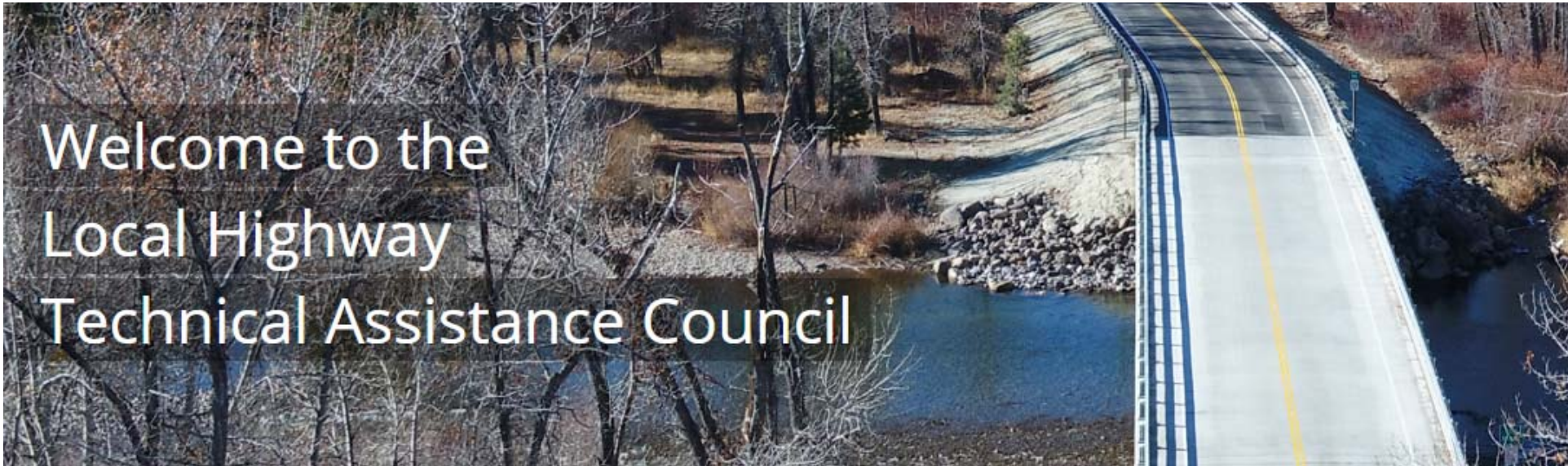


Item IV-A

Topic: Rural Project Priorities

Purpose: Recommend COMPASS Board of Directors' adoption of Resolution X-2020 approving rural project priorities.

Toni Tisdale, Principal Planner



Welcome to the Local Highway Technical Assistance Council

See page 6

Photo credit: LHTAC.org



Rural Prioritization Process

Surface Transportation Program (STP)

- Rural

Local Rural Highway Improvement Program (LRHIP)

