



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING
FEBRUARY 27, 2023 – 1:30 PM
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO

ZOOM CONFERENCE CALL

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

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

Please RSVP to Teri Gregory at tgregory@compassidaho.org or 208-475-2225.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2225 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on February 27, 2023, will be provided to the Board members and read into the record during the meeting.

** AGENDA **

I. CALL TO ORDER/ROLL CALL (1:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

- Page 3 A.* Approve December 19, 2022, COMPASS Board of Directors Meeting Minutes.
Page 8 B.* Receive Approved November 15, 2022, and January 10, 2023, Executive Committee Meeting Minutes.
Page 14 C.* Receive Approved December 1, 2022, Finance Committee Meeting Minutes.
Page 16 D.* Confirm 2023 Finance Committee Membership.

IV. SPECIAL ITEM

- 1:35 A. Status Report - State Highway 16 Corridor Amy Schroeder
Amy Schroeder (Idaho Transportation Department) will provide the status of the State Highway 16 corridor.

V. ACTION ITEMS

- 1:55
Page 17
- A. * Adopt Revised COMPASS Development Review Policy and Checklist** Austin Miller
Austin Miller will seek COMPASS Board of Directors' approval of the revised COMPASS Development Review Policy and Checklist.
- 2:15
Page 26
- B. * Adopt Resolution Amending the FY2023-2029 Regional Transportation Improvement Program (TIP)** Toni Tisdale
Toni Tisdale will seek COMPASS Board of Directors' adoption of a resolution amending the FY2023-2029 TIP at the request of ITD, ACHD, and the City of Nampa.
- 2:25
- C. Review 2023 Idaho Legislative Activity** Jacob Miller
Jacob Miller will provide an update on the latest legislative developments at the state and federal levels.
- 2:45
- D. Approve COMPASS Candidate for National Association of Regional Councils' (NARC) Board of Directors** Matt Stoll
COMPASS Executive Committee recommends Mayor Trevor Chadwick as a candidate for the NARC Board of Directors' 2023-2025 election on June 7, 2023, in Detroit, MI

VI. INFORMATION/DISCUSSION ITEMS

- 2:55
Page 37
- A. * Announcement of Safe Streets and Roads for All Action Plan Award** Hunter Mulhall
Hunter Mulhall will announce award of the grant and provide a brief overview of the Safe Streets and Roads for All Action Plan and next steps.
- 3:10
Page 38
- B. * Status Report –2020 Census Urbanized Area Results and Implementation of Idaho Transportation (IT) Board Policy 4028** Toni Tisdale
Toni Tisdale will present a status report regarding 2020 Census Urbanized Area results and implementation of the updated IT Board Policy 4028 in the COMPASS planning area.

VII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY)

- Page 41
- A. * Staff Activity Reports**
- Page 45
- B. * Status Report – Current Air Quality Data**
- Page 51
- C. * Status Report – Regional Transportation Advisory Committee Attendance**
- Page 52
- D. * Administrative Modifications**
- Page 55
- E. * Status Report – Project Milestone Report**
- Page 83
- F. * Correspondence**

VIII. OTHER

Next Meeting: April 17, 2023

IX. ADJOURNMENT (3:30)

*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.

**COMPASS BOARD OF DIRECTORS' MEETING
DECEMBER 19, 2022
NAMPA CIVIC CENTER
311 3RD STREET S, NAMPA, IDAHO**

**** DRAFT MINUTES ****

ATTENDEES:

Kelli Badesheim, Valley Regional Transit
Nichoel Baird Spencer, City of Eagle
Rod Beck, Commissioner, Ada County
Trevor Chadwick, Mayor, City of Star
Elaine Clegg, Councilmember, City of Boise, **Immediate Past Chair**
Darrell Romine for Cory Dickard, Mayor, City of Melba
John Evans, Mayor, City of Garden City
Jay Gibbons, Commissioner, Canyon Highway District No. 4, **Secretary-Treasurer**
Jim Hansen, Commissioner, Ada County Highway District
Dan Hyer, Councilmember, City of Greenleaf
Chelsie Johnson, City of Wilder
McKenzie Johnson, Governor's Office, Ex officio
Debbie Kling, Mayor, City of Nampa, **Chair Elect**
Caleb Lakey, Idaho Transportation Department – District 3
Mary May, Commissioner, Ada County Highway District, **Vice Chair**
Dave McKinney, Commissioner, Ada County Highway District
Lauren McLean, Mayor, City of Boise
Tom Points, City of Nampa
Victor Rodriguez, Councilmember, City of Nampa
Charlie Rountree, City of Meridian
Steve Rule, Mayor, City of Middleton
Joe Stear, Mayor, City of Kuna, **Chair**
Matt Stoll, Executive Director, Community Planning Association, Ex officio
Drew Alexander for Marlene Tromp, Boise State University
Holli Woodings, Councilmember, City of Boise

MEMBERS ABSENT:

John Brunelle, Capital City Development Corporation
Ryan Davidson, Commissioner, Ada County
Kendra Kenyon, Commissioner, Ada County
John Laraway, Councilmember, City of Kuna
Bill Nary, City of Meridian
Brent Orton, City of Caldwell
Jason Pierce, Mayor, City of Eagle
David Porterfield, Mayor, City of Notus
Aaron Scheff, Idaho Department of Environmental Quality
Robert Simison, Mayor, City of Meridian
Keri Smith, Commissioner, Canyon County
Leslie Van Beek, Commissioner, Canyon County
Jarom Wagoner, Mayor, City of Caldwell
Pam White, Commissioner, Canyon County
Nikole Zogg, Southwest District Health, Ex officio

OTHERS:

Bre Brush, City of Boise
Wendy Burrows-Severy, City of Wilder
Teri Gregory, Community Planning Association
Dane Hoskins, Community Planning Association
Liisa Itkonen, Community Planning Association
Devin Krasowski, Canyon County
Meg Larsen, Community Planning Association
Dan Lister, Canyon County
Justin Lucas, Ada County Highway District
Amy Luft, Community Planning Association
Austin Miller, Community Planning Association
Sabrina Minshall, Canyon County
Hunter Mulhall, Community Planning Association
Sherone Sader, Community Planning Association
Steven Siwek, Boise Hunter Homes
Toni Tisdale, Community Planning Association
Todd Tucker, Boise Hunter Homes

CALL TO ORDER

Chair Joe Stear called the meeting to order at 1:42 pm.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll welcomed Dan Hyer, City of Greenleaf; Chelsie Johnson, City of Wilder; McKenzie Johnson, Governor's Office; and Darrell Romine, City of Melba and wished all attendees a Merry Christmas and a Happy New Year.

CONSENT AGENDA

- A. Approve October 17, 2022, COMPASS Board of Directors Meeting Minutes
- B. Receive Approved September 13, 2022, Executive Committee Meeting Minutes
- C. Receive Approved August 18, 2022, Finance Committee Meeting Minutes
- D. Approve List of Records for Destruction
- E. Approve 2023 Regional Transportation Advisory Committee (RTAC) Membership
- F. Adopt Resolution 05-2023, Authorizing an Increase to the COMPASS Business Credit Card Credit Limit

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

ACTION ITEMS

A. Adopt Resolution 06-2023 Approving *Communities in Motion 2050* (CIM 2050)

Liisa Itkonen presented CIM 2050 and the associated Air Quality Conformity Demonstration for Northern Ada County and requested COMPASS Board of Directors' approval.

After discussion, **Nichoel Baird Spencer moved and Charlie Roundtree seconded to adopt Resolution 06-2023 approving CIM 2050 and the Air Quality Conformity Demonstration. Motion passed unanimously.**

B. Adopt Resolution 07-2023 Approving Revision 1 of the FY2023 Unified Planning Work Program and Budget (UPWP)

Meg Larsen presented Revision 1 of the UPWP and requested COMPASS Board of Directors' approval.

After discussion, **Debbie Kling moved and Elaine Clegg seconded to adopt Resolution 07-2023 approving Revision 1 of the FY2023 UPWP. Motion passed unanimously.**

C. Adopt Resolution 08-2023 Amending the FY2022-2028 and FY2023-2029 Regional Transportation Improvement Programs (TIPs)

Toni Tisdale presented a resolution amending the FY2022-2028 and FY2023-2029 TIPs to add six projects, remove one project, and adjust seven projects for COMPASS Board of Directors' approval.

After discussion, **Victor Rodriguez moved and Trevor Chadwick seconded to adopt Resolution 08-2023 amending the FY2022-2028 and FY2023-2029 TIPs. Motion passed unanimously.**

D. Approve 2023 Federal Transportation Position Statements

Matt Stoll presented the 2023 federal transportation position statements for COMPASS Board of Directors' approval.

After discussion, **Tom Points moved and Holli Woodings seconded to approve the 2023 Federal Transportation Position Statements. Motion passed with two abstentions.**

E. Approve 2023 Idaho Legislative Session Position Statements

Matt Stoll presented the 2023 Idaho legislative position statements for COMPASS Board of Directors' approval.

After discussion, **Elaine Clegg moved and Debbie Kling seconded to approve the 2023 Idaho legislative session position statements. Motion passed with one abstention.**

F. Accept the 2022 Change in Motion Scorecard

Hunter Mulhall presented the 2022 Change in Motion Scorecard and requested COMPASS Board of Directors' acceptance.

After discussion, **Mary May moved and Jay Gibbons seconded to accept the results of the 2022 Change in Motion Scorecard. Motion passed unanimously.**

G. Confirm 2023 Board Officer Slate

Matt Stoll presented the 2023 Board officer slate as recommended by the COMPASS Executive Committee and requested COMPASS Board of Directors' approval.

Lauren McLean moved and Tom Points seconded to approve the 2023 COMPASS Board officer slate as recommended by the Executive Committee. Motion passed unanimously.

OTHER

Matt Stoll presented Mayor Joe Stear with a plaque for his term as the 2022 COMPASS Board Chair.

INFORMATION ITEMS

A. Status Report – Finance Committee

Jay Gibbons, Finance Committee Chair, presented a status report on the December 1 and December 15, 2022, Finance Committee meetings.

B. Status Report - Idaho Transportation Board Policy on Local Funding

Toni Tisdale provided a status report on the Idaho Transportation Department's policy on distributing Surface Transportation Block Grant funding to local agencies.

ADJOURNMENT

The meeting adjourned at 3:09 p.m.

Approved this 27th day of February 2023.

By: _____
Debbie Kling, Chair
Community Planning Association of
Southwest Idaho

Attest:

By: _____

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

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**EXECUTIVE COMMITTEE MEETING
NOVEMBER 15, 2022
COMPASS SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES:

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

MEMBERS ABSENT:

Keri Smith, Commissioner, Canyon County
Jarom Wagoner, Mayor, City of Caldwell

OTHERS PRESENT:

Teri Gregory, COMPASS, in person
Megan Larsen, COMPASS, in person
Justin Lucas, Ada County Highway District, via telephone
Jacob Miller, COMPASS, in person
Matt Stoll, Executive Director, COMPASS, in person

CALL TO ORDER

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

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll introduced Jacob Miller, COMPASS' new Government Affairs Coordinator.

Mayor Stear, City of Kuna and Mayor Chadwick, City of Star announced upcoming activities in their respective cities.

CONSENT AGENDA

A. Approve September 13, 2022, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish December 19, 2022, COMPASS Board of Directors' Annual Meeting Agenda

Matt Stoll reviewed upcoming agenda items for the December 19, 2022, COMPASS Board of Directors' annual meeting.

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

B. Recommend 2023 COMPASS Board Officer Slate for the Annual Meeting

Matt Stoll noted that the Chair-Elect and Secretary/Treasurer positions will need to be filled for the 2023 COMPASS Board of Directors and requested nominations.

After discussion, **Steve Rule moved and Mary May seconded to nominate Trevor Chadwick for the Chair Elect position for 2023. Jason Pierce moved and Mary May seconded to close nominations. Motion passed unanimously to nominate Trevor Chadwick for the Chair Elect position for 2023.**

After discussion, **Jason Pierce moved and Mary May seconded to nominate Rod Beck for the Secretary/Treasurer position for 2023. Debbie Kling moved and Mary May seconded to close nominations. Motion passed unanimously to nominate Rod Beck for the Secretary/Treasurer position for 2023.**

Matt Stoll then presented the proposed 2023 COMPASS Board Officer slate as follows:

Chair – Debbie Kling
Chair-Elect – Trevor Chadwick
Vice Chair – Jay Gibbons
Secretary/Treasurer – Rod Beck
Immediate Past Chair – Joe Stear

Jason Pierce moved and Mary May seconded to recommend the proposed 2023 COMPASS Board Officer slate for COMPASS Board approval. Motion passed unanimously.

C. Recommend 2023 State Legislative Policy Positions for COMPASS Board Approval

Matt Stoll presented the recommended 2023 State Legislative Policy positions.

After discussion, **Trevor Chadwick moved and Steve Rule seconded to recommend COMPASS Board of Directors' approval of the 2023 State Legislative Policy Positions with recommended edits regarding speed limits on state highways with areas of significant retail or commercial presence. Motion passed unanimously.**

D. Recommend 2023 Federal Transportation Policy Positions for COMPASS Board Approval

Matt Stoll presented the recommended 2023 Federal Transportation Policy positions.

After discussion, **Debbie Kling moved and Mary May seconded to recommend COMPASS Board of Directors' approval of the 2023 Federal Transportation Policy positions with recommended edits to include reference to Vision Zero and Safe Streets for all policies. Motion passed unanimously.**

E. Discuss National Association of Regional Councils (NARC) Board of Director's Seat

Matt Stoll reviewed COMPASS' involvement on the NARC Board of Directors, the vacant seat left following Mary May's departure from the COMPASS Board, and potential next steps. Matt recommended a continued presence on the NARC Board and, with Executive Committee approval, will solicit interested candidates from the COMPASS Board of Directors in January 2023. The Executive Committee will review potential candidates and recommend a candidate to the COMPASS Board of Directors. Pending approval of the COMPASS Board of Directors, the candidate would attend the NARC annual meeting in June 2023 and stand for election to the NARC Board.

After discussion, **Trevor Chadwick moved and Mary May seconded to have Matt Stoll request interested candidates from the COMPASS Board of Directors in January. Motion passed unanimously**

INFORMATION/DISCUSSION ITEMS

A. Status Report – Regional Transportation Advisory Committee (Memo Only)

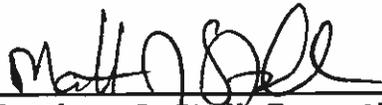
ADJOURNMENT

Chair Joe Stear adjourned the meeting at 2:42 p.m.

Approved this 10th day of January 2023.

By: 
**Debbie Kling, Chair
Community Planning Association of
Southwest Idaho**

Attest:

By: 

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

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**EXECUTIVE COMMITTEE MEETING
JANUARY 10, 2023
COMPASS SECOND FLOOR LARGE CONFERENCE ROOM AND ZOOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

****MINUTES****

ATTENDEES: Rod Beck, Commissioner, **Secretary-Treasurer**, Ada County, via telephone
Trevor Chadwick, Mayor, **Chair Elect**, City of Star, in person
Elaine Clegg, Councilmember, City of Boise, in person
Jay Gibbons, Commissioner, Canyon Highway District #4, **Vice Chair**, via telephone
Jim Hansen, Commissioner, ACHD, via telephone
Debbie Kling, Mayor, City of Nampa, **Chair**, in person
Steve Rule, Mayor, City of Middleton, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Joe Stear, Mayor, City of Kuna, **Immediate Past Chair**, in person
Jarom Wagoner, Mayor, City of Caldwell, in person

MEMBERS ABSENT: Jason Pierce, Mayor, City of Eagle

OTHERS PRESENT: Bre Brush, City of Boise, via telephone
Teri Gregory, COMPASS, in person
Megan Larsen, COMPASS, in person
Justin Lucas, Ada County Highway District, via telephone
Jacob Miller, COMPASS, in person
Matt Stoll, Executive Director, COMPASS, in person

CALL TO ORDER

Chair Debbie Kling called the meeting to order at 1:30 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Chair Debbie Kling congratulated Elaine Clegg on her recent appointment as the new Chief Executive Officer of Valley Regional Transit.

Matt Stoll announced two in-person sessions of COMPASS 101 will be conducted January 31 and February 1 in the Board Room at the COMPASS office and encouraged newly elected officials and/or previously elected officials and their staff to register to attend a session.

CONSENT AGENDA

A. Approve November 15, 2022, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish February 27, 2023, COMPASS Board of Directors' Meeting Agenda

Matt Stoll reviewed upcoming agenda items for the February 27, 2023, COMPASS Board of Directors' meeting and requested to add an additional agenda item (Item 17) regarding a status report on the 2020 Census Urbanized Area results and implementation of Idaho Transportation Board Policy 4028.

After discussion, Jim Hansen moved and Trevor Chadwick seconded approval of items 1 – 17 for the February 27, 2023, COMPASS Board of Directors' meeting. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Status Report – 2023 Idaho Legislative Session

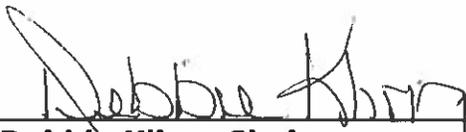
Jacob Miller introduced himself and provided a status report on the 2023 Idaho legislative session.

ADJOURNMENT

Jarom Wagoner moved and Elaine Clegg seconded adjournment of the meeting. Motion passed unanimously.

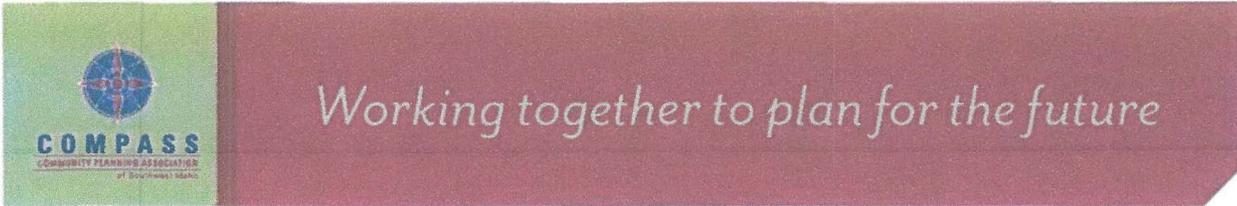
Chair Debbie Kling adjourned the meeting at 2:15 p.m.

Approved this 14th day of February 2023.

