan</i> for Ada and Canyon Counties; a public comment period on the draft plan is scheduled to begin in mid-April. As part of the planning process, COMPASS conducted a survey in fall 2021 to gather information on the unmet transportation needs of underserved populations. Those needs and the strategies to address them will be included in the final <i>Coordinated Human Service-Public Transportation Plan</i>. That analysis will then be carried forward into CIM 2050. The draft Coordinated Plan will be provided to the Certification Review team as it is prepared for public comment in mid-April.</p> <p>In addition, COMPASS tracks access to jobs and transit and uses that data to incorporate equity measures in the prioritization process for regional pathways for CIM 2050 (see above).</p>	<p>Liisa Itkonen Principal Planner Planning Team Lead litkonen@compassidaho.org 208/475-2241</p>
<p>Transportation Improvement Program (TIP):</p> <p>Financial analysis of future needs and the costs of those needs must be balanced against available and anticipated revenues.</p>	<p>The financial analysis of balancing future needs and costs vs anticipated revenues is located in the FY2022-2028 TIP ("Full Report") on page 68 (Table 32: COMPASS Region Available vs Programmed Funding).</p>	<p>Toni Tisdale Principal Planner Resource Development Team Lead ttisdale@compassidaho.org 208/475-2238</p>

Action	Response	Staff Contact
<p>Transportation Improvement Program:</p> <p>The financial element of the TIP needs further refinement. Specifically, the TIP must identify the system level operations and maintenance costs, for all modes, and the funding available to meet these costs.</p>	<p>Financial analysis of system level operations and maintenance costs are provided in the FY2022-2028 TIP ("Full Report"), <i>Financial Status of Project Sponsoring Entities</i>, beginning on page 62. This section shows a detailed financial analysis for each roadway jurisdiction and Valley Regional Transit for the most recent fiscal year. Additional analyses of historic and project budget data are available in Appendix C, starting on page 92.</p>	<p>Toni Tisdale Principal Planner Resource Development Team Lead ttisdale@compassidaho.org 208/475-2238</p>
<p>Transportation Improvement Program:</p> <p>The TIP must include an explanation of what the CMP is and how it is used in the development of the TIP.</p>	<p>A new section, <i>Congestion Management Process</i>, was added to the FY2022-2028 TIP ("Full Report") starting on page 11. This section explains in detail what the CMP is, how it is used in the TIP, and which projects in the TIP address CMP strategies.</p> <p>The CMP identifies regional congestion management issues and strategies to address them. Strategies to address identified issues are then implemented as projects in the TIP. Regional Transportation Advisory Committee members use congestion data, CMP performance measures, and performance measures from the MTP as data points to consider when ranking projects for the draft TIP. Congestion measures are available through a web mapping application showing the latest congestion analysis; this map is one of many tools used to support the project selection process.</p> <p>An updated CMP is underway and is scheduled to be presented to the COMPASS Board of Directors for action in its April 18, 2022, meeting. A link to the final CMP will be provided to the review team pending approval by the COMPASS Board of Directors.</p>	<p>Toni Tisdale Principal Planner Resource Development Team Lead ttisdale@compassidaho.org 208/475-2238</p> <p>Hunter Mulhall Principal Planner hmulhall@compassidaho.org 208/475-2231</p>
<p>Congestion Management Process (CMP):</p> <p>Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies including multi-modal strategies.</p>	<p>COMPASS is in the final stage of updating its CMP. Step 6 of the draft updated document outlines five strategies to manage congestion. The descriptions of the strategies include the expected benefits of implementing each strategy. The CMP toolbox of strategies in Appendix A of the draft updated CMP technical document also includes expected benefits of each of the different types of implementation strategies.</p> <p>The updated CMP is planned to be presented to the COMPASS Board of Directors for action in its April 18, 2022, meeting. A link to the final CMP will be provided to the review team pending approval by the COMPASS Board of Directors. The link above is to the most recent draft as of mid-February 2022, but is not final.</p>	<p>Hunter Mulhall Principal Planner hmulhall@compassidaho.org 208/475-2231</p>