- Construction
- Signs
- Planning
- Federal-aid Match

LRHIP - Construction

City of Melba

City of Parma

City of Greenleaf

Canyon Highway District No. 4

Nampa Highway District No. 1

See page 6

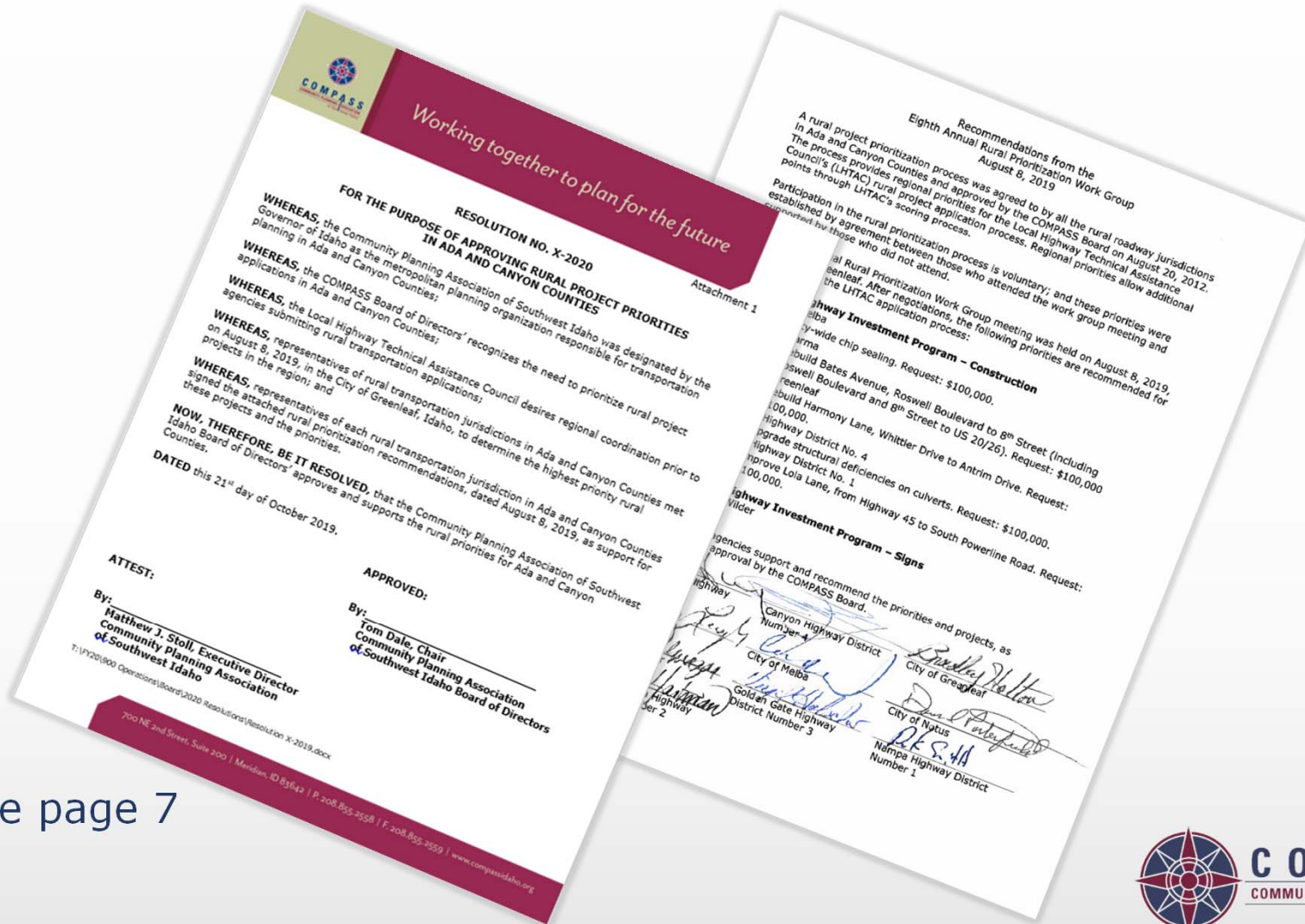
LRHIP - Signs



See page 6

Photo credit: MUTCD manual

Priority Support



See page 7

Questions?



Designed by Macrovector / Freepik



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Recommended Motion

- RTAC recommends COMPASS Board of Directors' adoption of Resolution X-2020 approving the rural project priorities.

Recommended

Item IV-B

Topic: FY2020- 2026 TIP and Associated Air Quality Conformity

Purpose: Recommend COMPASS Board of Directors adoption of resolution approving the FY2020-2026 TIP and air quality conformity demonstration.