By: 
Debbie Kling, Chair
Community Planning Association of
Southwest Idaho

Attest:

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



**FINANCE COMMITTEE MEETING
DECEMBER 1, 2022
COMPASS 2ND FLOOR LARGE CONFERENCE ROOM AND ZOOM**

****MINUTES****

ATTENDEES: Jay Gibbons, Commissioner, Canyon Highway District #4, **Chair**, in person
 Jim Hansen, Commissioner, Ada County Highway District, **Vice Chair**, via telephone
 Kendra Kenyon, Commissioner, Ada County, via telephone
 Victor Rodriguez, Councilmember, City of Nampa, via telephone
 Holli Woodings, Councilmember, City of Boise, via telephone

MEMBERS ABSENT: Steve Rule, Mayor, City of Middleton
 Keri Smith, Commissioner, Canyon County

OTHERS PRESENT: Teri Gregory, COMPASS, in person
 Keith Holmes, COMPASS, via telephone
 Meg Larsen, COMPASS, in person
 Amy Luft, COMPASS, in person
 Jacob Miller, COMPASS, in person
 Matt Stoll, COMPASS, in person

CALL TO ORDER:

Chair Jay Gibbons called the meeting to order at 12:00 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll introduced Jacob Miller, the new Government Affairs Coordinator.

CONSENT AGENDA

A. Approve August 18, 2022, Finance Committee Meeting Minutes

Jim Hansen moved and Kendra Kenyon seconded approval of the Consent Agenda, as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

A. Review Report of Disbursements Made in the Reporting Period

Meg Larsen reviewed the report of disbursements made in the reporting period, August 6 through November 18, 2022, which was provided in the packet for information.



ACTION ITEMS**A. Approve Variance Report for October 1, 2021 – September 30, 2022**

Meg Larsen presented the variance report for October 1, 2021 – September 30, 2022, for approval by the Finance Committee.

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

B. Recommend Approval of Revision 1 of the FY2023 Unified Planning Work Program and Budget (UPWP)

Meg Larsen reviewed Revision 1 of the FY2023 UPWP.

After discussion, **Holli Woodings moved and Kendra Kenyon seconded to recommend COMPASS Board of Directors' approval of Revision 1 of the FY2023 UPWP. Motion passed unanimously.**

C. Recommend Approval of Resolution 0X-2023 to Increase the Credit Limit on the COMPASS Credit Card

Meg Larsen presented a resolution to increase the credit limit on the COMPASS credit card from \$12,000 to \$20,000.

After discussion, **Jim Hansen moved and Victor Rodriguez seconded to recommend Board of Directors' approval of the credit limit increase on the COMPASS credit card from \$12,000 to \$20,000. Motion passed unanimously.**

ADJOURNMENT

Chair Jay Gibbons reminded everyone the next Finance Committee Meeting will be December 15, 2022, at noon, at which time the recent audit will be presented. The meeting adjourned at 12:29 p.m.

Approved this 15th day of December 2022.

By: 
Jay Gibbons, Chair

Attest:

By: 
Jim Hansen, Vice Chair

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BOARD OF DIRECTORS AGENDA ITEM III-D
February 27, 2023

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
Rod Beck	Ada County	One year term ending 1/2024
Ada County		
Miranda Gold	Ada County Highway District	Even (expires 1/2024)
Holli Woodings	City of Boise	Odd (expires 1/2025)
Trevor Chadwick	City of Star	Even (expires 1/2024)
Canyon County		
Zach Brooks	Canyon County	Odd (expires 1/2025)
Steve Rule	City of Middleton	Even (expires 1/2024)
Victor Rodriguez	City of Nampa	Odd (expires 1/2025)

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COMPASS BOARD AGENDA ITEM V-A

Date: February 27, 2023

Topic: Development Review Policy and Revised Development Review Checklist

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of the draft COMPASS Development Review Policy and draft revised Development Review Checklist template, as recommended by the Regional Transportation Advisory Committee (RTAC) in its January 25, 2023, meeting.

Background/Summary:

The [Development Review Protocol](#) (updated in 2018) and the [Fiscal Impact Tool Policy](#) (adopted in 2021) provide inconsistent guidance concerning the COMPASS [development review process](#). COMPASS seeks to combine and align these two documents into one COMPASS Development Review Policy (Attachment 1) that would supersede the existing protocol/policy. As part of this update, staff have also revised the Development Review Checklist template (Attachment 2).

Throughout fall 2022, RTAC, the Demographic Advisory Workgroup, the Public Participation Workgroup, and individual member agencies provided input and reviewed changes to the Development Review Policy and checklist template. Notable changes to the draft Development Review Policy and revised Development Review Checklist template include:

- Draft Development Review Policy, compared to existing protocol and policy
 - Increased protocol/policy triggers for review from 50 to 100 households and 50,000 to 100,000 square feet of commercial space
 - COMPASS will conduct reviews for all projects in cities under 10,000 people due to the outsized impact of projects in smaller cities
 - Removed language about a Fiscal Impact Tool web-based interface (previously in the Fiscal Impact Tool Use Policy)
 - Appointed RTAC to review changes to the policy (previously in the Fiscal Impact Tool Use Policy only)
- Revised Development Review Checklist
 - Simplified language and formatting throughout
 - Reduced text in the Complete Network Appendix
 - Added a link to the Development Review Checklist User Guide
 - The user guide will be updated to match the revised checklist template upon approval by the COMPASS Board of Directors
 - Added a comment box to provide explanation on the Fiscal Impact Tool outputs

Implication:

COMPASS' development review process assists member agencies in evaluating development proposals for consistency with the vision and goals of *Communities in Motion* and can help local decision-makers manage impacts of growth.

More Information:

- 1) Current COMPASS Development Review Protocol: <https://www.compassidaho.org/dashboard/pdfs/COMPASSDevelopmentReviewProtocol.pdf>
- 2) Current COMPASS Fiscal Impact Tool Use Policy <https://www.compassidaho.org/documents/people/policies/COMPASSFiscalImpactToolPolicyBoard.pdf>
- 3) Current Development Review User Guide: https://www.compassidaho.org/dashboard/pdfs/FY22-DevelopmentChecklist_UserGuide.pdf
- 4) Attachment 1: Draft COMPASS Development Review Policy
- 5) Attachment 2: Draft Revised Development Review Checklist Template
- 6) For detailed information contact: Austin Miller, Principal Planner, at amiller@compassidaho.org or Lila Klopfenstein, Associate Planner, at lklopfenstein@compassidaho.org

Policy Statement

Board Policy 2023-01

Adopted: **TBD**
By: **COMPASS Board of Directors**
Last Revised: **None**

DRAFT COMPASS Development Review Policy

1. Background

In 2014, COMPASS launched a Development Review Checklist to evaluate whether land developments are consistent with the goals of *Communities in Motion* (CIM), the regional long-range transportation plan for Ada and Canyon Counties. To better estimate expected revenues and costs to local governments as a result of new development, COMPASS began providing fiscal impact analyses of projects as part of the development review process in 2021. This policy outlines the triggers and process for COMPASS to conduct development reviews for COMPASS member agencies. The information provided as part of COMPASS' development review process is not intended to be prescriptive, but to provide input based on regional CIM goals.

2. Triggers for Development Review

COMPASS will run analyses for projects based on triggers described in Table 1.

Table 1: Development Review Triggers

Application Type	Triggers*	Reporting
Subdivision, conditional use permit, preliminary plat, annexation, and/or rezone	Receipt of a development application for 100 residential units or more	COMPASS Development Review Checklist, Fiscal Impact Analysis
	Receipt of a development application for 100,000 square feet or more of retail or office; or 250,000 square feet or more of industrial space; or any combination of residential units, retail, office, or industrial space that does not trigger a review but may impact the regional transportation system, as determined by COMPASS staff.	COMPASS Development Review Checklist, Fiscal Impact Analysis
Scenario planning, comprehensive plan update	Upon request (see Section 3.c for more detail)	Fiscal Impact Analysis as negotiated by COMPASS and recipient

Application Type	Triggers*	Reporting
Final plat applications, variances, height exceptions, landscape plans, etc., or applications that do not require land entitlement public hearings	None	None

* COMPASS will complete an additional checklist for a previously analyzed project if changes exceed Table 1 triggers or more than one year has passed since a checklist was last submitted. For cities under 10,000 residents, COMPASS will conduct a Development Review Checklist on all new applications received, regardless of size. A fiscal impact analysis will be conducted based on staff discretion.

3. Requests

- a) Developments not meeting the triggers established in Table 1 will be reviewed upon written request.
 - o A COMPASS Board member may request a development review for any location inside or outside of the jurisdiction of the requesting agency.
 - o A COMPASS member agency staff member may request a development review for proposals within the jurisdiction of the requesting agency.
- b) Development review requests from member agencies shall be accompanied by a transmittal letter via hard copy or email that includes the name, size, type, and location of the development, relevant information to assist in the review (such as a site plan and/or a copy of the development application), the requested response date, and the scheduled date of the public hearing.
- c) Fiscal impact analysis requests from member agencies shall be accompanied by a letter via hard copy or email that includes a project description; specific quantities and location of households and/or non-residential square footage; and the requested analysis date. Additional information may be requested by COMPASS staff as needed. The deliverable will then be negotiated between COMPASS staff and the requesting agency.
- d) COMPASS member agencies may opt out of receiving fiscal impact analyses for all or specific development applications via written request by a COMPASS Board member or Regional Transportation Advisory Committee member and submitted to the COMPASS Executive Director.

4. Fiscal Impact Analysis

A fiscal impact analysis provides an approximation of the fiscal impact of development. It should not be used as an absolute decision-making tool, but as an additional data point in the development review process to help communities understand site-specific fiscal impacts and evaluate how land use changes cumulatively impact the long-term fiscal sustainability of a community. Changing economic conditions, housing values, and development schedules could impact the results of the analysis. The fiscal impact analysis software is proprietary; thus, the software itself cannot be shared. The inputs and methodology are provided on the COMPASS website. COMPASS staff are available to explain the inputs and methodology of the fiscal impact analysis software to member agency staff upon request.

5. Agency Coordination

- a) COMPASS staff will coordinate with other relevant transportation agencies including highway districts, the Idaho Transportation Department, and Valley Regional Transit.

- b) COMPASS will copy development review correspondence to affected agencies such as highway districts, cities, counties, Valley Regional Transit, and the Idaho Transportation Department, as appropriate.
- c) COMPASS will complete the development review and transmit correspondence within 15 business days upon receipt of a development application. This deadline may be adjusted per agreement of the requesting member agency and COMPASS staff. If a public hearing is scheduled to take place before the deadline, COMPASS will notify the member agency of the conflict. Development reviews will be transmitted electronically.
- d) COMPASS staff will be available for verbal testimony at public hearings upon request of the hearing body and contingent upon five business days' notice. COMPASS staff will accommodate late requests whenever possible.

6. Oversight

- a) The COMPASS Demographic Advisory Workgroup will annually review the list of completed development reviews.
- b) The COMPASS Regional Transportation Advisory Committee will review changes to the COMPASS Development Review Policy as well as fiscal impact input data assumptions and outputs on a periodic basis to recommend improvements to the process and tool.

Recommended by Regional Transportation Advisory Committee: January 25, 2023

Communities in Motion (CIM) Development Review Checklist

Development Name: EXAMPLE

CIM Vision Category: Existing Neighborhood

Consistent with CIM Vision? YES

New Households: 100 **New Jobs:** 0



Safety
How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Ustick Road

Pedestrian level of stress

Bicycle level of stress



Economic Vitality
To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access

Impact on Existing Surrounding Farmland

Net Fiscal Impact



Convenience
What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop

Nearest public school

Nearest public park



Quality of Life
Checked boxes indicate that additional information is attached.

Active Transportation

Automobile Transportation

Public Transportation

Roadway Projects



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

Who we are: The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with [Communities in Motion](#), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available [online](#). See the [Development Review User Guide](#) for more information on the red, yellow, and green checklist thresholds.



www.compassidaho.org



info@compassidaho.org



Sent: 2/10/23

Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:	Ustick Road
Primary Use:	N/A
Secondary Use:	Public Transportation, Freight

Bicycle and Pedestrian Infrastructure

- ✓ Provide an improved pathway along a canal or rail corridor as a transportation and recreational option.
- ✓ Apply traffic calming measures to discourage speeding

Public Transportation Infrastructure

- ✓ Site a park and ride facility or set aside several park and ride stalls via a memorandum of understanding (MOU).

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency



City



County



Highway District



School District

Breakeven point across all agencies: 1 year

Additional Information:

- Example comments below:
- The analysis does not include the long-term unfunded project from Chinden Boulevard (Interstate 84 to Linder Road) which is identified as a long-term need in CIM 2050.
- The model assumes X number of students per residential unit, totaling X number of potential students from this development.

Disclaimer: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:

www.compassidaho.org/prodserv/fiscalimpact.htm

Long-Term Funded and Unfunded Capital Projects (EXAMPLE)

CIM Corridor: Ustick Road (Midland Boulevard to Star Road)

Widening Ustick Road (Midland Boulevard to Star Road) to five lanes with curb, gutter, sidewalks, and bike lanes is the number 3 local system priority in *Communities in Motion 2050* and is unfunded.

More information on transportation needs and projects based on forecasted future growth is available at:

<https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac>

Short-Term Funded Capital Roadway Projects (EXAMPLE)

Middleton Road and Ustick Road, Roundabout, Caldwell

Regionally Significant: **Inflated**

Key # : 13487

Requesting Agency: City of Caldwell

Project Year: 2025

Total Previous Allocations: \$908

Total Programmed Budget: \$2,288

Total Cost (Prev. + Prog.): \$3,196

Project Description

Construct a roundabout to help traffic flow and congestion at the Middleton Road and Ustick Road intersection in the City of Caldwell.

TIP Achievement:
System Performance
Safety



Funding Source		STBG-U		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	20	25	0	0	0	0	45	42	3	
2025	0	0	0	0	365	1,878	2,243	2,078	165	
Fund Totals:	\$20	\$25	\$0	\$0	\$365	\$1,878	\$2,288	\$2,120	\$168	

Source: *The COMPASS Transportation Improvement Program (TIP). The TIP is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant and is available at:*

https://www.compassidaho.org/documents/prodserve/trans/FY22/FY22_28TIPdoc.pdf

BOARD OF DIRECTORS AGENDA ITEM V-B February 27, 2023

Topic: FY2023-2029 Regional Transportation Improvement Program (TIP)

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' adoption of Resolution 09-2023 (Attachment 1) amending the FY2023-2029 TIP. More details about the proposed changes are provided below. The Regional Transportation Advisory Committee recommended approval on January 25, 2023.

Background/Summary:

Three agencies propose adding two projects and adjusting the scope of three projects in the regional transportation improvement program.

- The Idaho Transportation Department (ITD) proposes to add a project to complete the **Glenwood Corridor Plan** (along State Highway 44) in the City of Garden City. Funds would be used to hire a consultant to complete the concept design drawings and planning work, allowing the planning team to solicit input from various planning agencies and community stakeholders, complete the environmental analysis, and finalize and publish the recommended short- and long-term alternatives in the corridor report.
- ITD proposes to change the scope of the **State Highway 55 rehabilitation** project to add private developer funding to provide turn bays, acceleration lanes, and an underpass at north McLeod Way at Avimor.
- The Ada County Highway District (ACHD) proposes to change the scopes of two projects to meet project budgetary limitations. The TIP includes a project each year **for roadway maintenance and sidewalk improvements** to meet Americans with Disabilities Act (ADA) requirements. Increased costs created the need to adjust the segments included in these projects.
- The City of Nampa requests to add an intersection improvement project at **Midland Boulevard and Iowa Avenue** using local funds, with the intent that the project could be eligible for federal aid in the future.

A public comment period on the proposed amendment was held January 3 through 17, 2023, and COMPASS received 10 comments. Verbatim public comments are included in Attachment 2. Staff does not recommend changes based on public comments received.

Implication (policy and/or financial):

The amendment to the TIP ensures that the document continues to meet federal fiscal constraint requirements and enables work to begin as soon as possible on these projects.

More Information:

- 1) Attachment 1 – Resolution
- 2) Attachment 2 – Verbatim Public Comments
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org

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RESOLUTION NO. 9-2023

**FOR THE PURPOSE OF AMENDING THE FY2023-2029
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 programs to be financially constrained;

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

WHEREAS, a public comment period was held January 3 through 17, 2023, 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 to the FY2023-2029 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to the FY2023-2029 Regional Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2023-2029 Regional Transportation Improvement Program.

ADOPTED this 27th day of February 2023.