<p>Congestion Management Process:</p> <p>Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy proposed for implementation (Per 23 CFR 450.322(d)(5)).</p>	<p>The CMP toolbox of strategies (Appendix A of the draft updated CMP technical document) includes estimates regarding costs, estimated time to implement, identification of implementing agencies, and potential funding sources.</p> <p>As noted elsewhere, the link above is to the most recent draft of the updated CMP as of mid-February 2022, but is not final.</p>	<p>Hunter Mulhall Principal Planner hmulhall@compassidaho.org 208/475-2231</p>

Action	Response	Staff Contact
<p>Congestion Management Process:</p> <p>Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures.</p>	<p>The draft updated CMP technical document outlines an annual process to review the prior year's performance (see Step 5 of the CMP and the 2020 Treasure Valley Annual Congestion Management System Report).</p> <p>In addition, COMPASS will evaluate the effectiveness of the CMP strategies at the regional scale in the Change in Motion Scorecard on a biennial basis using established performance measures (see Steps 3 and 4 of the CMP).</p> <p>As noted elsewhere, the link above is to the most recent draft of the updated CMP as of mid-February 2022, but is not final.</p>	<p>Hunter Mulhall Principal Planner hmulhall@compassidaho.org 208/475-2231</p>
<p>Congestion Management Process:</p> <p>Provide an explanation and documented process for how the CMP is used to support the TIP and MTP development processes in the identification and selection of projects.</p>	<p>The CMP supports the MTP and TIP processes by defining a methodology for identifying long-term congestion management needs and providing a toolbox of congestion management strategies and solutions, a set of congestion criteria to evaluate and rank transportation needs, and a monitoring/reporting procedure to track the effectiveness of congestion management strategies and the progress made toward the CMP and long-range transportation plan objectives.</p> <p>Additional detail regarding how the CMP is integrated into the MTP and TIP processes can be found above on pages 1 (MTP) and 3 (TIP).</p> <p>The Complete Network Policy includes a discussion of CMP strategies and how they can be applied to land use decisions. Those strategies are then considered in Development Review Checklist suggestions.</p>	<p>Hunter Mulhall Principal Planner hmulhall@compassidaho.org 208/475-2231</p> <p>Liisa Itkonen Principal Planner Planning Team Lead litkonen@compassidaho.org 208/475-2241</p> <p>Toni Tisdale Principal Planner Resource Development Team Lead ttisdale@compassidaho.org 208/475-2238</p>
<p>Recommendations</p>		
<p>Congestion Management Process:</p> <p>COMPASS should continue with its initial efforts at incorporating the System Performance element of the new (Federal) Performance Management requirements into the existing CMP.</p>	<p>COMPASS has incorporated the federal performance measures related to reliability and safety into the draft updated CMP technical document. These measures will be used to evaluate performance at the segment, corridor, and regional scales (see Step 3 in the draft update CMP).</p> <p>As noted elsewhere, the link above is to the most recent draft of the updated CMP as of mid-February 2022, but is not final.</p>	<p>Hunter Mulhall Principal Planner hmulhall@compassidaho.org 208/475-2231</p>

Action	Response	Staff Contact
<p>Public Transportation:</p> <p>The MTP and TIP should more fully assess long-term public transportation funding needs that would support a more significant shift (than currently planned) to transit and nonmotorized travel to better align with COMPASS' long-range transportation planning goals. The analysis should include a discussion of long-term unfunded needs and identify potential strategies and proposed schedule for building broad public support for future implementation.</p>	<p>CIM 2040 2.0 identifies and prioritizes unfunded public transportation needs totaling \$1.7 billion (capital and operating) to year 2040. In the Financial Plan, CIM 2040 2.0 identifies potential sources to raise funds for all unfunded needs (see page 14). To help address these needs, COMPASS' legislative priorities include local option taxing authority and dedicated funding for public transportation and bicycle and pedestrian infrastructure.</p> <p>COMPASS conducted three public surveys to inform the development of CIM 2050; these surveys provided insight into public support of implementation of improved public transportation services. The third survey asked specifically about needs and preferences for high-capacity transit and showed strong support for this service. To advance planning for the 2050 public transportation network, including high-capacity transit, COMPASS anticipates conducting a planning and environmental linkages study starting in FY2023.