Toni Tisdale, Principal Planner

Introduction

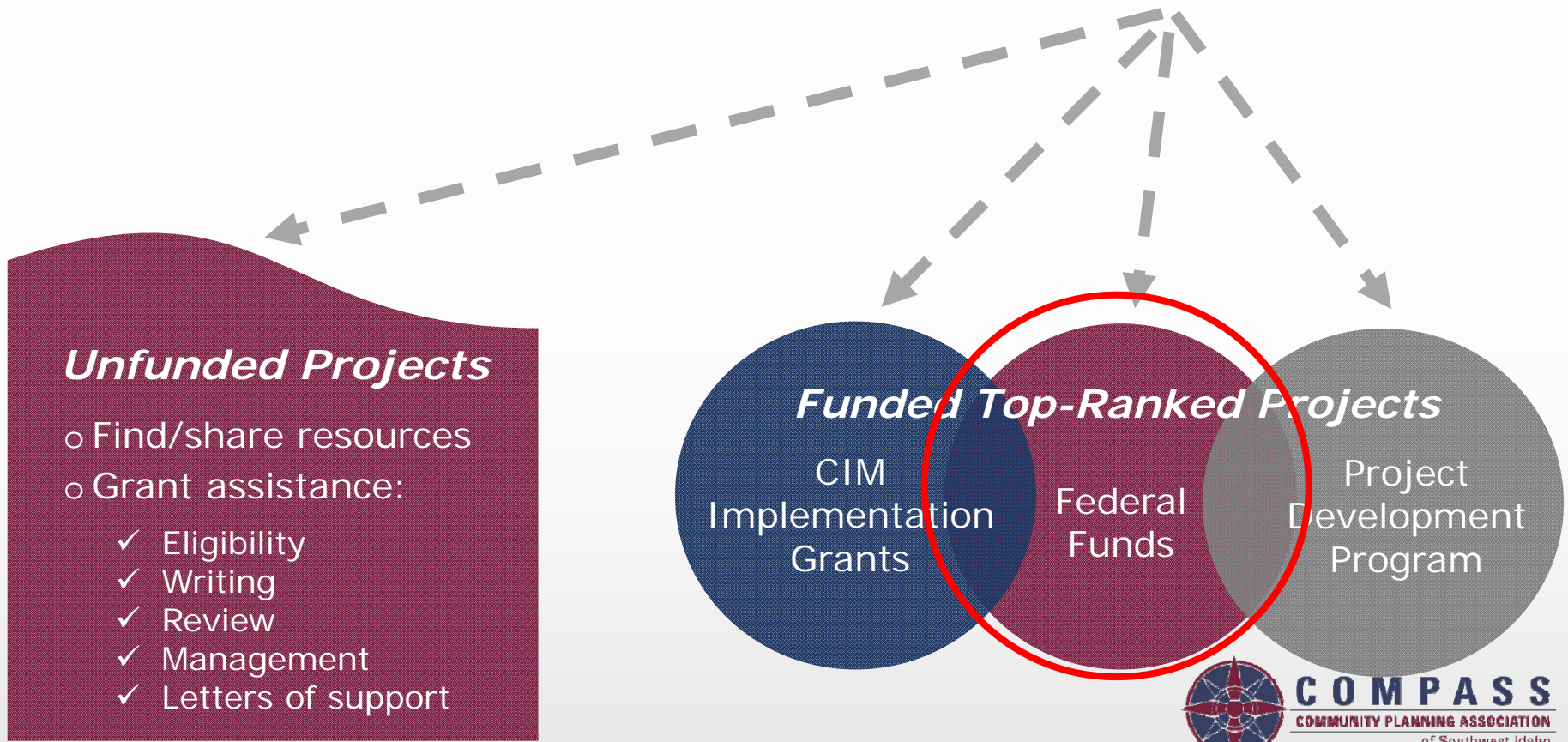
- Resource Development Program
- Major changes list
- Performance measures
- Air quality conformity demonstration
- Public comments
- Timeline



See page 9.

Graphic credit: Steemit

Resource Development Program





See page 13.