By: _____
Debbie Kling, 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 FY2023-2029 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department, December 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	SH-44 (Glenwood) Corridor Plan, Garden City	2023		ϕ <u>100</u>					ϕ <u>100</u>
	Funding Source: State	2024							
	To develop a concept design drawing and final planning work on the Glenwood Corridor in the City of Garden City. (Federal: \$0).	2025							0
		2026							0
		2027							0
		PD							0
	Add project.	SUM	0	ϕ <u>100</u>	0	0	0	0	ϕ <u>100</u>
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	2023	3				1364	14504	15871
	Funding Source: NHPP	2024							0
	Rehabilitate approximately 18 miles of pavement on State Highway 55 from State Highway 44 (State Street) to the Payette River Bridge in Ada and Boise Counties. Work includes widening State Highway 55 to provide turn bays and acceleration lanes at north McLeod Way and building a precast arch bridge for the north McLeod Way underpass. (45% Ada County and 55% Boise County) (Federal: \$14,706,000).	2025							0
		2026							0
		2027							0
		PD							0
	Change to scope to add work by a private developer. No change to the federal funding source.	SUM	3	0	0	0	1364	14505	15871
Previous obligations: \$200,000 Previous Total: \$16,071,000 Total cost: \$21,838,000 35.88% increase									
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	2023						0	0
	Funding Source: Private	2024						<u>5767</u>	<u>5767</u>
	Same as above. (Federal: \$0).	2025							0
		2026							0
		2027							0
		PD							0
	Add funding by private developer to construct turn bays, acceleration lanes, and underpass at McLeod Way.	SUM	0	0	0	0	0	<u>5767</u>	<u>5767</u>

Ada County Highway District, December 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20674	Roadway and ADA Improvements, Boise Area – FY2024	2023							0
	Funding Source: STBG-TMA Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Overland Road from Vista Avenue to Orchard Road Americana Boulevard, Ann Morrison Park Entrance to Shoreline Drive; Shoreline Drive, Americana Boulevard to Fairview Avenue; Grand Forest Drive, Gowen Road to Rock Rose Place; Lake Forest Drive, Federal Way to Summersweet Drive; Eisenman Road, Freight Street to Interstate 84; Eisenman Road, Gowen Road to 2,000' South of Gowen Road in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Federal: \$7,254,000). Change the scope of the project. No change to total. Previous obligation: \$1,262,000 Current total: \$7,829,000	2024			400				400
		2025					804	5363	6167
		2026							0
		2027							0
		PD							0
		SUM	0	0	400	0	804	5363	6567
21896	Roadway and ADA Improvements, Boise Area – FY2025	2023		928					928
	Funding Source: STBG-TMA Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Vista Avenue from Overland Road to Rose Hill and Orchard Road from Interstate 84 to Overland Road Overland Road from Vista Avenue to Orchard Road and Discovery Way, US 20/26 (Chinden Boulevard) to Bridger Street in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Federal: \$8,807,000). Change the scope of the project. No change to total. Previous obligation: \$29,000 Current total: \$9,534,000	2024		598					598
		2025			350				350
		2025					995	6634	7629
		2027							0
		PD							0
		SUM	0	1526	350	0	995	6634	9505

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
21896	Roadway and ADA Improvements, Boise Area – FY2025	2023		598					598
	Funding Source AC (Local)	2024		-598					-598
	Same as above. (Federal: \$0). No change to this funding source.	2025							0
		2026							0
		2027							0
		PD							0
		SUM	0	0	0	0	0	0	0

City of Nampa, December 2022

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NAM04	Midland Boulevard and Iowa Avenue Intersection Improvements, Nampa	2023	<u>0</u> 100			<u>0</u> 350	<u>0</u> 150	<u>0</u> 2200	<u>0</u> 2800
	Funding Source: Local Non-Participating	2024							0
	Convert the all-way stop controlled intersection to a roundabout. Improvements include curb, gutter, sidewalk, pedestrian ramps, and bicycle facilities, as well as illumination and stormwater improvements. This project is listed for information only to make it eligible for possible conversion to federal-aid funding in the future. (Federal: \$0). Add project to be eligible for possible conversion to federal-aid funding in the future. Previous: \$226,000 Total cost: \$3,026,000	2025							0
		2026							0
		2027							0
		PD							0
		SUM	<u>0</u> 100	0	0	<u>0</u> 350	<u>0</u> 150	<u>0</u> 2200	<u>0</u> 2800

AC = Advanced Construction
 ADA = Americans with Disabilities Act
 CE = Construction Engineering
 CN = Construction
 Fed = Federal
 FY = Fiscal Year

ITD = Idaho Transportation Department
 KN = Key Number
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 SH = State Highway

STBG = Surface Transportation Block Grant
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 US = United States (highway)
 UT = Utilities

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Public Comments Received (Verbatim)

Amendment #2 to the FY2023-2029 Regional Transportation Improvement Program (TIP)

Public Comment Period: January 3 – January 17, 2023
 Total number of comments received by COMPASS: 10

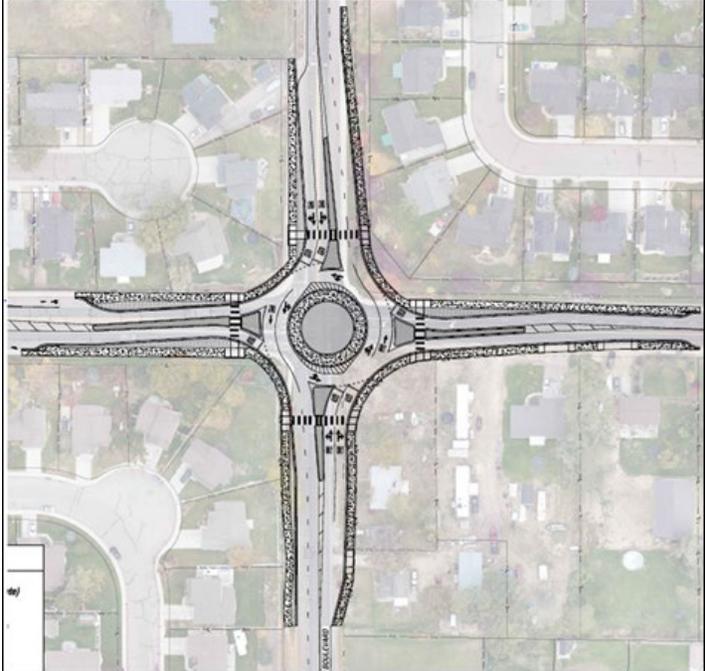
Topics:

The proposed amendments would add two new projects and extend the scope of three projects in the regional transportation improvement program (TIP):

- Add a project to complete the Glenwood Corridor Plan in the City of Garden City
- Add an intersection improvement project at Midland Boulevard and Iowa Avenue in the City of Nampa
- Change the scope of a project on State Highway 55 near Avimor to add operational improvements
- Change the scope of two projects in Ada County to meet budgetary limitations

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Name, Zip Code, Affiliation
1. ACHD should make a priority to relieve pressure on Bogus Basin and Harrison Blvd by completing the 36th street segment between Hill Road and Cartwright. Eminent domain should be used if necessary. The speed limit in this segment should be 25mph. 2. ACHD should fix the horrible intersection congestion at Curling Road and Bogus Basin by installing a roundabout versus the 3 way stop. Yes, ACHD just rebuilt this a couple of years ago, and it should've been done then.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, the City of Boise.	Gary Roeder
I support adding the SH-44 (Glenwood) Corridor Plan. The existing facility is deficient, particularly for bike and ped connectivity. With the potential redevelopment of Expo Idaho, ITD needs to get ahead of development.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Garden City.	Bob Taunton

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>My comments re Treasuer Valley transportation are as follows: Eagle Rd from Hwy 44 in Eagle to I-84 should have been a limited access, freeway type highway. Too late for that now, so: Major intersections should be grade seperated so that traffic on Eagle and the crossing street do not need to stop. This would be appropriate for Chinden, Ustick, Fairview, and Franklin.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>John Olden, PE, Retired</p>
<p>Please keep the flow of traffic. Right hand turn lanes. Going into these housing tracts backs up traffic. Bus pull into housing tract or a place for them to pull in too. Build elementary schools in tracts larger the 500 homes 300 pick a number so the children don't have to be bussed. Traffic lights are so extremely long people almost fall asleep. Light on ustick waiting for eagle is so long of a wait and so fast for Eagle. I hope you plan on a street light on uptick at Venable. It already is a long wait with first faze now next faze opens yikes. The developer should have to pay for them.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and the City of Meridian.</p>	<p>Gretchen Shetler</p>
<p>The project is listed as: Add an intersection improvement project at Midland Boulevard and Iowa Avenue in the City of Nampa. Thank you for the opportunity to provide feedback on this project. I am in favor of a roundabout at this intersection. I live off of Midland Boulevard, between Iowa and Greenhurst. I use this intersection a couple of times per day. To be clear, I avoid this intersection about as often as I use it. A four-way stop sign is not working here. It is probably more of a reflection on the driving habits than it is on the intersection itself, but this is the environment we are dealing with. It might be worth considering putting a police officer at this intersection on a daily basis to encourage people to drive with sanity. Maybe changing the driving habits in the long run is cheaper. But assigning a police officer at the intersection means he/she is removed from a different assignment that might be more important. But the cost savings of having a police officer slow</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p> <p><u>Response from the City of Nampa:</u></p> <p>Midland & Iowa is slated to be a roundabout (see below photo). It may be constructed this year, but most likely it will be next year. The improvements at this intersection were incorporated in the Midland Corridor study that spanned Midland between Greenhurst and Karcher, but the project is being advanced because of the high need.</p>	<p>NA</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>
<p>traffic down may be cheaper than installing a roundabout. Just a side thought. With our growth, we need to be forward thinkers. If Compass Idaho is looking for feedback, you have my support for what you are trying to do. However, I am curious about something. I recently took a look at a couple of proposed projects for the Midland Corridor between Karcher and Greenhurst. I am not clear if this roundabout is a part of that project or will replace any part of a proposed project. If this roundabout is being offered as a replacement to four-way stop signs, then I am all for it as I've said. If you are asking if I like a roundabout rather than traffic lights, then I will tell you that I prefer the roundabout. I appreciate the opportunity to have a voice. Thank you once again.</p>		
<p>I am totally in favor of this. Change is hard for some to accept but roundabouts work in slowing traffic down, and letting traffic from both directions to continue to flow. I know it's more expensive at the startup up but slower speeds enforced by the curvature of the roads prevents running red lights at high speed causing tragic accidents. Count my vote in favor.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Sue Bruening</p>
<p>My only concern is the vague wording for</p> <ul style="list-style-type: none"> • Add a project to complete the Glenwood Corridor Plan in the City of Garden City <p>I hope it relates to changes near the county fairgrounds. Otherwise, I am opposed to any changes to the Glenwood corridor. It has the best level of service it can with so few river crossings in town. I suggest you better identify the scope of the</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Garden City, and the Idaho Transportation Department.</p>	<p>Patricia Matthews</p>

<p align="center">Comment</p> <p align="center"><small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small></p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>Glenwood study. I was the designer for the last Glenwood corridor improvement in the 90s.</p>		
<p>Hi I'm Ken I just have some thoughts NAM04 Midland Boulevard and Iowa Avenue Intersection Improvements, Nampa. I am all for the improvements that includes curb, gutter, sidewalk, pedestrian ramps, and bicycle facilities, as well as illumination and stormwater improvements. I would love for Middleton Rd to have sidewalks and bike lanes that connect to each other that go from Greenhurst Rd all the way north to the city of Middleton. I am against the conversion of the intersection into a roudabout, honestly I just don't see people here in Nampa/Caldwell using the roundabouts in a correct manner. Sometimes one lane of traffic just continually moves [Ustick Rd] and blocks all others from using the roundabout until traffic dies down. Also this is something Drivers Ed never covered for us in the 90's/2000's so we don't have the ingrained training to use them properly. So for the intersection please leave it as a 4 way stop or convert it into a traffic light intersection like the one at Roosevelt. Thank you for your time</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Middleton, and the City of Caldwell.</p>	<p>Ken Benson</p>
<p>Adding turn bays and acceleration bays at N. McLeod Way will enable traffic to move through the area faster in the short term but will make the area less safe for pedestrians, cyclists and motorists in the long term when more development occurs in the area. Recommend that a second look be given to this project.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, and the Idaho Transportation Department.</p>	<p>Carl E. Whaley</p>
<p>The City of Nampa requests to add an intersection improvement project at Midland Boulevard and Iowa Avenue using local funds, with the intent that the project could be eligible for federal-aid in the future.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>City of Nampa, Darl Bruner</p>

COMPASS BOARD AGENDA ITEM VI-A

Date: February 27, 2023

Topic: Safe Streets and Roads for All (SS4A) Planning Grant

Background/Summary:

The SS4A program was developed as part of the 2021 Infrastructure Investment and Jobs Act. The program dedicates around \$5 billion over the next five years to fund transportation safety planning and projects. The SS4A program is broken into two types of monetary awards: planning and implementation. The first year of the program is focused heavily on awarding funds to produce transportation safety plans. A thorough plan is required for accessing the implementation awards. COMPASS, with the support of all its member agencies, applied for and was awarded \$392,000 (80% of total project cost) to complete a regional safety action plan. As part of the submission process, a draft request for proposal and scope of work were developed with the support of a Regional Technical Advisory Committee subcommittee.

The regional safety action plan will:

1. Establish a regional safety vision and goals.
2. Include a data-driven review of current regional safety performance.
3. Identify proven and innovative technologies and practices to improve safety for all modes.
4. Identify priority projects and a plan to implement them.
5. Meet the planning requirements to access SS4A implementation funds.

COMPASS anticipates this project will kick off sometime between late spring and early summer.

Implication (policy and/or financial):

Completion of a regional safety action plan makes COMPASS and its member agencies eligible to apply for the SS4A implementation funds.

More Information:

- 1) Safe Streets and Roads for All: <https://www.transportation.gov/grants/SS4A>
- 2) For detailed information contact: Hunter Mulhall, Principal Planner, at hmulhall@compassidaho.org



BOARD OF DIRECTORS AGENDA ITEM VI-B
February 27, 2023

Topic: 2020 Census Urbanized Area Results and Implementation of Idaho Transportation Board Policy 4028

Background/Summary:

Census 2020

The details of the 2020 Census regarding urbanized area populations were released by the U.S. Census Bureau on December 29, 2022.

According to the Census Bureau’s website¹:

“...urban-rural classification is a delineation of geographic areas, identifying both individual urban areas and the rural area of the nation. The Census Bureau’s urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data. ‘Rural’ encompasses all population, housing, and territory not included within an urban area.”

“For the 2020 Census, an urban area will comprise a densely settled core of census blocks that meet minimum housing unit density and/or population density requirements. This includes adjacent territory containing non-residential urban land uses. To qualify as an urban area, the territory identified according to criteria must encompass at least 2,000 housing units or a population of at least 5,000.”

The requirements in the 2020 Census differ from the requirements of the 2010 Census; therefore, you will notice several changes. The Census Bureau also changed some terminology. The most significant changes for the region and state are listed below.

Changes in criteria/definitions/terms:

Census 2010	Populations	Census 2020	Term used by Federal Highway Administration (FHWA)	Term used by Federal Transit Administration (FTA)
Urbanized Area (UZA)	Any population over 50,000	UZA	UZA	UZA
Transportation Management Area (TMA)	Populations over 200,000	TMA	TMA	Large UZA (or Large Urban)
Urbanized Area*	Populations 50,000 to 200,000	Large Urban**	Large Urban	Small UZA (or Small Urban)
Small Urban Cluster*	Populations 5,000 to 50,000	Small Urban**	Small Urban	Rural
Rural	Populations under 5,000	Rural	Rural	Rural

*Historically combined.

** In FY2024, these programs will be separated.

¹ <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>

Changes that affect our region:

- The City of Middleton is no longer part of the Nampa Urbanized Area
 - The city is now considered "Small Urban."
 - The Nampa Urbanized Area now consists of the Cities of Nampa and Caldwell, and parts of unincorporated Canyon County.

This change affects which federal programs the City of Middleton is eligible to apply for. There is no change for the Cities of Nampa and Caldwell.

The Census 2020 does not significantly change the Boise Urbanized Area.

Changes that affect the state based on growth and/or changes in criteria:

- The City of Twin Falls (including the City of Kimberly) is now a Large Urban Area. A metropolitan planning organization (MPO) is in the development process.
- New Small Urban Areas throughout the state of Idaho include the Cities of Ketchum, McCall, and Shelley.

This is important because as more areas are eligible for the Large Urban and Small Urban funding, the eligibility for limited federal dollars becomes more competitive.

A table providing the Urbanized Area populations throughout the state of Idaho, as designated by the 2020 Census, is attached.

Implementation of Idaho Transportation Board Policy 4028

As discussed at the December 2022 COMPASS Board meeting, the Idaho Transportation Board approved a new policy that determines how federal funding is allocated to urbanized areas in Idaho. ITD staff adjusted the funding portion of the new policy, which resulted in approximately \$1 million in additional funding to the Large Urban and Small Urban areas in FY2023.

Idaho Transportation Department staff decided to wait until FY2024 to incorporate the programming specific to separating funding between Large Urban and Small Urban areas as well as incorporating the new 2020 Census data in the formula, as it will take time to rebalance the programs and determine a structure to manage the new Small Urban program. Small Urban areas within an MPO's planning area will continue to work with their associated MPO to secure federal funding through the Local Highway Technical Assistance Council. The overall program will be affected, as currently the Large Urban and Small Urban projects are combined. Some projects may need to delay or advance to balance the separated programs.

Staff will provide additional information about Census 2020 geographic areas and specific funding projections for the Large Urban and Small Urban programs during the COMPASS Board of Directors meeting.

More Information:

- 1) Attachment: 2020 Census – Urbanized Area Populations
- 2) For questions, contact Toni Tisdale at 208/475-2238 or ttisdale@compassidaho.org

2020 Census - Urbanized Area Populations

Attachment

Based on 2020 Census

City	2020 Population
State of Idaho	
Statewide	1,839,106
Transportation Management Area (TMA) (over 200,000)	
Boise UA (including Eagle, Garden City and Meridian)	433,180
Large Urban (50,000 to 200,000)	
Coeur d'Alene UA (including Post Falls, Hayden, Dalton Gardens, Fernan Lake Village, Hauser, Hayden Lake, Huetter, and State Line City)	121,831
Lewiston UA (ID population only - excludes Clarkston, WA)	34,131
Nampa UA (including Caldwell - COMPASS)	177,561
Pocatello UA (including Chubbuck)	72,211
Idaho Falls UA (including Ammon, Iona, Ucon)	105,132
Twin Falls (including Kimberly)	58,808
Small Urban (5,000 to 50,000)	
Blackfoot	14,231
Burley (including Heyburn, Paul, and portion of Minidoka Co.)	17,741
Emmett	10,173
Hailey (including Bellevue)	12,035
Jerome	12,405
Ketchum	6,346
Kuna	23,565
McCall	3,695
Middleton	10,265
Moscow	25,914
Mountain Home	17,799
Payette	14,916
Rathdrum	9,241
Rexburg (including Sugar City)	41,330
Rigby	10,283
Rupert	6,534
Sandpoint (including Dover, Ponderay, and Kootenai)	12,824
Shelley	5,109
Star	10,673
Weiser	5,504

Summary	
Statewide	1,839,106
Population in areas with population 5,000 and larger (all urban)	1,273,437
Population 5,000 to 50,000	270,583
Population 50,000 to 200,000	569,674
Population over 200,000	433,180
Population less than 5,000	565,669

Percent population 5,000 and larger (all urban)	69.24%
Percent Population 5,000 to 50,000	14.71%
Percent Population 50,000 to 200,000	30.98%
Percent Population over 200,000	23.55%
Percent Population less than 5,000	30.76%

COMPASS Staff Activity Report: December 2022

Staff Updates:

- ✓ Promoted COMPASS staff members Brian Crowley, Dane Hoskins, and Lila Klopfenstein from Assistant Planner to Associate Planner.
- ✓ An article on the COMPASS Data Bike by Associate Planner Dane Hoskins was featured in the Federal Highway Administration's *Fostering Multimodal Connectivity* newsletter.

Planning Team

Team Lead: Liisa Itkonen

Team Members: Dane Hoskins, Lila Klopfenstein, Austin Miller

- ✓ Presented *Communities in Motion 2050* to the COMPASS Board of Directors for adoption; submitted final documents to the Idaho Transportation Department, Federal Highway Administration, and Federal Transit Administration.
- ✓ Continued to coordinate with the Planning and Environmental Linkages Workgroup to develop a scope of work for a future high-capacity transit Planning and Environmental Linkages study.

Resource Development Team

Team Lead: Toni Tisdale

Team Members: Sherone Sader

- ✓ Received 46 Phase I applications in the COMPASS application cycle, 36 of which will continue to Phase II.
- ✓ Prepared an amendment for public comment proposing to add two projects and adjust three projects in the regional transportation improvement program.
- ✓ Researched implications of Idaho Transportation Board Policy 4028, which determines allocation of Surface Transportation Block Grant Program funds for rural areas (less than 5,000 in population) and urbanized areas (5,000 to 200,000 in population).

Technical Team

Team Lead: Mary Ann Waldinger

Team Members: Eric Adolfson, Brian Crowley, Hunter Mulhall, Mitch Skiles

- ✓ Received final 2022 orthophotography data, to complete the project.
- ✓ Provided information, including walkable network data, parcel data, and current and future land uses, to help the small cities in Canyon County determine appropriate locations to request placement of COMPASS portable bicycle/pedestrian counters.
- ✓ Completed the 2022 Change in Motion scorecard and received COMPASS Board of Directors' approval.
- ✓ Completed one special model run for a proposed development in Ada County.