</p> <p>The FY2022-2028 TIP ("Full Report") contains a section on asset management (beginning on page 27) that provides transit asset management targets and information about deferred maintenance. In addition, a new section of the TIP beginning on page 33, discusses public transportation operations and ridership. This section provides current information about route and system changes implemented within the last year or that were in the process of being implemented at the time of TIP approval (September/October). Starting on page 42 is a section on public transportation safety, which reports targets in the Public Transportation Agency Safety Plan. The TIP report also highlights public transportation asset management and operations projects found in the TIP project list.</p>	<p>Liisa Itkonen Principal Planner Planning Team Lead litkonen@compassidaho.org 208/475-2241</p> <p>Toni Tisdale Principal Planner Resource Development Team Lead ttisdale@compassidaho.org 208/475-2238</p>
<p>Public Transportation:</p> <p>The MTP should take a more detailed look at transit-supportive infrastructure and the transportation-land use nexus in the Boise and Nampa urbanized areas. Serving multimodal travel needs will depend heavily on establishing a better operating environment -- both land use and infrastructure -- for public transit, walking, and biking.</p>	<p>COMPASS is participating in the planning for the State Street high capacity transit corridor and transit-supportive land uses on key locations along the corridor, including the 2018/2019 State Street Transit-Oriented Development Design and Implementation Planning Project.</p> <p>The second of three surveys to inform the CIM 2050 included four potential land use and transportation scenarios. The two scenarios preferred by the public contained the most robust public transportation services, in addition to significant transit-supportive and bicycle/pedestrian infrastructure. The resulting CIM 2050 Vision (land use scenario for CIM 2050) reflects that preference for future land uses that support public transportation and walkable and cycling-friendly neighborhoods.</p> <p>The Complete Network Policy provides a land use context for travel corridors and helps identify both land use and transportation infrastructure needed to establish a safer and better operating environment for all modes.</p> <p>In addition, COMPASS' Development Review Checklists provide a tool for local governments to evaluate how land developments align with the CIM goals and vision.</p>	<p>Liisa Itkonen Principal Planner Planning Team Lead litkonen@compassidaho.org 208/475-2241</p>

Action	Response	Staff Contact
<p>Public Transportation:</p> <p>The TIP project selection criteria should consider giving extra weight to expanding the underdeveloped multimodal network of alternative travel modes to better serve the travel needs of youth, elderly, low-income, disabled, and other transportation disadvantaged populations.</p>	<p>Projects in the TIP are currently selected with the “paired comparison” method. This does not allow “weighting” per say. However, information on multimodal improvements and project location as compared to concentrations of disadvantaged populations are included in the applications as well as in a project matrix used during the ranking process. Age is not currently a factor; however, Safe Routes to School is a priority for the region (see below).</p> <p>The COMPASS Board of Directors approved a new Funding Policy for CIM 2050 in October 2021. This includes specific set-aside amounts for the Safe Routes to School in the Surface Transportation Block Grant programs.</p> <p>Based on the new funding policy, a process for prioritizing projects for CIM 2050 was developed and will be brought to the COMPASS Board of Directors for action on February 28, 2022 (see pages 1 and 2, above).</p> <p>That process includes technical analyses and scoring and incorporates metrics such as bike and pedestrian access to parks, bus trips, and equity. Building from that process, COMPASS staff will work with the Regional Transportation Advisory Committee to develop a companion process in spring 2022 to score project applications for the TIP. That process will include even more detailed data as they related to specific, near-term projects.</p>	<p>Toni Tisdale Principal Planner Resource Development Team Lead ttisdale@compassidaho.org 208/475-2238</p>