Graphic credit: Alamy

Background



Graphic credit: Annie Spratt at Unsplash

Performance Measures

Centennial Way Roundabout, Caldwell

Key # : 13484

Requesting Agency: City of Caldwell

Project Year: 2023

Total Previous Expenditures: \$422

Total Programmed Cost: \$2,936

Total Cost (Prev. + Prog.): \$3,358

Project Description : Replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard and Blaine Street) with a roundabout intersection in the City of Caldwell.

COMPASS PM:

- Freight Movement and Economic Vitality
- Transportation Safety
- Housing
- Congestion Reduction/System Reliability
- Community Infrastructure

Federal PM:



Funding Source		STP-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	
2020	0	0	40	0	0	0	40	37	3	
2023	0	0	0	0	462	2,434	2,896	2,683	213	
Fund Totals:	\$0	\$0	\$40	\$0	\$462	\$2,434	\$2,936	\$2,720	\$216	

Performance Measures



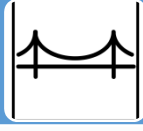
Safety



Transit Asset Management



Pavement Condition



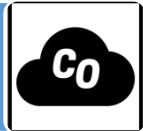
Bridge Condition



Level of Travel Time Reliability



Freight Movement



Congestion Mitigation Air Quality

- Emissions



Safety

Idaho Statewide Target	Benchmark	Target (fewer than)				
		2013- 2017	2014- 2018	2015- 2019	2016- 2020	2017- 2021
Fatalities	223	230	243	249	247	245
Serious Injuries	1,293	1,292	1,290	1,287	1,285	1,283
Fatalities by VMT*	1.33	1.35	1.40	1.41	1.38	1.36
Serious Injury by VMT*	7.74	7.59	7.43	7.30	7.21	7.13
Non-Motorist Fatalities and Serious Injuries	117	120	120	120	120	120

\$360 million budgeted for safety projects



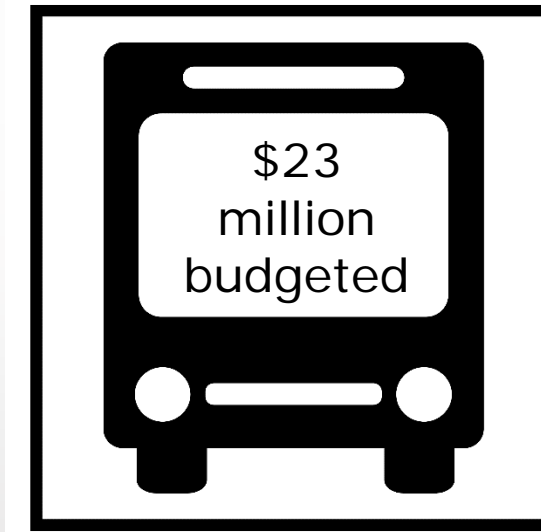
*VMT = Vehicle Miles Traveled



Transit Asset Management

Asset Category	Performance Measure	FY19 Target	FY19 Actual	Variance	FY20 Target
Rolling Stock	Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	27.59%	27.68%	-0.09%	24.67%
Equipment		15.38%	12.70%	2.69%	12.70%
Facilities	Condition - % of facilities with a condition rating below 3.0	40.00%	42.86%	-2.86%	42.86%