Communication Team

Team Lead: Amy Luft

Team Members: Josie Gallup, Teri Gregory, Jacob Miller

- ✓ Awarded five 2022 COMPASS Leadership in Motion Awards at the COMPASS Board holiday luncheon.
- ✓ Finalized the *Communities in Motion 2050* website and technical documents following adoption.
- ✓ Met with Idaho legislators, Congressional delegation staff, COMPASS Board members and staff, and partner agency staff to begin establishing relationships with COMPASS' new, in-house Government Affairs Coordinator (Jacob Miller).

Operations Team

Director of Operations: Meg Larsen

Team Members: Cathy Crandell, Denise Eikanger, Keith Holmes, Mary Rodriguez, Janet Russell

- ✓ Presented Revision 1 of the FY2023 Unified Planning Work Program and Budget to the COMPASS Board of Directors for adoption.
 - ✓ Presented the completed FY2022 COMPASS audited financial statements to the Finance Committee for acceptance; the audit was presented with a "clean" opinion and no reportable issues.
-

COMPASS Staff Activity Report: January 2023

Planning Team

Team Lead: Liisa Itkonen

Team Members: Dane Hoskins, Lila Klopfenstein, Austin Miller

- ✓ Developed an initial scope of work for *Communities in Motion 2055* and began meeting with member agency staff for their review and input.
- ✓ Continued to work with the Planning and Environmental Linkages Workgroup on a draft scope of work for a future high-capacity transit planning and environmental linkages study.

Resource Development Team

Team Lead: Toni Tisdale

Team Members: Sherone Sader

- ✓ Received and processed 36 Phase II applications in the COMPASS application cycle.
- ✓ Worked with sponsor agencies regarding a major rebalancing effort.
- ✓ Researched how the new urbanized area boundaries will affect federal funding.
- ✓ Served on a review committee to update the statewide Transportation Alternatives Program processes.

Technical Team

Team Lead: Mary Ann Waldinger

Team Members: Eric Adolfson, Brian Crowley, Hunter Mulhall, Mitch Skiles

- ✓ Participated in an interview with the of Ministry of Transport-Israel regarding the COMPASS 2021 Travel Survey.
- ✓ Attended and presented at Idaho Transportation Department's Data Summit.
- ✓ Presented the results of the I-84 High-Occupancy Vehicle Lane case studies and analysis to project stakeholders.

Communication Team

Team Lead: Amy Luft

Team Members: Josie Gallup, Teri Gregory, Jacob Miller

- ✓ Hosted two COMPASS 101 workshops (January 31 and February 1) for member agency staff, elected/appointed officials, and others.
- ✓ Presented on COMPASS' three *Communities in Motion 2050* outreach surveys at the Transportation Research Board's annual conference in Washington DC.
- ✓ Met with all members of Idaho's Congressional Delegation and all members of the Idaho House and Senate Transportation Committees to discuss COMPASS' policy positions.

Operations Team

Director of Operations: Meg Larsen

Team Members: Cathy Crandell, Denise Eikanger, Keith Holmes, Mary Rodriguez, Janet Russell

- ✓ Completed the recruitment and hiring processes for a new Grant Writer and Administrator.
 - ✓ Initiated the recruitment process for a Bicycle/Pedestrian Counter Technician.
-

COMPASS BOARD OF DIRECTORS AGENDA ITEM VII-B

Date: February 27, 2023

Topic: Status Report – December Air Quality Data

Background/Summary:

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

December 2022 Air Quality Data:

In December 2022, the Idaho Department of Environmental Quality reported 9 days in the “moderate” air quality category. The remaining 22 days were in the “healthy” category.

The pollutants that triggered the “moderate” conditions are listed below; descriptions can be found on page 3.

Moderate:

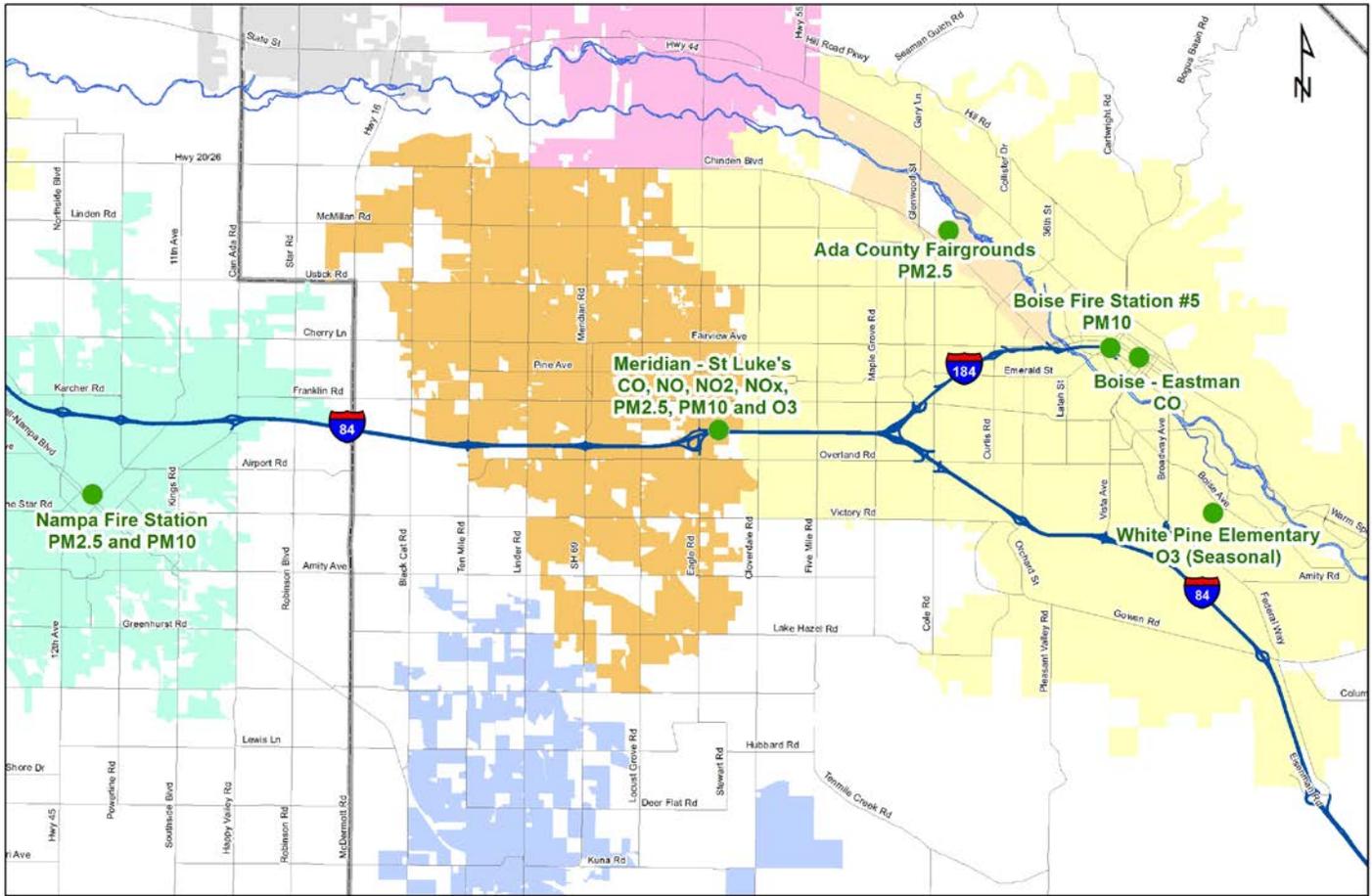
- 8 days were attributable PM_{2.5} recorded in both counties.
- 1 day was attributable PM_{2.5} recorded in Canyon County.

Yearly Summary

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

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	234	114	17	365
2022	208	147	10	365

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



Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

Carbon Monoxide (CO)	A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
Oxides of nitrogen (NO_x)	NO _x is a generic term for mono-nitrogen oxides NO and NO ₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. 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 NO _x 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	Coarse 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

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COMPASS BOARD OF DIRECTORS AGENDA ITEM VII-B

Date: February 27, 2023

Topic: Status Report – January Air Quality Data

Background/Summary:

The information below provides an overview of Treasure Valley air quality conditions for January 2023 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 2023 Air Quality Data:

In January 2023, the Idaho Department of Environmental Quality reported 4 days in the “moderate” air quality category. The remaining 27 days were in the “healthy” category.

The pollutants that triggered the “moderate” conditions are listed below; descriptions can be found on page 3.

Moderate:

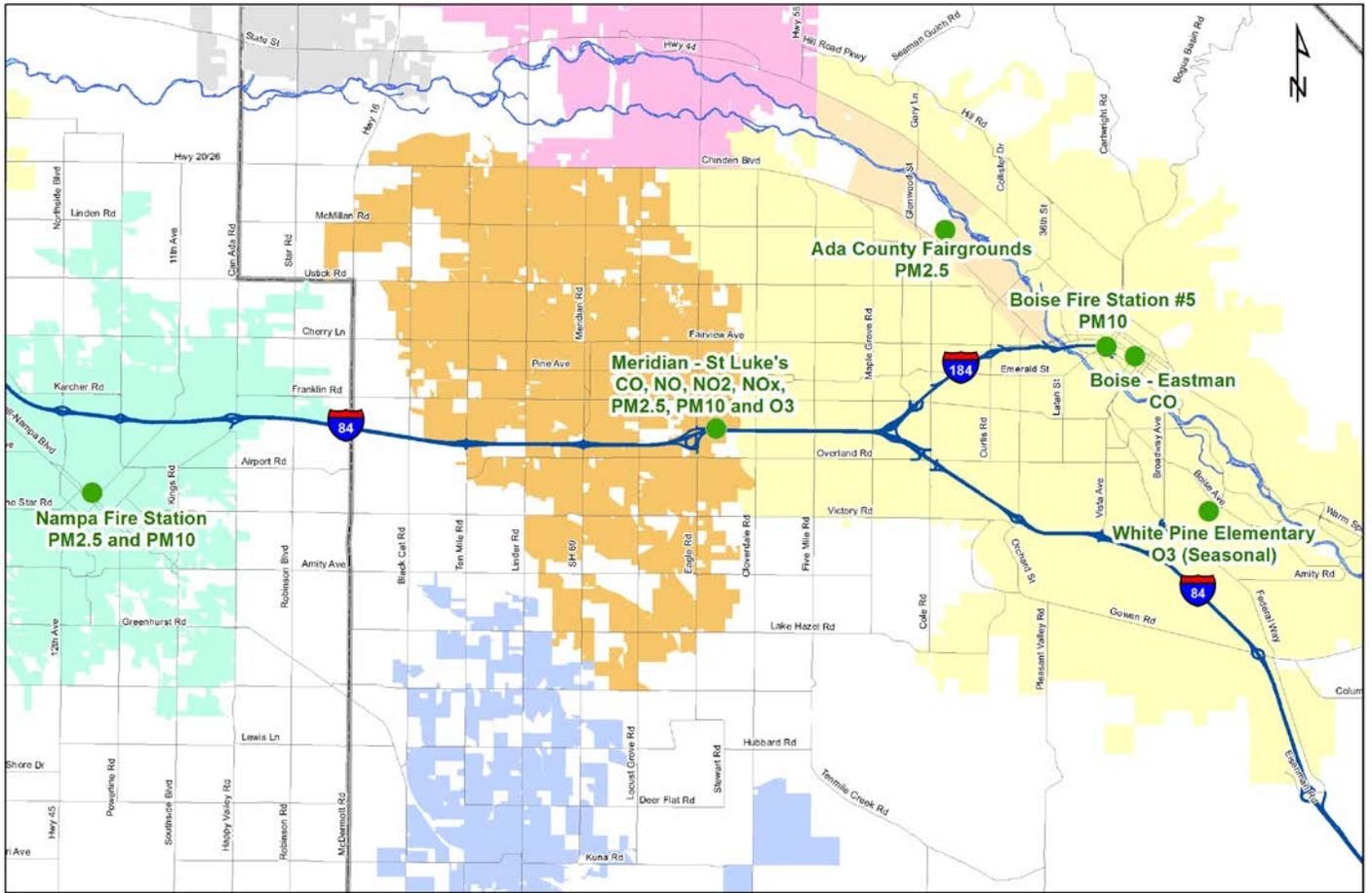
- 3 days were attributable PM_{2.5} recorded in Canyon County.
- 1 day was attributable PM_{2.5} recorded in in both counties.

Yearly Summary

The table below summarizes the number of good, moderate, and unhealthy for sensitive groups to hazardous days recorded since January 1, 2013.

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
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	208	147	10	365
2023	27	4	0	31

Note: 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 (NO_x)	NO _x is a generic term for mono-nitrogen oxides NO and NO ₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. 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 NO _x 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	Coarse 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

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REGIONAL TRANSPORTATION ADVISORY COMMITTEE

VII-C

Attendance List

<u>Member Agency/Name</u>	Jan '23	Feb '23	Mar '23	Apr '23	May '23	June '23	July '23	Aug '23	Sept '23	Oct '23	Nov '23	Dec '23	TOTAL
<i>ACHD/ T. Ferch/K. Inselman/T. Laws</i>	3												3
<i>Ada County/ L. Letson/B. Moore/S.Yarrington</i>	3												3
<i>Boise State/ G. Finkelstein</i>	1												1
<i>Canyon County/ D. Krasowski/D. Lister/S. Minshall</i>	0												0
<i>Canyon Highway District #4/ L. Riccio</i>	1												1
<i>City of Boise/ B. Brush/K. Gallagher/T. Greegor</i>	1												1
<i>City of Caldwell/ W. Herbel/R. MacDonald</i>	1												1
<i>City of Eagle/ N. Baird Spencer/B. Vaughan</i>	1												1
<i>City of Garden City/ H.Veal</i>	1												1
<i>City of Greenleaf/ L. Belt</i>	1												1
<i>City of Kuna/ D. Hanson</i>	0												0
<i>City of Melba/ D. Romine</i>	1												1
<i>City of Meridian/ M. Carson/C. Hood/B. McClure</i>	2												2
<i>City of Middleton/ J. VanGilder</i>	1												1
<i>City of Nampa/ R. Ashby/C. Craig/M. Steuer</i>	3												3
<i>City of Notus/ Vacant</i>	0												0
<i>City of Parma/ A. Lee</i>	0												0
<i>City of Star/ S. Nickel</i>	1												1
<i>City of Wilder/ C. Johnson</i>	1												1
<i>IDEQ/ M. Toole</i>	1												1
<i>ITD/ V. Trimboli</i>	1												1
<i>Public Participation Committee/ L. Disney</i>	1												1
<i>Valley Regional Transit/ S. Hunt</i>	1												1
<i>Central District Health/ S. Kenney</i>	1												1
<i>Governor's Office/M. Johnson</i>	0												0
<i>Greater Boise Auditorium District/ P. Rice</i>	0												0

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Community Planning Association (COMPASS)									
Administrative Modification #21 for FY2022-2028 Transportation Improvement Program (TIP)									
Administrative Modification #3 for FY2023-2029 TIP									
			Scheduled Funding for Project Lifetime						
Key	Project	Sponsor	*Current Total	*Revised Total	**Percent Change	Program/Funding Source	Funding Year	Revision	Brief Explanation
13481	State Street and Collister Drive Intersection, Boise	ACHD	\$13,024,000	\$13,073,000	0.38%	STBG-TMA	2022	Increase PC by \$4,000 and UT by \$68,000. Decrease CE by \$49,000 and CN by \$23,000.	Correct phases of FY2022 funding releases and increase FY2023 with non-participating funds to cover closeout costs on the project.
						Local Non-Participating	2023	Increase PC by \$34,000, CE by \$5,000, and CC by \$10,000.	
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	ACHD	\$5,243,087	\$5,363,485	2.30%	STBG-TMA	2023	Increase CC by \$45,000, and CN by \$75,398.	Partially cover cost increases due to fuel/asphalt cost adjustments after approved bid was accepted as well as overruns and change orders.
20536	US 20/26 and SH-44, Pavement Rehabilitation, Ada County	ITD	\$2,532,000	\$16,726,830	560.62%	NHPP	2022	Increase PE by \$55,000	Match current engineer's estimate. Large increase based on deeper treatments needed in some areas and overall inflation of costs, no significant change to scope. Offset provided from KN 22228 (outside COMPASS planning area). OK to process per criteria #7.
						NHPP	2023	Increase CE by \$100,000, CC by \$1,279,180, and CN by \$15,217,650	
						State	2026	Decrease CE by \$178,000, CC by \$21,000, and CN by \$2,258,000.	
21967	I-84, Bridge Repairs, City of Caldwell	ITD	\$1,328,000	\$2,209,161	66.35%	State	2023	Decrease CN by \$1,278,000.	Cover design overrun and current engineer's estimate for construction. OK to process per criteria #7 and FY2023-2029 TIP was approved at higher total. ITD shows project as a grouped project, which should be broken out as an individual project in the COMPASS area.
						IM	2023	Increase PE by \$2,000, CE by \$87,579, CC by \$100,000, and CN by \$1,969,582.	
23293	Safety Audit, Signalized Intersections, Nampa	City of Nampa	\$66,000	\$81,000	22.73%	HSIP	2023	Increase PC by \$10,000 and PL by \$5,000.	Cover cost increases to design and oversight.
ACHD = Ada County Highway District		IM = Interstate Maintenance		STBG = Surface Transportation Block Grant					
CC = Construction Engineering Consultant		ITD = Idaho Transportation Department		SH = State Highway					
CE = Construction Engineering		KN = Key Number		TIP = Transportation Improvement Program					
CN = Construction		NHPP = National Highway Performance Program		TMA = Transportation Management Area					
FY = Fiscal Year		PC = Preliminary Construction		US = United States (highway)					
HSIP = Highway Safety Improvement Program		PL = Preliminary Engineering LHTAC		UT = Utilities					
I = Interstate		ROW = Right of Way							
Staff Recommendation:						Approval:		Date:	
<i>Sherone Sader</i>						<i>Matthew J. Stoll</i>		11/9/2023	
Sherone Sader, Data Specialist						Matthew J. Stoll, Executive Director			
COMPASS						COMPASS			

**Community Planning Association (COMPASS)
 Administrative Modification #4 for FY2023-2029 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					
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Caldwell	\$4,502,000	\$5,397,000	19.88%	STBG-Urban	2023	Increase CN by \$850,000,	To cover final engineer's estimate per Urban Balancing 2/2/2023 and correct previous obligations.
						N/A	Previous	Increase by \$45,000.	
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	ACHD	\$5,363,000	\$5,753,000	7.27%	STBG-TMA	2023	Increase CC by \$45,000 and CN by \$345,000.	To cover cost overruns per TMA Balancing on 1/25/23.
18786	Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	VRT	\$9,323,000	\$7,526,000	-19.27%	FTA 5307 SU	2023	Decrease CN by \$1,797,000	Adjustments per Valley Regional Transit to meet current allocations and estimated needs. No funds needed for FY2023, as older funds are being spent down.
18842	Planning and Mobility Implementation, Nampa Area, VRT	VRT	\$5,729,000	\$4,634,000	-19.11%	FTA 5307 SU	2023	Decrease CN by \$1,095,000.	Adjustments per Valley Regional Transit to meet current allocations and estimated needs. No funds needed for FY2023, as older funds are being spent down.
18854	Planning and Mobility Implementation, Boise Area, VRT	VRT	\$6,287,000	\$5,837,777	-7.15%	FTA 5307 LU	2023	Decrease CN by \$449,223.	Adjustments per Valley Regional Transit to meet current allocations and estimated needs.
19122	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	VRT	\$3,190,000	\$2,676,399	-16.10%	FTA 5339 LU	2023	Decrease CN by \$513,601.	Adjustments per Valley Regional Transit to meet current allocations and estimated needs.
19137	Transit - Preventive Maintenance and Paratransit, Boise Area, VRT	VRT	\$18,244,000	\$15,197,006	-16.70%	FTA 5307 SU	2023	Decrease CN by \$3,046,994.	Adjustments per Valley Regional Transit to meet current allocations and estimated needs.
19691	Transit - Purchase of Service, Rural Areas, VRT	VRT	\$3,149,000	\$2,693,160	-14.48%	FTA 5310 LU	2023	Decrease CN by \$455,840.	Adjustments per Valley Regional Transit to meet current allocations and estimated needs.
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023	ACHD	\$1,109,000	\$1,109,000	0.00%	STBG-TMA	2023	Decrease 2023 STBG-TMA CN by \$915,000.	Delay construction from FY2023 to FY2024 (which also removes advanced construction), per TMA Balancing 1/25/2023.
						STBG-TMA	2024	Increase 2024 STBG-TMA CN by \$915,000.	
						AC Local	2023	Decrease CN by \$100,000.	
						AC Local	2024	Increase CN by \$100,000.	
20043	Transit - Above and Beyond ADA Paratransit, Nampa Area	VRT	\$1,680,000	\$1,200,000	-28.57%	FTA 5307 SU	2023	Decrease by \$480,000.	Adjustments per Valley Regional Transit to meet current allocations and estimated needs. No funds needed for FY2023, as older funds are being spent down.
20091	Capital Maintenance, Phase 3, Boise Area - FY2019	ACHD	\$771,229	\$781,329	1.31%	STBG-TMA	2023	Increase CN by \$27,850. Decrease CC by \$17,750.	To cover construction cost overruns per TMA Balancing 1/25/2023 and make adjustments to phasing and funding sources.
						Local Non-Participating	2023	Increase CC by \$756 and CN by \$7,129.	
						Local Participating	2023	Decrease CC by \$756 and CN by \$7,129.	

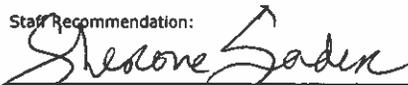
Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	ACHD	\$2,569,000	\$2,602,000	1.28%	STBG-TMA	2023	Increase CN By \$33,000.	To cover final engineer's estimate for construction, per TMA Balancing 1/25/2023.
21896	Roadway and ADA Improvements, Boise Area - FY2025	ITD	\$9,534,000	\$9,534,000	0.00%	STBG-TMA	2023	Increase PC By \$598,000.	Convert advanced design to federal-aid for design work, per TMA Balancing 1/25/2023.
						STBG-TMA	2024	Decrease PC By \$598,000.	
						AC Local	2023	Decrease PC by \$598,000.	
						AC Local	2024	Increase PC by \$598,000.	
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	VRT	\$2,847,000	\$1,758,350	-38.24%	STBG-TMA	2023	Decrease CN by \$1,088,650.	Move funds from FY2025 to FY2023 (KN 23667), per TMA Balancing 1/25/2023. Funds were added to FY2025 in November 2022 through balancing. Project would be delayed. Funds are now available in FY2023.
22390	Roadway and ADA Improvements, Boise Area - FY2027	ACHD	\$9,259,000	\$9,259,000	0.00%	STBG-TMA	2023	Increase PE by \$29,000 and PC by \$1,463,000.	Advance design funds from FY2024 and remove advance construction for ITD oversight, per TMA Balancing 1/25/2023.
						STBG-TMA	2024	Decrease PC By \$1,463,000	
						STBG-TMA	2025	Decrease PE By \$29,000.	
						AC Local	2023	Decrease PE by \$29,000.	
						AC Local	2025	Increase PE by \$29,000.	
23025	Pathway, Grimes City Pathway Extension, Nampa	Nampa	\$468,000	\$502,000	7.26%	STBG-Urban	2023	Increase PC by \$34,000.	To cover design consultant negotiations, per Urban Balancing 2/2/23.
23178	Transit - State Street Premium Corridor, Part 1, Boise Area, VRT	VRT	\$0	\$1,250,000	100.00%	FTA 5307 LU	2023	Increase PC by \$250,000 and CN by \$1,000,000.	To carry over FY2022 funds to FY2023 for construction, per VRT request.
23455	I-84, Robinson Road Underpass Repair, Nampa	ITD	\$200,000	\$466,605	133.30%	State Bridge Restoration	2022	Increase PE by \$1,000 and CN by \$266,605. Decrease CE by \$1,000.	Increase to cover construction bid. Funds from Statewide Balancing. (OK to process per criteria #7)

AC = Advanced Construction
ACHD = Ada County Highway District
ADA = Americans with Disabilities Act
CC = Construction Engineering Consultant
CE = Construction Engineering
CL = Construction Engineering LHTAC
CN = Construction
FTA = Federal Transit Administration
FY = Fiscal Year
HSIP = Highway Safety Improvement Program
I = Interstate

INFRA = Infrastructure for Rebuilding America
ITD = Idaho Transportation Department
KN = Key Number
LHSIP = Local Highway Safety Improvement Program
LHTAC = Local Highway Technical Assistance Council
LU = Large Urban
NEPA = National Environmental Policy Act
NHPP = National Highway Performance Program
PC = Preliminary Construction
PD = Preliminary Development
PL = Preliminary Engineering LHTAC
PE = Preliminary Engineering

R = Rural
RRX = Railroad Crossing
ROW = Right of Way
STBG - R = Surface Transportation Block Grant, Rural
STBG - U = Surface Transportation Block Grant, Urban
SU = Small Urban
TAP = Transportation Alternatives Program
TECM = Transportation Expansion and Congestion Mitigation
TIP = Transportation Improvement Program
TMA = Transportation Management Area
TVT = Treasure Valley Transit
VRT = Valley Regional Transit

Staff Recommendation:



Sherone Sader, Data Specialist

COMPASS

54

Approval:



Matthew J. Stoll, Executive Director

COMPASS

Date:

2/13/2023

COMPASS BOARD AGENDA ITEM VII-E

Date: February 27, 2023

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 2023 Board meeting packet. If you have questions about a specific project, please email Toni Tisdale 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.

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Project Milestone Report - FHWA Funding

As of 1/24/23; not all projects have updated information.

Reporting obligations for FY2023, projects in FY2023-2029 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
Access to Opportunity, Boise and Garden City (KN 23833)	ACHD	2022	\$6,430,000	2023	N/A	N/A
Working with FHWA on funding agreement.		\$6,430,000			N/A	N/A
Eagle Road, Lake Hazel Road to Amity Road, Meridian (RD216-04)	ACHD	2020	\$6,640,000	2021-2022	2021-2023	2024
In right-of-way acquisition phase through August 2023.		\$5,539,000		2021 Obligated	Obligated	
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian (RC0133)	ACHD	2021	\$5,300,000	2021-2022	2021-2025	2025
In right-of-way acquisition phase through August 2024.		\$3,013,000		2021 Obligated	2021-2023 Obligated	
Five Mile Road Overpass and Widening, NEPA, Boise (KN 23095)	ACHD	2021	\$4,252,000	2022	2023-2025	N/A
Negotiating project scope of work.		\$2,686,000		Obligated		N/A
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County (RD207-29)	ACHD	2020	\$6,318,000	2021-2022	2021-2023	PD
In right-of-way acquisition phase through October 2023.		\$7,269,000		2021 Obligated	2021-2022 Obligated	
Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County (KN RD209-18)	ACHD	2021	\$12,948,000	2022-2023	2022-2023	2026-2027
Working on 95% design.		\$8,551,000		2022 Obligated	2022 Obligated	
Linder Road, Overland Road to Franklin Road, Widen and Overpass, Meridian (KN RC0207)	ACHD	2021	\$21,421,000	2022-2023	N/A	Preliminary Development
Design is at 30%. Preparing for public involvement phase.		\$1,010,000		Obligated	N/A	
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (RD209-28)	ACHD	2020	\$8,971,000	2021-2023	2022-2023	2026-2027
Design is on hold. The new due date for 75% design plan is the end of February 2023.		\$7,344,000		Obligated	Obligated	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Orchard Street Realignment, Gowen Road to Victory Road, Boise (KN RD207-01)	ACHD	2018	\$23,236,000	2019-2023	2022-2023	2026-2027
Design is underway. Working on Flood Plain Study for Five Mile Creek.		\$5,624,000		Obligated	Obligated	
Pavement Preservation and ADA, Phase 1, Boise Area - FY2022 (KN 19465)	ACHD	2016	\$14,269,000	2020	N/A	2022-2023
Bid is awarded. Construction is scheduled to begin in early spring 2023.		\$6,341,000		Obligated	N/A	2022 Obligated
Pavement Preservation and ADA, Phase 2, Boise Area - FY2022 (KN 20122)	ACHD	2017	\$2,569,000	2020	N/A	2023
Preparing to advertise bid.		\$2,380,000		Obligated	NA	
Pavement Preservation and ADA, Phase 3, Boise Area - FY2022 (KN 20006)	ACHD	2017	\$1,109,000	2020	N/A	2024
Design is underway. Preparing supplemental for historical/cultural survey. Construction is now scheduled in FY2024.		\$320,000		Obligated	NA	
Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (KN 20549)	ACHD	2018	\$467,000	2021-2023	N/A	2025
ITD is currently reviewing new traffic study for 44th Street and Chinden Boulevard.		\$219,000		2022 Obligated	N/A	
Railroad Crossing, Benjamin Lane, Boise (KN 20537)	ACHD / ITD	2018	\$330,000	2021	N/A	2024
Construction is delayed until FY2024.		\$320,000		Obligated	N/A	
Railroad Crossing, Milwaukee Street, Boise (KN 23389)	ACHD	2021	\$212,000	2022	N/A	2022
State/Local agreement for Design/Construction is executed. Boise Valley Railroad will perform construction in FY2023.		\$400,000		Obligated	N/A	Obligated
Roadway and ADA Improvements, Boise Area - FY2024 (KN 20674)	ACHD	2017	\$7,829,000	2022	2024	2025
Currently reviewing draft scope of work for design.		\$8,179,000		Obligated		
Roadway and ADA Improvements, Boise Area - FY2025 (KN 21896)	ACHD	2018	\$9,534,000	2022-2023	2025	2026
The request for proposals is closed and the team is reviewing proposals.		\$5,546,000		2022 Obligated		

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Roadway and ADA Improvements, Boise Area - FY2027 (KN 22390)	ACHD	2019	\$9,259,000	2023	2026	2027
Advanced design to FY2023. ITD is preparing the State Local Agreement.		\$5,547,000				
Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (KN 20259)	ACHD	2017	\$7,503,000	2020	2023	2024
Final design review is underway. Right-of-way acquisition is planned for FY2023 to FY2024.		\$5,552,000		Obligated		
Roadway and ADA Improvements, Part 2, Boise Area - FY2023 (KN 19993)	ACHD	2017	\$1,641,000	2020	N/A	2022
Project is under construction.		\$2,380,000		Obligated	N/A	Obligated
Smart Trips Treasure Valley, ACHD (KN 23674)	ACHD	2022	\$453,000	2023	N/A	N/A
Cooperative Agreement is executed. Project is getting underway.		\$453,000			N/A	N/A
State Street, Hertford Way to Ellens Ferry, Boise (KN IN210-03)	ACHD	2022	\$9,131,000	2022-2023	2023-2025	2025-2026
In right-of-way acquisition phase.		\$9,131,000		Obligated	2023 Obligated	
Ustick Road, Black Cat Road to Ten Mile Road, Meridian (KN 200919)	ACHD	2022	\$4,686,000	2022	2023	2024
Project is at 75% design and is scheduled to be completed by end of FY2023.		\$4,686,000		Obligated	Obligated	
Ustick Road, Ten Mile Road to Linder Road, Meridian (KN RD207-24)	ACHD	2021	\$7,390,000	2021-2022	2023	2024
Project is at 95% design and is scheduled to be completed by end of FY2023.		\$3,717,000		Obligated	Obligated	
Western Heritage Byway, Swan Falls Road, ACHD (KN 22600)	ACHD	2020	\$6,664,000	2021-2024	N/A	2024-2025
Western Federal Land is working with the Bureau of Land Management on final Memorandum of Agreement language. Anticipate finalized agreement in spring of 2023.		\$5,372,000		2021-2023 Obligated	N/A	
Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise (23324)	Boise	2021	\$1,891,000	2022	N/A	2024
Design consultant is working on the design scope of work, which should be complete by March 2023.		\$1,733,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise (KN 23307)	Boise	2021	\$1,515,000	2022	2026	2027
Preparing to reissue the Request for Information (RFI) to start the design process. The RFI is expected to be released in February 2023.		\$1,399,000		Obligated		
10th Avenue ITS and Overlay, Caldwell (KN 13905)	Caldwell	2014	\$2,884,000	2018-2022	N/A	2026
The consultant submitted the plans, specifications, and engineer's package. Project is currently awaiting construction funding, which is scheduled for FY2026.		\$1,196,000		Obligated	N/A	
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	2013	\$4,126,000	2014-2021	N/A	2026
Design is almost complete. Awaiting permits and crossing design input from the railroad.		\$2,231,000		Obligated	N/A	
Middleton Road and Ustick Roundabout, Caldwell (KN 13487)	Caldwell	2013	\$4,547,000	2014-2022	2021	2023
The consultant is preparing the final plans, specifications, and engineering estimates package for advertisement.		\$950,000		Obligated	Obligated	
Pedestrian Improvements and Widening, Montana Avenue, Caldwell (KN 22018)	Caldwell	2019	\$799,000	2020	2024	Preliminary Development
The consultant is currently working on the final design plans.		\$598,000		Obligated		
South 4th Avenue, Indian Creek Bridge, Caldwell (KN 22593)	Caldwell	2020	\$3,002,000	2020-2021	N/A	2021-2022
The project is currently under construction, which is expected to be complete in March 2023.		\$1,775,000		Obligated	N/A	Obligated
Ustick Road, Lake Avenue to I-84, Caldwell (KN CAL01)	Caldwell	2021	\$5,000,000	N/A	N/A	2021
Construction is underway and is expected to be complete in fall 2023.		\$5,000,000		N/A	N/A	Obligated
Highway 30, Sand Hollow Road to SH-44, Canyon County (KN 19951)	Canyon Highway District	2017	\$3,829,000	2018-2019	2021 and 2023	2027
Right-of-way acquisition process has begun and is expected to be complete in the first quarter of 2022. (No update available.)		\$2,434,000		2018-2019 Obligated	2021 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 (KN 22878)	Canyon Highway District	2021	\$1,150,000	2021-2022	2023	2024
Additional funds for design have been identified and the professional services agreement is being prepared. (no update available)		\$999,000		Obligated		
Indiana and Orchard Shared Roadway, Canyon County (KN 22602)	Canyon Highway District	2020	\$5,303,000	2021-2023	N/A	2024-2025
(no update available)		\$5,303,000		Obligated	N/A	
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County (KN 22016)	Canyon Highway District / Caldwell	2019	\$3,239,000	2019-2021	N/A	2027
The consultants are currently working on final design plans and the environmental document. (no update available)		\$1,279,000		Obligated	N/A	
Old Highway 30, Plymouth Street Bridge, Caldwell (KN 13494)	Canyon Highway District / Caldwell	2013	\$13,074,000	2015-2022	2024	2026-2027
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, construction funding is being sought. (no update available)		\$9,104,000		Obligated		
Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS (KN 23026)	COMPASS	2020	\$39,000	2023	N/A	N/A
Project was obligated in January 2023 and work will begin soon to determine exact locations and types of equipment for the project.		\$39,000		Obligated	N/A	N/A
Planning, Communities in Motion Update, COMPASS (KN 20271)	COMPASS	2017	\$636,000	2023-2026	N/A	N/A
Project was obligated in January 2023. Project is in early stages of developing the scope for future tasks. Project is used for technical assistance from consultants.		\$309,000		2023 Obligated	N/A	N/A
Planning, COMPASS (KN 20560)	COMPASS	2017	\$331,000	2022-2023	N/A	N/A
Project assists with ongoing work required by federal regulations. Project is used for internal costs.		\$331,000		Obligated	N/A	N/A
Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2023 (KN 22108)	COMPASS	2018	\$1,459,000	2023	N/A	N/A
Project assists with ongoing work required by federal regulations. Project is used for internal costs.		\$1,199,000		Partially obligated	N/A	N/A