\$17 million in deferred transit asset replacement



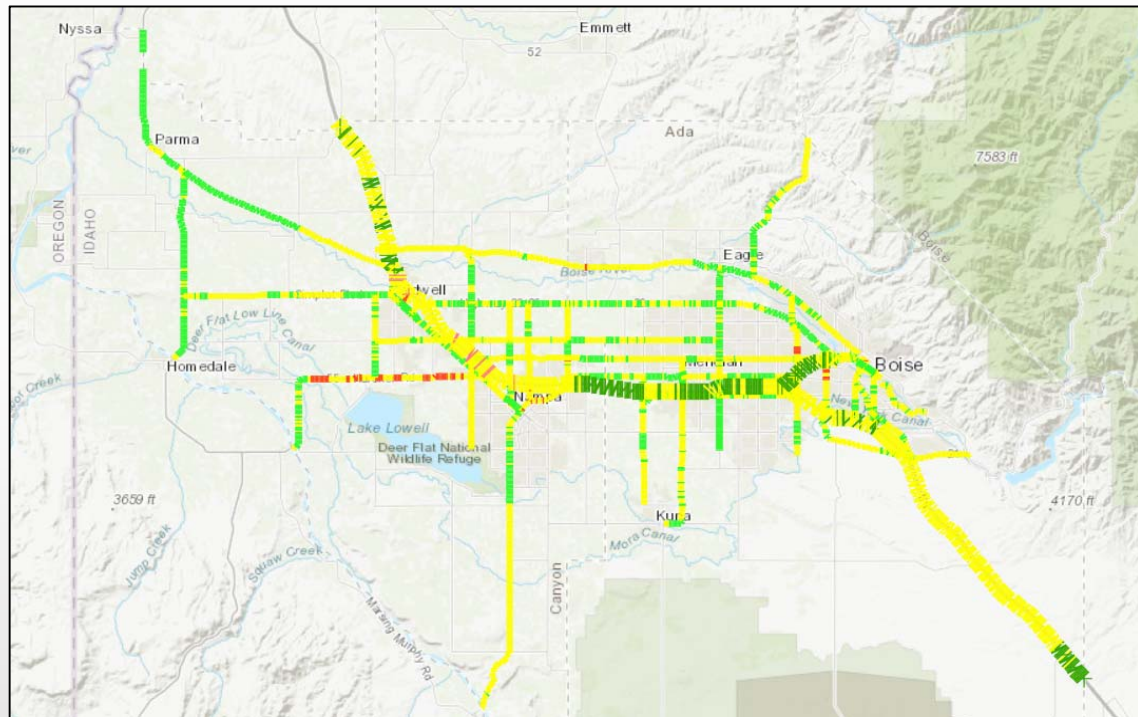


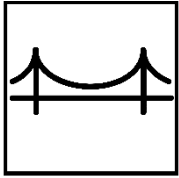
Pavement Condition - NHS

Type of Roadway	Pavement Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2022 Target
Interstate	Good	31.70%	50.7%	At least 50%
Interstate	Fair	67.10%	47.9%	N/A
Interstate	Poor	1.20%	1.4%	< 4%
Non-Interstate	Good	37.40%	46.1%	At least 50%
Non-Interstate	Fair	60.60%	51.8%	N/A
Non-Interstate	Poor	2.00%	2.1%	< 8%

\$75 million budgeted for NHS system pavement condition

Green = Good
 Yellow = Fair
 Red = Poor

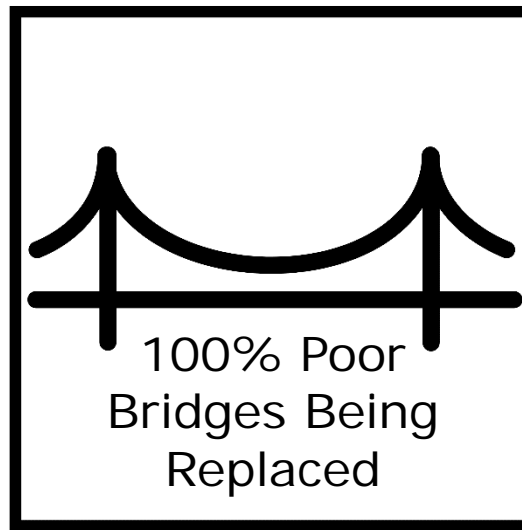


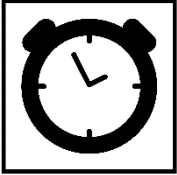


Bridge Condition

Bridge Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2022 Target
Good	38.7%	18.9%	At least 19%
Fair	60.7%	78.8%	N/A
Poor	0.6%	2.3%	< 3%
Total	100%	100%	