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Planning, FTA Metropolitan Planning Funds, COMPASS (KN 19144)	COMPASS	2018	\$2,080,000	2023-2027	N/A	N/A
Project assists with ongoing work required by federal regulations. Project is used for internal costs. Funds will transfer from the Federal Transit Administration to the Federal Highway Administration and obligation with KN 22108.		\$1,470,000			N/A	N/A
Study, Fiscal Impact Analysis, COMPASS (KN 22395)	COMPASS	2019	\$60,000	2023	N/A	N/A
Project was obligated in January 2023. Project is in early stages of developing the scope for future tasks. Project is used for technical assistance from consultants and purchase of updated data.		\$60,000		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	2022-2023
Construction to began in fall 2022. Expect completion in April 2023.		\$1,299,000		2018-2021 Obligated	N/A	2022 obligated
Peckham Road, US-95 to Notus Road, Canyon County (KN 13964)	Golden Gate HD	2014	\$4,341,000	2016-2021	2019	2023
Project is companioned with KN 22101 (below) for efficiency. Construction was delayed to FY2023. (no update available)		\$2,194,000		Obligated	Obligated	
Peckham Road Intersections, Canyon County (KN 22101)	Golden Gate HD	2019	\$557,000	2020	N/A	2023
Project is companioned with KN 13964 (above) for efficiency. Construction was delayed to FY2023. (no update available)		\$367,000		Obligated	N/A	
ADA Ramps, Greenleaf (KN 22963)	City of Greenleaf	2020	\$58,000	N/A	N/A	2022
The City plans to bid this project in spring 2023 and construct in summer 2023.		\$58,000		N/A	N/A	Obligated
I-184, Orchard Street Underpass Repair, Boise (KN 23457)	ITD	2021	\$83,000	2022	N/A	2022
No update available.		\$100,000		Obligated		Obligated
I-84 and I-184, Signage Replacement, Ada County - FY2024 (KN 23181)	ITD	2022	\$510,000	2023	N/A	2024
No update available.		\$510,000			N/A	
I-84 and SH-44 Interchange Replacement, Canyon County (KN 23188)	ITD	2021	\$15,725,000	2022	N/A	2028
No update available.		\$16,225,000		Obligated	N/A	
I-84, Bridge Repairs, City of Caldwell (KN 21967)	ITD	2018	\$2,209,000	2019-2021	N/A	2023
Construction is expected to being in March 2023.		\$1,328,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise (KN 20738)	ITD	2017	\$2,700,146	2018-2021	N/A	2022
No update available.		\$1,760,000		Obligated	N/A	Obligated
I-84, Centennial Interchange to Franklin Interchange, FY2024 (KN 23437)	ITD	2021	\$121,500,000	2022 and 2023	2023	2023-2024
Right-of-way appraisals are underway. The Plans, specifications, and engineer's estimate package is delivered. Construction is expected to begin in summer 2023.		\$11,100,000		2022 Obligated	Obligated	Partially obligated
I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise (KN 22746)	ITD	2020	\$255,000	2022	N/A	2023
No update available.		\$250,000		Removed	N/A	
I-84, Franklin Boulevard to Northside Boulevard, Nampa (KN 20798)	ITD	2018	\$74,527,877	2018	N/A	2018-2019
Construction is substantially complete. The contractor is expected to replace dead plants and finish the landscaping at Northside Interchange in spring 2023.		\$87,600,000		Obligated	N/A	Obligated
I-84, Franklin Road Interchange to Karcher Interchange - East, Canyon County (KN 23081)	ITD	2020	\$44,905,000	N/A	N/A	2021
Construction is substantially complete. Contractor is awaiting warmer weather to stripe the roadway. Traffic is expected to be in final configuration by the end of February 2023.		\$55,000,000		N/A	N/A	Obligated
I-84, Franklin Road Interchange to Karcher Interchange - West, Canyon County (KN 23080)	ITD	2020	\$74,848,000	N/A	N/A	2021
Construction is nearing completion with shoulder work remaining. Final traffic configuration is anticipated by the end of February 2023, weather permitting. Contractor to return in summer 2023 to complete overlay on the Linden Underpass bridge deck.		\$68,497,000		N/A	N/A	Obligated
I-84, Garrity Interchange to Ten Mile Interchange, Ada County (KN 20212)	ITD	2017	\$3,459,000	2017-2019	N/A	2026
Plans, specifications, and engineer's estimate is delivered. Project is awaiting advertisement for FY2025 construction.		\$4,770,000		Obligated	N/A	
I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (KN 20315)	ITD	2017	\$13,460,000	2017-2018	2018	2018
No update available.		\$150,000,000		Obligated	Obligated	(Utilities) Obligated

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	\$34,400,000	2022 and 2023	2023 and 2024	2023 and 2024
Plans, specifications, and engineering estimate submittal for review in February 2023. Right-of-way certificate needed for May 2023 advertisement. Construction anticipated to begin in fall 2023.		\$3,000,000		Obligated	Obligated	
I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian (KN 23456)	ITD	2021	\$1,505,000	2022-2023	N/A	N/A
Design is underway.		\$1,300,000		Obligated	N/A	N/A
I-84, Middleton Road and Ustick Road Overpasses, Canyon County (KN 22154)	ITD	2018	\$4,509,000	2019-2021	2020	2021-2022
No update available.		\$15,500,000		Obligated	Obligated	Obligated
I-84, Robinson Road Underpass Repair, Nampa (KN 23455)	ITD	2021	\$279,000	2022	N/A	2022
No update available.		\$200,000		Obligated	N/A	Obligated
I-84, Striping - FY2023 (KN 23708)	ITD	2023	\$560,000	N/A	N/A	2023
Project expected to advertise in February 2023 for construction bid.		\$560,000		N/A	N/A	Obligated
I-84, Ustick Road Overpass, Canyon County (22619)	ITD	2020	\$15,969,000	N/A	N/A	2022
Construction is underway and is expected to be complete late 2023.		\$15,500,000		N/A	N/A	Obligated
I-84B, (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa (KN 22712)	ITD	2020	\$2,000,000	2022	2023	2027
No update available.		\$1,971,000		Obligated		
ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County (KN 18833)	ITD / ACHD	2015	\$583,000	2015	N/A	2018-2019
No update available.		\$463,000		Obligated	N/A	Obligated
MS4 Permit and Storm Water Management Program, Ada County (KN 23599)	ITD	2023	\$250,000	2023	N/A	N/A
No update available.		\$250,000		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
Railroad Crossing, Deb Lane, near Parma (KN 23950)	ITD/ Notus-Parma Highway District	2022	\$450,000	2023	N/A	2023
No update available.		\$450,000		Obligated	N/A	
Railroad Crossing, Look Lane, Caldwell (KN 20355)	ITD/ Notus-Parma Highway District	2018	\$829,000	2018-2021	N/A	2026
No update available.		\$270,000		Obligated	N/A	
Railroad Crossing, Old Fort Boise Road Canyon County (KN 20606)	ITD/ Notus-Parma Highway District	2017	\$250,000	2022	N/A	2023
No update available.		\$250,000		Obligated	N/A	
SH-16, Franklin Road to Ustick Road, Canyon County (KN 23409)	ITD	2021	\$49,129,000	N/A	N/A	2023-2026
The plans, specifications, and engineer's estimate package was submitted in May 2022. Due to right-of-way constraints, project is expected to go to bid in spring or summer 2023.		\$55,500,000		N/A	N/A	
SH-16, I-84 Franklin Road, Nampa (KN 23410)	ITD	2021	\$51,121,000	N/A	N/A	2022-2023
Construction started in July 2022 with estimated completion in summer 2024. Irrigation work and work on Flamingo Avenue is near completion.		\$59,000,000		N/A	N/A	2022 Obligated
SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties (KN 20788)	ITD	2018	\$367,781,000	2020-2022	2023	2024-2025
The plans, specifications, and engineer's estimate package was submitted in May 2022. Due to right-of-way constraints, project is expected to go to bid in spring/summer 2023.		\$6,200,000		Obligated	Obligated	
SH-16, Ustick Road to US 20/26 and SH-44, Ada County (KN 23408)	ITD	2021	\$78,707,000	N/A	N/A	2022-2024
Construction started in July 2022 with estimated completion in late 2024.		\$55,500,000		N/A	N/A	2022-2023 Obligated
SH-21, Mores Creek Bridge Repair, Ada County (KN 23879)	ITD	2023	\$6,550,000	2023	N/A	2026
No update available.		\$6,550,000			N/A	
SH-21, Pavement Preservation, Ada and Boise Counties (KN 20612)	ITD	2023	\$5,307,000	2019	N/A	2026
Design in complete. Construction is scheduled to begin in 2024.		\$5,307,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-44 (State Street), SH-16 to Linder Road, Ada County (KN 20266)	ITD	2018	\$8,083,000	2018	N/A	2023
Design is underway. Construction scheduled May 2023.		\$9,600,000		Obligated	N/A	Obligated
SH-44 (State Street), Star Road to SH-16, Ada County (KN 20574)	ITD	2018	\$12,421,000	2018-2021	N/A	2027
Design is underway.		\$8,700,000		Obligated	N/A	
Study, SH-44, Star Road to SH-44 (Eagle Road) (KN 07827)	ITD	1998	\$6,621,000	1999-2023	N/A	N/A
Study is underway. Project mileage was reduced with a new western termini of Star Road to the west side of State Street. Expect to have project changes under contract February 2023. Project is expected to be completed within 15 months.		\$2,500,000		2023 Partially obligated	N/A	N/A
SH-44, RWIS near SH-16, Ada County (KN 23182)	ITD	2022	\$510,000	2023	N/A	2024
No update available.		\$510,000			N/A	
SH-45 and Locust Lane Intersection, Nampa (KN 22717)	ITD	2020	\$2,703,000	2022	2023	2027
Design is underway.		\$2,688,000		Obligated	N/A	
SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties (KN 21849)	ITD	2019	\$7,168,000	2020	N/A	2022
No update available.		\$2,310,000		Obligated	N/A	Obligated
SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle (KN 22665)	ITD	2020	\$22,806,000	2021	N/A	2022
Construction began in August 2022, with completion scheduled in August 2023.		\$8,083,000		Obligated	N/A	Obligated
SH-55 (Eagle Road), I-84 to SH-44, Micro seals, Ada County (KN 23542)	ITD	2023	\$3,059,000	2023	N/A	2027
Project has not started.		\$3,059,000			N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-55 (Karcher Road), Farmway Road to Middleton Road, Caldwell (KN 22715)	ITD	2020	\$176,050,000	2022	2023-2025	2024
Environmental approval (Categorical Exclusion) received in February 2022. Plans, specifications, and engineer's estimate package submittal for review in March 2023. Right-of-way acquisitions underway. Construction estimated to begin in 2024.		\$14,720,000		Obligated	2023 Obligated	
SH-55, Pavement Preservation, Owyhee and Canyon Counties (KN 23163)	ITD	2021	\$916,000	2022-2023	N/A	2028
No update available.		\$900,000		2022 obligated	NA	
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation (KN 20506)	ITD	2018	\$16,074,000	2018-2019	N/A	2023
Design is complete. Advertise and award is scheduled for spring 2023 with construction starting soon after.		\$11,050,000		Obligated	N/A	
SH-69, Pavement Preservation, Kuna to Meridian (KN 22699)	ITD	2020	\$2,576,000	2022	N/A	2024
No update available.		\$2,591,000		Obligated	N/A	
Study, I-84, SH-44 to Centennial Way, Canyon (KN 23341)	ITD	2021	\$3,700,000	2022 and 2024	N/A	N/A
Value Engineering study is complete. Working on scoping phase 2 of the agreement that will complete the environmental document.		\$2,000,000		2022 Obligated	N/A	N/A
Study, Mores Creek Bridge Asset Plan, Ada County (KN 21968)	ITD	2019	\$275,000	2019-2020	N/A	N/A
No update available.		\$280,000		Obligated	N/A	N/A
Study (PEL and NEPA), SH-44, I-84 to Star Road, Canyon County (KN 23630)	ITD	2022	\$3,000,000	2023	N/A	N/A
Request for Proposals response period closed January 20, 2023. Expect to negotiate scope of work and cost with a preferred consultant in February 2023.		\$3,000,000			N/A	N/A
Study, SH-16, SH-44 to Junction SH-52, Environmental Reevaluation (KN 23175)	ITD	2023	\$3,000,000	2023	N/A	N/A
Negotiating scope and cost with consultant through February 2023. Expecting contract to be signed in March 2023.		\$3,000,000		Obligated	N/A	N/A
Study, SH-45 Corridor Plan, Junction SH-78 to Nampa (KN 9971)	ITD	2007	\$58,000	2009-2023	N/A	N/A
Awaiting completion of land survey south of Melba Road. Traffic study in process with a completion date of April 2023.		\$108,000		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 Corridor Plan, Marsing to New Meadows (KN 9967)	ITD	2007	\$696,000	2006-2023	N/A	N/A
Reviewing traffic study for Banks/Lowman intersection. Expecting to complete study by June 2023.		\$18,000		Obligated	N/A	N/A
Study, SH-69 Corridor Plan, Kuna to Meridian (KN 9969)	ITD	2010	\$343,500	2009-2023	N/A	N/A
Updated 2050 Traffic Study output scheduled for February 2023.		\$205,000		Obligated	N/A	N/A
US 20/26 and SH-44, Mill and Inlay, Ada and Canyon Counties (KN 20536)	ITD	2018	\$16,727,000	N/A	N/A	2023
No update available.		\$2,483,000		N/A	N/A	Obligated
US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties (KN 22677)	ITD	2020	\$10,594,000	2023	N/A	2024
Project has not started.		\$1,558,000			N/A	
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County (KN 22165)	ITD	2019	\$61,152,000	2019 - 2022	2021	2022-2025
Utility relocation work continues. Irrigation crossing work underway. Roadway excavation and base work to resume in February 2023.		\$34,300,000		Obligated	Obligated	2022-2023 Obligated
US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) (KN 19944)	ITD/ACHD	2017	\$18,253,000	2017-2019	2019	2020-2024
No update available.		\$10,625,000		Obligated	Obligated	Obligated
US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian (KN 20227)	ITD	2016	\$5,062,000	2017-2021	N/A	2023
Bridge work is underway and on schedule.		\$3,070,000		Obligated	N/A	Obligated
US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County (KN 20367)	ITD	2018	\$15,607,000	2018 & 2021	2021	2022-2023
Road work is underway and on schedule.		\$5,550,000		Obligated	Obligated	Obligated
US 20/26, Middleton Road to Star Road, Ada and Canyon Counties (KN 23337)	ITD	2021	\$233,634,000	2022-2023	2023-2025	2024
Preliminary design has been completed. Final design anticipated May 2023 with a plans, specifications, and engineer's estimates package to be delivered in Fall 2023, pending Environmental Re-Evaluation. Right-of-way plans underway with appraisals beginning Spring 2023.		\$52,000,000		Obligated	2023 Obligated	
US-95, Pavement Preservation, Canyon County (KN 23162)	ITD	2021	\$1,175,000	2022-2024	N/A	2027
Design is underway.		\$1,154,000		2022 Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Study, Meridian Road Extension and Railroad Overpass, Kuna (KN KUN01)	Kuna	2022	\$300,000	2022	N/A	N/A
The City of Kuna started a Planning and Environmental Linkages (PEL) Study for the Union Pacific Railroad and Indian Creek overpass at SH-69/Meridian Road. Public input and examination of alignment alternatives is underway.		\$300,000		Obligated	N/A	N/A
Pathway, Rail with Trail, Meridian (KN 13918)	Meridian	2014	\$724,000	2016-2022	N/A	2024
An addendum to the state/local agreement is executed and a consultant was selected, with contract negotiations underway. ROW procurement, including a rezone of one parcel, will occur soon. When all right-of-way is secure, design will begin, including layout, public meetings, environmental work, historical and agency approvals. The City expects to submit the plans, specifications, and engineer's estimates packet in spring 2024. Construction is planned to begin in winter 2024.		\$575,000		Obligated	N/A	
2nd Street South, Safety Improvements, Nampa (KN 23883)	Nampa	2022	\$1,500,000	2023	N/A	2026
The State Local Agreement is executed, pending a professional services agreement.		\$1,500,000			N/A	
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa (KN 22438)	Nampa	2019	\$2,196,000	2022	N/A	Preliminary Development
The City is working to finalize the scope of work for design.		\$171,000		Obligated	N/A	
Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa (KN 22017)	Nampa	2019	\$1,929,000	2020-2021	N/A	Preliminary Development
Design is underway and is anticipated to reach final design by June 2023.		\$1,325,000		Obligated	N/A	
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa (KN 22102)	Nampa	2019	\$3,710,000	2020-2021	2023	2023
Construction is expected in FY2023.		\$1,615,000		Obligated		
Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa (KN 22103)	Nampa	2019	\$8,987,000	2020	2023	PD
Scope of work is complete and the State/Local Agreement is signed.		\$5,671,000		Obligated		

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Franklin Road, Star Road to SH-16 Alignment, Nampa (KN NAM03)	Nampa	2022	\$7,377,000	2022	N/A	2023
This project is entering final design of the roadway expansion and will be out to bid in the first quarter 2024. The utility portion of this project is currently in construction.		\$7,377,000		Obligated	N/A	Obligated
I-84 Interchange Modification Report, Nampa (NEW13)	Nampa	2022	\$405,000	2023-2024	N/A	N/A
Scope of work is being negotiated. This project will include an interchange modification report and an environmental impact statement.		\$405,000		2023 Obligated	N/A	N/A
Pathway, Grimes City Pathway Extension, Nampa (KN 23025)	Nampa	2020	\$468,000	2021	N/A	Preliminary Development
Final design is underway.		\$462,000		Obligated	N/A	
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa (KN 22070)	Nampa	2019	\$539,066	2019	N/A	2020
Project is expected to be complete in early FY2023.		\$539,000		Obligated	N/A	Obligated
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa (KN 22050)	Nampa	2019	\$533,000	2019	N/A	2020
Project is combined with KN 22070. Project is expected to be complete in early FY2023.		\$533,000		Obligated	N/A	Obligated
Pedestrian Improvements, Stoddard Pathway, Nampa (KN 22944)	Nampa	2020	\$540,000	2021-2022	N/A	2022
The contract is awarded. Construction is scheduled for spring 2023.		\$492,000		Obligated	N/A	Obligated
Railroad Crossing, Cherry Lane, Nampa (KN 23378)	Nampa/ITD	2022	\$555,000	N/A	N/A	2023
This is an ITD lead project and is currently in preliminary design.		\$550,000		N/A	N/A	Partially obligated
Railroad Crossing, Karcher Road, Nampa (KN 23379)	Nampa/ITD	2022	\$555,000	N/A	N/A	2023
This is an ITD lead project and is currently in preliminary design.		\$550,000		N/A	N/A	Partially obligated
Reconnecting, Accessibility, and Improving Safety and Equity, Nampa (KN 23983)	Nampa	2022	\$5,000,000	N/A	N/A	2023
Awaiting ITD approval of grant agreement.		\$5,000,000		N/A	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Safety Audit, Signalized Intersections, Nampa (KN 23293)	Nampa	2021	\$81,000	2022-2023	N/A	N/A
State/Local Agreement is complete. Project is in the consultant selection phase.		\$66,000		2022 Obligated	N/A	N/A
Study, SH-45 NEPA, Nampa (KN NEW12)	Nampa/ITD	2022	\$605,000	2023-2024	N/A	N/A
Negotiating scope and estimate to start the environmental study with a consultant.		\$605,000		2023 Obligated	N/A	N/A
Study, Northside Boulevard, Karcher Road to Birch Lane, NEPA, Nampa (KN NAM01)	Nampa	2021	\$200,000	2022	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
The Planning and Environmental Linkages study is down to four remaining alternatives. Third level screening is underway. The final report and Nampa City Council adoption is anticipated in winter 2023.		\$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
The proposed alignment of new arterials was presented to property owners on September 13, 2022. The study is expected to be presented to Nampa City Council in November 2022 for adoption. (no update available)		\$200,000		Obligated	N/A	N/A

Note: The way updates are reported for transit projects will change in the next report to clarify reporting.

Project Milestone Report - Public Transportation Funding

As of 1/24/23; not all projects have updated information.

Reporting obligations for FY2023, projects in FY2023-2029 TIP.

Public transportation funding includes many ongoing projects. This report includes only funds in FY2023, plus the status of older funds spent. Funds are continually adjusted based on annual appropriations and needs. Not all information was available for this first issue of new format.

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	Previously Obligated	Total Cost for 2023	2023 Obligated?
Commuteride, Rideshare Program, Boise and Nampa Areas (KN 22015)	ACHD	\$55,000	\$220,000	Obligated
Project funds \$220,000 each year in the Boise Urbanized Area and \$55,000 each year in the Nampa Urbanized Area. (The Nampa funds were obligated early, in FY2022.)				
Commuteride, Van Replacements, Canyon County - FY2020-2022 (KN 20136a)	ACHD/ITD PT	\$1,062,000	\$0	N/A
\$134,154 remaining in older agreement. A new State/Local agreement totaling \$618,000 was executed in May 2022. (Reference 2018-107, C2176AC, C2276AC) Agreements expire 9/30/2023.				
Commuteride, Van Replacements, Nampa Area - FY2018 (KN 20153)	ACHD / VRT	\$336,000	\$0	N/A
Funds remaining: \$109,498.				
Transit - Vehicle Replacement, ACHD (KN 20136f)	ITD PT /ACHD	\$0	\$560,000	With FTA pending approval
Idaho Transportation Department - Public Transportation Reference C2379AC. Federal: \$530,720 Match: \$132,680 Project Total: \$663,400				
Transit - Vehicle Replacement, TVT (KN 20136b)	ITD PT /ACHD	\$0	\$132,000	With FTA pending approval
Idaho Transportation Department - Public Transportation Reference C2279AC. Federal: \$182,336 Match: \$45,584 Project Total: \$227,920				
Transit - Operations, Kuna Senior Center (KN 19464f)	Kuna Senior Center / ITD PT	\$0	\$48,000	Obligated
Idaho Transportation Department - Public Transportation Reference: O2373KS Active and ongoing agreement. Not drawn against as of 01/31/23				
Transit - Preventative Maintenance, Kuna Senior Center (KN NEW03)	Kuna Senior Center / ITD PT	\$0	\$6,000	Obligated
Idaho Transportation Department - Public Transportation Reference: C22VPKS This is State Funding: State: \$4,536 Project Total: \$5,670				

Project/Comments	Sponsor	Previously Obligated	Total Cost for 2023	2023 Obligated?
Transit - Vehicle Replacement, Parma Senior Center, VRT (KN 19464e)	Parma Senior Center / ITD PT	\$68,000	\$0	N/A
Active agreement (ITD 2019-020). Idaho Transportation Department - Public Transportation is having quarterly meetings with Parma Senior Center to move project along.				
Transit - Fixed Line Service, Rural Areas, TVT (KN 19983)	TVT / ITD PT	\$0	\$2,091,000	Obligated
Idaho Transportation Department - Public Transportation Reference: O2071TV Active agreement that is being drawn down. Balance as of 01/31/23: ~\$1.8 million				
Transit - Nampa Facility Renovations, TVT (KN 13980b)	TVT / ITD PT	\$0	\$56,000	Obligated
Idaho Transportation Department - Public Transportation Reference# ID-2020-027 (P2279T1) Active agreement. No spending as of 01/31/23				
Transit - Nampa Property Acquisition, TVT (KN 20136c)	TVT / ITD PT	\$0	\$1,940,000	Environmental approved, with FTA pending approval
Idaho Transportation Department - Public Transportation Reference# 1722-2023-2. This project has not advanced due to initial property no longer being available. Another proposed property is under FTA evaluation. Delayed to 2023.				
Transit - Nampa Transit-Oriented Development, Design and Property, TVT (KN 19380a)	TVT / ITD PT	\$0	\$384,000	Environmental approved, with FTA pending approval
ITD project (2016-2019). Reduced funding. Pending FTA review and approval. Idaho Transportation Department - Public Transportation Reference# 1722-2023-2 This project has not advanced due to initial property no longer being available. Another proposed property is under FTA evaluation. Delayed to 2023.				
Transit - Nampa Transit-Oriented Development, Design and Property, TVT (KN 20136d)	TVT / ITD PT	\$0	\$1,125,000	Environmental approved, with FTA pending approval
Increased funding. Pending FTA review and approval. Idaho Transportation Department - Public Transportation Reference# 1722-2023-2 This project has not advanced due to initial property no longer being available. Another proposed property is under FTA evaluation. Delayed to 2023				
Transit - Purchase of Service, Rural Areas, TVT (KN 19464b)	TVT / ITD PT	\$353,000	\$0	N/A
Project agreement is in place and active.				
Capital Maintenance, VRT, Boise- FY2016 (KN 13511)	VRT	\$1,369,000	\$0	N/A
Vehicles are ordered. As they arrive, they are inspected before going into the public fleet. Project is still active; funds are being drawn down. (no update available)				

Project/Comments	Sponsor	Previously Obligated	Total Cost for 2023	2023 Obligated?
Capital Maintenance, VRT, Boise- FY2019 (KN 18847)	VRT	\$1,317,000	\$0	N/A
Anticipated delivery of buses: November 2021. (no update available)				
Planning and Mobility Implementation, VRT, Nampa Area (KN 18842)	VRT	\$0	\$1,095,000	Obligation in process
This is a continuing project with funding scheduled each year for capital improvements. (no update available)				
Planning and Mobility Management, VRT, Boise Area (KN 18854)	VRT	\$0	\$1,202,000	Obligation in process
This is a continuing project with funding scheduled each year for capital improvements. (no update available)				
SR2S, VRT, Ada County - FY2019 and FY2020 (KN 13912)	VRT	\$328,000	\$0	N/A
(no update available)				
SR2S, VRT, Ada County - FY2021 and FY2022 (KN 20245)	VRT	\$344,000	\$0	N/A
(no update available)				
SR2S, VRT, Ada County - FY2023 (KN 20493)	VRT	\$0	\$171,000	Obligated
(no update available)				
SR2S, VRT, Canyon County - FY2020 (KN 22030)	VRT/ITD	\$65,000	\$0	N/A
(no update available)				
SR2S, VRT, Canyon County - FY2021 (KN 22031)	VRT/ITD	\$65,000	\$0	N/A
(no update available)				
SR2S, VRT, Canyon County - FY2022 (KN 22922)	VRT	\$0	\$65,000	Obligated
Project was delayed to FY2023. (no update available)				
SR2S, VRT, Canyon County - FY2023 (KN 22924)	VRT	\$0	\$65,000	
(no update available)				
Transit - Above and Beyond ADA Paratransit, Nampa Area (KN 20043)	VRT/ TVT	\$0	\$480,000	
This is a continuing project with funding scheduled each year for demand response transit service (no update available)				

Project/Comments	Sponsor	Previously Obligated	Total Cost for 2023	2023 Obligated?
Transit - Acquisition of Service, Boise Area (KN 19691)	VRT / ITD PT	\$0	\$781,000	Obligation in process
This is a continuing project with funding scheduled each year for specialized transit service (no update available)				
Transit - Acquisition of Service, Canyon County (KN 19464c)	VRT / ITD PT	\$126,000	\$0	Partially Obligated
Grant dollars being spent per project scope. FY2022 funds were not obligated. The project is being reviewed. Balance of old funds \$5,768.				
Transit - Acquisition of Service, Canyon County (KN 19464a)	VRT / ITD PT	\$683,000	\$269,000	Obligation in process
Grant dollars being spent per project scope. Balance of old funds \$520,294.				
Transit - Fueling Station and Parking Lot, Boise (KN 23091)	VRT	\$2,675,000	\$0	N/A
Design is underway. The environmental review is being updated. (no update available)				
Transit - Mobility Management Operations, Boise Area (KN 19041)	VRT	\$0	\$1,414,000	Obligation in process
This is a continuing project with funding scheduled each year for mobility management operations. (no update available)				
Transit - Operations, Fixed Route, and Mobility Management, Nampa Area (KN 18786)	VRT	\$0	\$1,797,000	Obligation in process
This is a continuing project with funding scheduled each year for transit operations. (no update available)				
Transit - Preventive Maintenance and Demand Response, Nampa Area (KN 18914)	VRT	\$0	\$565,000	Obligation in process
This is a continuing project with funding scheduled each year for maintenance improvements. (no update available)				
Transit - Preventive Maintenance and Paratransit, Boise Area (KN 19137)	19041	\$0	\$3,618,000	2023 Obligation in process
This is a continuing project with funding scheduled each year for maintenance improvements. (no update available)				
Transit - Purchase of Service, Rural Areas, VRT (KN 19464g)	VRT / ITD PT	\$0	\$145,000	Obligation in process
This is a continuing project with funding scheduled in multiple years for specialized transit service. (no update available)				

Project/Comments	Sponsor	Previously Obligated	Total Cost for 2023	2023 Obligated?
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021 (KN 18905)	VRT	\$2,496,000	\$0	N/A
Buses to be ordered in October 2022. Expected to arrive by August 2024. (no update available)				
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022 (KN 19763)	VRT	\$3,500,000	\$0	N/A
(no update available)				
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT (KN 18788)	VRT	\$0	\$175,000	Obligation in process
This is a continuing project with funding scheduled each year for capital improvements. (no update available)				
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT (KN 19122)	VRT	\$0	\$638,000	Obligation in process
This is a continuing project with funding scheduled each year for capital improvements. (no update available)				
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023 (KN 23667)	VRT	\$0	\$186,000	Obligation in process
Project is recommended to receive additional funding through balancing. Once final, the transfer of funds will be submitted. (January 2023)				
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT (KN 18781)	VRT	\$0	\$297,000	Obligation in process
This is a continuing project with funding scheduled each year for capital improvements. (no update available)				
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT (KN 20136e)	VRT / ITD PT	\$0	\$343,000	Obligation in process
This is a continuing project with funding scheduled each year for capital improvements. (ITD needs more details to obligate funds.)				
Transit - State Street Premium Corridor, Part 1, Boise Area, VRT (KN 23178)	VRT	\$0	\$1,500,000	Obligation in process
Waiting on the National Environmental Protection Act approvals, expected in March 2023. Construction funds in process of being delayed from FY2022 to FY2023. (no update available)				
Transit - State Street Premium Corridor, Part 2, Boise Area, VRT (KN 23179)	VRT	\$0	\$10,571,000	
(no update available)				
Transit Asset Management, Boise Area, VRT (KN 22509)	VRT	\$3,750,000	\$0	N/A
(no update available)				

Project/Comments	Sponsor	Previously Obligated	Total Cost for 2023	2023 Obligated?
Transit Asset Management, Boise Area, VRT (KN 19057)	VRT	\$2,244,000	\$0	N/A
Anticipated project completion date: November 31, 2021. (no update available)				
Transit Asset Management, Nampa Area, VRT (KN 13906)	VRT	\$159,000	\$0	N/A
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. (no update available)				
Transit - Vehicle Replacements, VRT (KN 23970)	VRT	\$0	\$20,000,000	
(no update available)				
Transit - Vehicle Replacements, VRT (KN 23790)	VRT	\$0	\$2,400,000	
any updates on milestones/timing? (no update available)				

Project Milestone Report - Projects Awaiting Closeout

As of 1/24/2023

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	Key	Sponsor	Year Added	Program Year	Initial Cost	Current/ Final Cost	Percent Change Cost	End Date
10 th Avenue Bridge, Caldwell	13055	Caldwell	2011	2019	\$595,000	\$3,446,000	479%	7/30/2023
Amity Avenue, Robinson Road to Kings Corner, Nampa	10541	Nampa	2006	2015	\$10,750,000	\$9,336,000	-13%	12/31/2022
Bridge Rehabilitation, Canyon County- FY2019	19442	ITD	2015	2016	\$3,575,000	\$3,678,000	3%	12/31/2023
Bogus Basin Road Safety, Maintenance and Trailhead, Boise County	19783	ACHD	2016	2019	\$5,378,000	\$5,378,000	0%	No end date (Western Federal Lands)
Capital Maintenance, Phase 1, Boise Area - FY2017	13479	ACHD	2012	2017	\$660,000	\$7,269,000	1001%	12/31/2023
Capital Maintenance, Phase 1, Boise Area - FY2019	13903	ACHD	2014	2019	\$5,921,000	\$6,190,000	5%	12/31/2023
Capital Maintenance, Phase 1, Boise Area - FY2020	18728	ACHD	2015	2020	\$6,259,000	\$4,694,000	-25%	9/30/2023
Capital Maintenance, Phase 1, Boise Area - FY2021	18701	ACHD	2014	2021	\$6,259,000	\$5,243,087	-16%	9/30/2024
Capital Maintenance, Phase 2, Boise Area - FY2019	20003	ACHD	2017	2019	\$2,383,000	\$2,286,000	-4%	7/31/2023
Capital Maintenance, Phase 2, Boise Area - FY2020	19887	ACHD	2017	2020	\$2,489,000	\$1,475,000	-41%	9/30/2024
Capital Maintenance, Phase 2, Boise Area - FY2021	20129	ACHD	2017	2021	\$2,334,000	\$3,753,000	61%	9/30/2024
Capital Maintenance, Phase 3, Boise Area - FY2019	20091	ACHD	2016	2019	\$320,000	\$771,000	141%	7/31/2023
Capital Maintenance, Phase 3, Boise Area - FY2020	19847	ACHD	2017	2020	\$350,000	\$549,000	57%	7/31/2023
Capital Maintenance, Phase 3 Boise Area - FY2021	20159	ACHD	2017	2021	\$320,000	\$873,000	173%	9/23/2023
Colorado and Holly Signal and Pedestrian Improvements, Nampa	13486	Nampa	2013	2020	\$675,000	\$1,386,000	105%	8/31/2023
Culvert Repair, Canyon County	22258	ITD	2019	2020	\$188,000	\$237,000	26%	No end date
Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	21999	Nampa	2019	2021	\$1,281,000	\$1,205,000	-6%	8/31/2024
I-84, Blacks Creek Road Interchange, Ada County	19874	ITD	2017	2019	\$12,100,000	\$14,563,000	20%	No end date
I-84, Bridge Repairs, District 3 - FY2021	20251	ITD	2020	2021	\$1,252,000	\$1,251,915	0%	10/1/2023
I-84, Bridge Repairs, District 3 - FY2022	20405	ITD	2021	2022	\$344,000	\$4,004,000	1064%	9/30/2024
I-84, Franklin Interchange to Karcher Interchange, Canyon County	22196	ITD	2019	2021	\$9,181,046	\$9,181,000	0%	12/31/2028
I-84, Franklin Interchange to Karcher Interchange, Temporary Widening, Canyon	23079	ITD	2020	2021	\$16,800,000	\$8,735,000	-48%	12/31/2025
I-84, Middleton Road Overpass, Canyon County	22618	ITD	2020	2020	\$7,340,000	\$7,118,000	-3%	6/1/2023

Construction Completed - Awaiting Closeout

Project/Comments	Key	Sponsor	Year Added	Program Year	Initial Cost	Current/ Final Cost	Percent Change Cost	End Date
I-84, Northside Boulevard to Karcher Road Interchange, Nampa	20799	ITD	2018	2019	\$37,400,000	\$27,980,000	-25%	12/31/2025
I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon	20060	ITD	2016	2021	\$1,015,000	\$1,365,000	34%	9/30/2024
I-84, SH-44, Westbound Ramp Improvements, Canyon County	23099	ITD	2021	2022	\$1,300,000	\$1,681,000	29%	No end date
I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa	20796	ITD	2018	2019	\$5,500,000	\$5,666,000	3%	6/30/2023
Linder Road and Deer Flat Road Intersection, Kuna	13492	ACHD	2013	2020	\$1,936,000	\$4,940,000	155%	8/31/2023
Lone Star Road and Middleton Road, Intersection Improvements, Nampa	20613	Nampa	2018	2020	\$1,501,000	\$2,659,000	77%	8/31/2023
Middleton Road and Cornell Street, Intersection Improvements, Middleton	20430	Middleton	2017	2021	\$303,000	\$560,000	85%	8/31/2025
Pathway, Grimes Pathway, Nampa	22076	Nampa	2019	2020	\$264,000	\$296,000	12%	8/31/2023
Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	20141	Nampa	2017	2019	\$501,000	\$567,000	13%	8/31/2022
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	20143	Kuna	2017	2020	\$1,010,000	\$1,440,000	43%	8/31/2024
Pedestrian Improvements, Middleton Heights Elementary, Middleton	18954	Middleton	2015	2016	\$329,000	\$222,000	-33%	12/31/2022
Planning, Communities in Motion Update, COMPASS (KN 19571)	19571	COMPASS	2016	2019-2020	\$232,000	\$725,000	213%	12/31/2024
Planning, Travel Survey Data Collection, COMPASS	19303	COMPASS	2018	2021	\$850,000	\$832,000	-2%	5/30/2024
Railroad Crossing, Academy Road, Greenleaf	19461	ITD/ Greenleaf	2018	2018	\$106,000	\$61,000	-42%	12/31/2023
Railroad Crossing, Friends Road, Greenleaf	19417	ITD/ Greenleaf	2016	2017	\$85,000	\$65,000	-24%	No end date
Railroad Crossing, North Linder Road, Meridian	19875	ACHD	2017	2020	\$525,000	\$602,000	15%	11/1/2023
Railroad Crossing, SH-19 and Roedel Avenue, Caldwell	19627	ITD / Caldwell	2015	2018	\$388,000	\$633,000	63%	12/31/2023
SH-21, Technology Way to Surprise Way, Boise	23535	ITD	2018	2023	\$6,250,000	\$1,218,000	-81%	9/30/2025
SH-44 (State Street) and SH-55 (Eagle Road) Intersection Improvement, Eagle	13476	ITD	2016	2022	\$5,750,000	\$9,359,000	63%	10/1/2024
SH-45, Snake River Bridge, Walters Ferry	13389	ITD	2012	2017	\$6,623,000	\$6,837,000	3%	12/31/2022
SH-55 (Eagle Road), Meridian Towne Center, Meridian	13349	ITD	2012	2021	\$6,623,000	\$581,000	-91%	No end date
SH-55, Intersection Karcher Road and Middleton Road, Nampa	12046	Nampa/ITD	2009	2015	\$1,723,000	\$5,715,000	232%	12/31/2022
SH-55, Snake River Bridge, Marsing	13387	ITD	2012	2020	\$8,074,000	\$17,991,000	123%	12/31/2022
Smith Avenue and Middleton Road, Signals, Nampa	20167	Nampa	2017	2019	\$510,000	\$614,000	20%	8/31/2022
South Cemetery Road, SH-44 to Willow Creek, Middleton	12048	Middleton	2009	2021	\$2,231,000	\$4,726,000	112%	8/31/2024
SR2S, VRT, Canyon County - FY2019	22029	VRT/ITD	2019	2019	\$65,000	\$65,000	0%	6/3/2022

Construction Completed - Awaiting Closeout

Project/Comments	Key	Sponsor	Year Added	Program Year	Initial Cost	Current/ Final Cost	Percent Change Cost	End Date
State Street and Collister Drive Intersection, Boise	13481	ACHD	2012	2018	\$5,000,000	\$13,073,000	161%	12/31/2023
Study, SH-55, Pear Lane to Middleton Road, Canyon County	21906	ITD	2019	2019	\$2,337,000	\$2,596,000	11%	9/30/2024
US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	20594	ITD	2018	2024	\$14,350,000	\$7,688,000	-46%	9/30/2021
US 20/26 (Chinden), SH-16 to Linder Road, Ada County	21858	ITD	2019	2021	\$7,770,000	\$24,811,000	219%	No end date
US 20/26, Broadway Bridge, Boise	11588	ITD	2008	2015	\$5,950,000	\$21,807,040	267%	12/31/2022

Monthly Air and Alternative Transportation Trip Report

International Airport Trips and Freight

Boise Air Terminal	Nov 2022	Nov 2021	% Change
Monthly Air Passengers (inbound and outbound)	422,714	340,355	24.20%
Monthly Air Freight (inbound and outbound) (tons)	4,607	3,836	20.09%

Public Transportation Trips

Public Transportation High Ridership	Nov 2022	Nov 2021	% Change
Public Transportation Ada County Fixed Route	85,690	68,097	25.84%
Public Transportation Medium Ridership	Nov 2022	Nov 2021	% Change
Boise State University (Bronco Shuttle)	17,718	10,703	65.54%
Commuteride (ACHD Vanpool)	9,775	7,670	N/A
Public Transportation Ada County ACCESS	2,442	2,171	12.48%
Public Transportation Canyon County Demand Response	2,675	2,819	-5.11%
Public Transportation Intercounty Fixed Route	4,332	3,560	21.69%
Sub-Total	36,942	26,923	37.21%
Public Transportation Low Ridership	Nov 2022	Nov 2021	% Change
Eagle Senior Center	832	1,060	-21.51%
Meridian Harvest	1,255	1,026	22.32%
Meridian Rides 2 Wellness	642	335	91.64%
Meridian Senior Center	493	228	116.23%
Metro (Canyon County)	853	870	-1.95%
SHIP (Supportive Housing Innovation Partnerships)	1,199	1,117	7.34%
Treasure Valley Transit	1,588	1,527	3.99%
Vall-eBike	0	N/A	N/A
Village Vans	565	495	14.14%
Sub-Total	7,427	6,658	11.55%
Public Transportation Very Low Ridership	Nov 2022	Nov 2021	% Change
First Mile Last Mile	183	178	2.81%
Kuna Senior Center	159	183	-13.11%
Late Night	49	15	226.67%
Meridian Veterans	13	10	30.00%
Nampa Grocery Shuttle*	20	N/A	N/A
Parma Senior Center	182	233	-21.89%
Public Transportation Canyon County ACCESS	214	220	-2.73%
Shared Vehicle	8	4	100.00%
Star Senior Center	102	87	17.24%
Volunteer Drivers	118	130	-9.23%
Sub-Total	1,048	1,060	-1.13%
Total	131,107	102,738	27.61%

*no service information for this time period.

Yearly Cumulative Alternative Transportation Trip Report

Attachment 2b

Black highlight = no information or not available

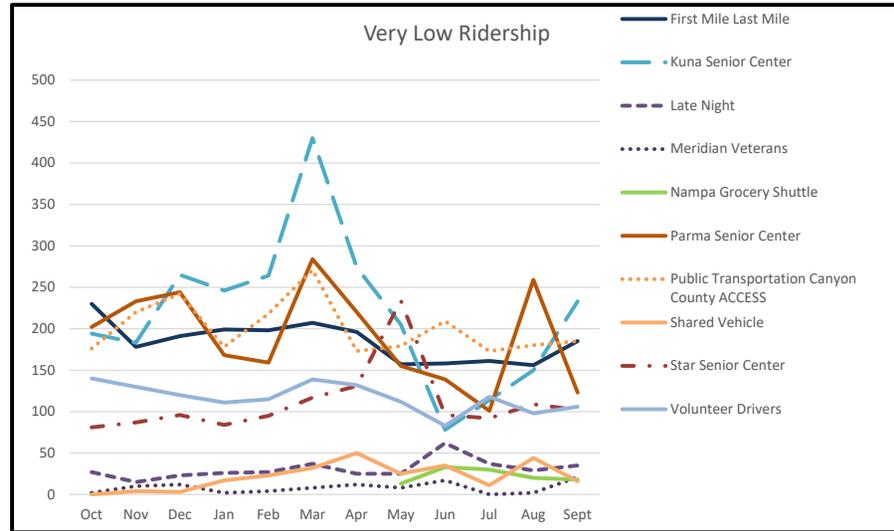
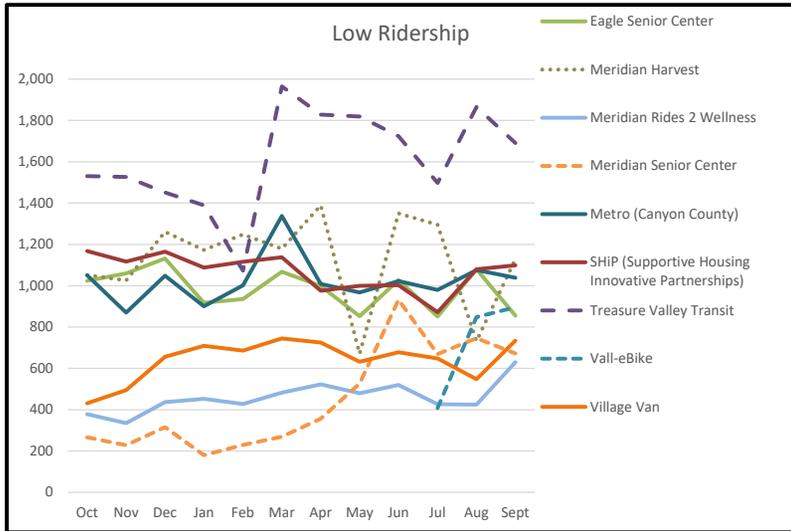
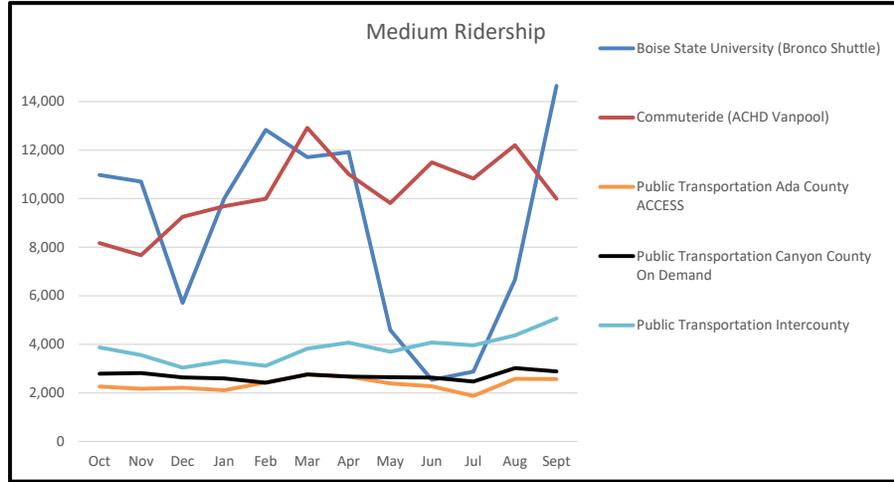
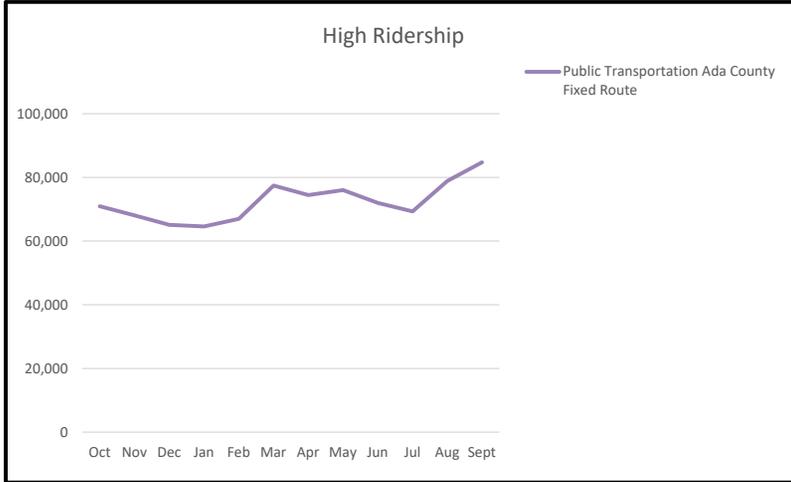
Gray highlight = Totals

Brown highlight = information not comparable

FY2023	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Oct - Dec	To Date % Change 2022-2023
Boise State University (Bronco Shuttle)	12,818	17,718	8,515										39,051	42.60%
Commuteride (ACHD Vanpool)	10,261	9,775											N/A	N/A
Eagle Senior Center	702	832	994										2,528	-21.39%
First Mile Last Mile	237	183	200										620	3.51%
Kuna Senior Center	297	159	159										615	-4.21%
Late Night	48	49	37										134	106.15%
Meridian Harvest	1,213	1,255	1,257										3,725	11.56%
Meridian Rides 2 Wellness	641	642	701										1,984	72.37%
Meridian Senior Center	629	493	585										1,707	111.00%
Meridian Veterans	29	13	20										62	158.33%
Metro (Canyon County)	1,013	853	916										2,782	-6.33%
Nampa Grocery Shuttle	13	20	23										56	N/A
Parma Senior Center	182	182	127										491	-27.69%
Public Transportation Ada County ACCESS	2,417	2,442	2,556										7,415	11.60%
Public Transportation Ada County Fixed Route	87,062	85,690	84,464										257,216	25.99%
Public Transportation Canyon County On Demand	2,970	2,675	2,517										8,162	-1.03%
Public Transportation Canyon County ACCESS	163	214	240										617	-3.29%
Public Transportation Intercounty	4,564	4,332	3,860										12,756	21.80%
Shared Vehicle	3	8	10										21	200.00%
SHIP (Supportive Housing Innovative Partnerships)	1,124	1,199	1,158										3,481	0.90%
Star Senior Center	95	102	113										310	17.42%
Treasure Valley Transit	1,756	1,588	1,576										4,920	9.09%
Vall-eBike	0	0	0										0	N/A
Village Van	470	565	525										1,560	-1.39%
Volunteer Drivers	114	118	134										366	-6.15%
Total Ridership	128,821	131,107	110,687	0	350,579	14.44%								

FY2022	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Oct - Dec	Total Annual	To Date % Change 2021-2022
Boise State University (Bronco Shuttle)	10,978	10,703	5,704	10,004	12,834	11,707	11,911	4,587	2,536	2,874	6,659	14,647	27,385	105,144	94.56%
Commuteride (ACHD Vanpool)	8,173	7,670	9,256	9,689	9,997	12,917	11,007	9,816	11,495	10,834	12,206	9,998	25,099	123,058	18.47%
Eagle Senior Center	1,024	1,060	1,132	918	936	1,068	999	852	1,028	851	1,080	855	3,216	11,803	18.73%
First Mile Last Mile	230	178	191	199	198	207	196	157	158	161	156	185	599	2,216	-17.96%
Kuna Senior Center	194	183	265	246	264	430	274	205	78	114	150	233	642	2,636	52.19%
Late Night	27	15	23	26	27	37	25	25	62	37	29	35	65	368	46.03%
Meridian Harvest	1,052	1,026	1,261	1,173	1,248	1,179	1,389	671	1,350	1,295	732	1,129	3,339	13,505	40.47%
Meridian Rides 2 Wellness	379	335	437	453	428	483	523	480	520	427	425	630	1,151	5,520	-10.78%
Meridian Senior Center	266	228	315	180	229	269	357	527	932	669	746	672	809	5,390	166.44%
Meridian Veterans	2	10	12	2	4	8	12	8	17	0	2	21	24	98	N/A
Metro (Canyon County)	1,051	870	1,049	901	1,002	1,338	1,009	968	1,023	980	1,076	1,039	2,970	12,306	10.78%
Nampa Grocery Shuttle								13	33	30	20	18	0	114	N/A
Parma Senior Center	202	233	244	168	159	284	220	155	139	101	259	123	679	2,287	1.64%
Public Transportation Ada County ACCESS	2,264	2,171	2,209	2,106	2,429	2,766	2,670	2,387	2,275	1,875	2,575	2,570	6,644	28,297	24.01%
Public Transportation Ada County Fixed Route	70,930	68,097	65,126	64,603	67,009	77,477	74,465	76,009	72,009	69,311	78,863	84,741	204,153	868,640	12.48%
Public Transportation Canyon County On Demand	2,794	2,819	2,634	2,591	2,419	2,754	2,669	2,642	2,632	2,464	3,021	2,886	8,247	32,325	14.56%
Public Transportation Canyon County ACCESS	176	220	242	178	218	271	173	179	209	173	180	185	638	2,404	4.34%
Public Transportation Intercounty	3,874	3,560	3,039	3,308	3,118	3,822	4,067	3,694	4,082	3,963	4,367	5,068	10,473	45,962	7.65%
Shared Vehicle	0	4	3	17	23	32	50	25	35	11	44	16	7	260	-42.86%
SHIP (Supportive Housing Innovative Partnerships)	1,168	1,117	1,165	1,088	1,116	1,138	976	1,000	1,003	872	1,080	1,099	3,450	12,822	-0.99%
Star Senior Center	81	87	96	84	95	117	131	234	96	92	109	102	264	1,324	44.70%
Treasure Valley Transit	1,531	1,527	1,452	1,389	1,073	1,965	1,828	1,819	1,724	1,498	1,865	1,691	4,510	19,362	N/A
Vall-eBike										408	848	896	0	2,152	N/A
Village Van	431	495	656	709	686	745	725	632	678	648	548	734	1,582	7,687	68.91%
Volunteer Drivers	140	130	120	111	115	139	132	112	83	118	98	106	390	1,404	-37.15%
Total Ridership	106,967	102,738	96,631	100,143	105,627	121,153	115,808	107,197	104,197	99,806	117,138	129,679	306,336	1,307,084	19.56%

*All data not comparable based on when services were operating. **FY2022 is first reporting year.



January 17, 2023

Mr. Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

The Community Planning Association of Southwest Idaho, the Bannock Transportation Planning Organization, the Wasatch Front Regional Council, and Oregon Metro are highly encouraged by the Federal Railroad Administration's (FRA's) actions to implement historic passenger rail provisions of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58). This coalition is borne of our shared interest in restoring long-distance passenger rail service to the Intermountain West and Pacific Northwest.

This letter expresses the interest of the signatories in participating in the FRA's Corridor Identification and Development Program (Docket Number FRA-2022-0031) and long-distance study authorized by Section 22214 of the IIJA. The priority interest of this coalition is the restoration of passenger rail service from Salt Lake City, UT, to Portland, OR, via southern Idaho and eastern Oregon along the corridor of the discontinued Pioneer route formerly operated by Amtrak. The alignment of interest includes service to Boise, ID, via the "Boise Cutoff."

Following the discontinuation of the Pioneer route in 1997, local and federal interest in restoring passenger rail service has been ongoing. In 2003, the regional public transportation authority for Ada and Canyon Counties, ID, conducted a rail corridor evaluation study for the Boise area. In 2009, Amtrak conducted the Pioneer Route Passenger Rail Study (P.R.I.I.A. Section 224). Moreover, regional long-range transportation plans, Idaho's Statewide Rail Plan, and multiple public transportation planning documents include passenger rail as an option for further study.

Once restored, the Pioneer route will be an essential public transportation service in a region that is currently unserved by passenger rail. The market in this region is also growing. The Pioneer route, with service to Boise, would connect two of the fastest growing cities in the country—Boise, ID and Salt Lake City, UT—to metropolitan hubs such as Portland, OR and Denver, CO. In addition, the route could provide much-needed access to long-distance public transportation options for residents of the rural Intermountain West and Pacific Northwest. Inclusion of these markets in the Amtrak system has the potential to significantly impact ridership throughout much of the national passenger rail system. In addition, anticipated positive economic and employment impacts should be explored in the forthcoming long-distance study.

Intercity passenger rail service requires a high degree of coordination and planning across agency lines. Section 410 of the Amtrak Reform and Accountability Act of 1997 allows the establishment of interstate rail compacts to support and facilitate multi-state and intercity passenger rail services. The passage of the IIJA provided funds to support work across state lines on rail projects greatly needed in the northwestern United States. To that end, this coalition

expresses its interest in forming an interstate rail compact towards restoring service that best meets community needs in ways that meet the goals set in the agency plans. We request that newly formed compacts be eligible to participate in the Corridor Identification Program, thus ensuring equitable access to opportunities in the IJA.

For decades, reliable, affordable, and convenient transportation options outside of single-occupancy vehicles have been extremely limited in the Intermountain West and Pacific Northwest. Restoration of the Pioneer route has the potential to transform the economy and quality of life in this region in a myriad of ways. The service would provide tribal nations, rural communities, the elderly, resettled refugees, veterans, persons with limited mobility, and others life-changing access to essential services such as health care, education, jobs, and more. For those living in growing mid-size metropolitan cities such as Boise and Salt Lake City, the route will increase access to economic and entertainment activities along the national rail network. For these reasons and more, we believe the Pioneer route will be an essential transportation service in this region for years and decades to come.

The prospect of restoring passenger rail service has already generated significant interest among stakeholders. Signatories to this letter seek to foster and guide continued planning efforts to restore passenger rail service.

Thank you for the FRA's commitment to this program and the work of the entire US Department of Transportation, under the direction of Secretary Buttigieg, in moving forward with the Corridor Identification Program and the Section 22214 Long-Distance Study. These opportunities will truly transform our region and we look forward to being a part of that process.

Sincerely,



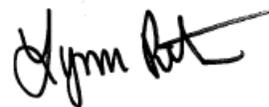
MATTHEW J. STOLL
Executive Director
Community Planning Association of
Southwest Idaho



MORI BYINGTON
Director
Bannock Transportation Planning Organization



ANDREW GRUBER
Executive Director
Wasatch Front Regional Council



LYNN PETERSON
Council President
Oregon Metro

cc: Margi Bradway, Deputy Director of Planning, Oregon Metro
Miranda Cox, Government Affairs Manager, Wasatch Front Regional Council
Laynee Jones, AECOM
Lyle Leitelt, Community Planner, FRA
Katie List, Community Planner, FRA
Emily Mannetti, Jacobs
Andy Shaw, Interim Director Planning Research and Development, Oregon Metro

For additional information or questions, please contact Matt Stoll, Executive Director of the Community Planning Association of Southwest Idaho, at 208/475-2266 or mstoll@compassidaho.org.