\$20 million budgeted for bridge replacement and rehabilitation





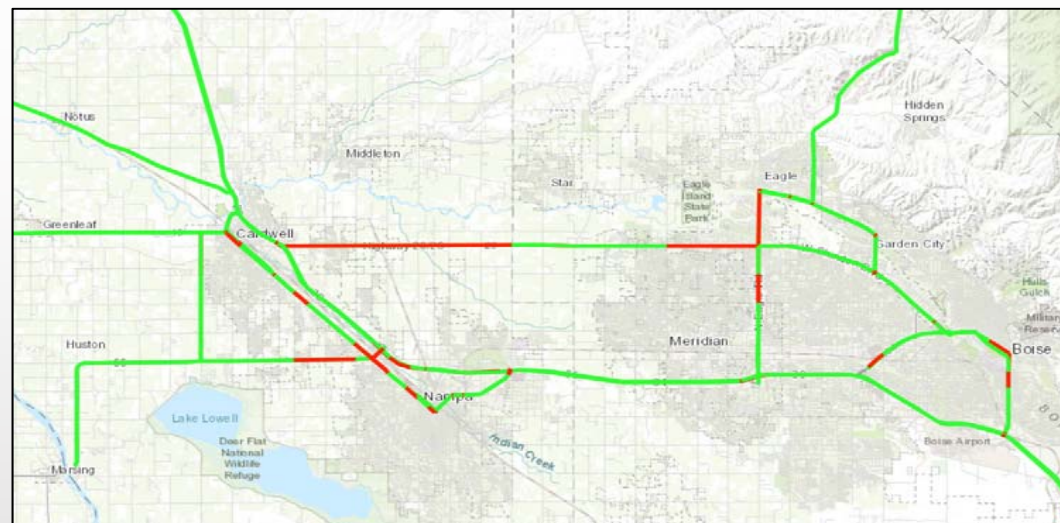
Level of Travel Time Reliability

Interstate			
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2022 Target
Reliable	92.7%	97.9%	At least 90%
Not Reliable	7.3%	2.1%	
Total	100%	100%	

Non-Interstate			
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2022 Target
Reliable	78.6%	91.5%	At least 70%
Not Reliable	21.4%	8.5%	
Total	100%	100%	

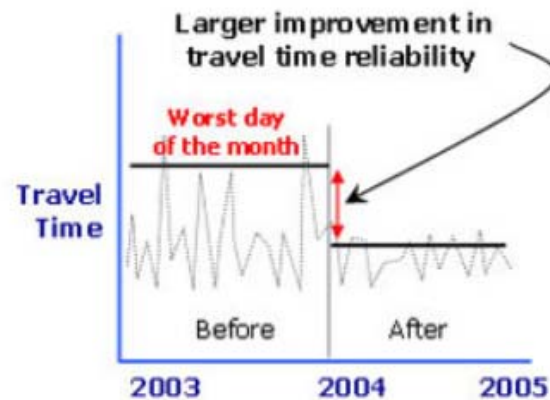
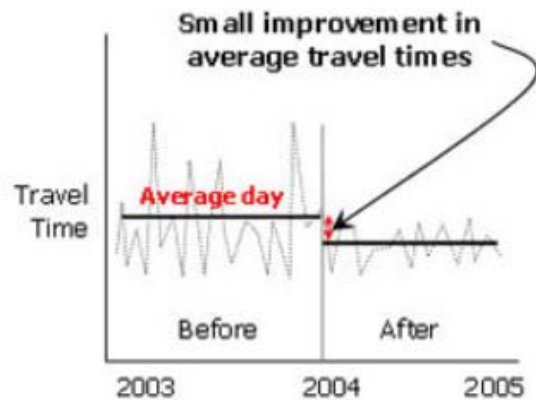
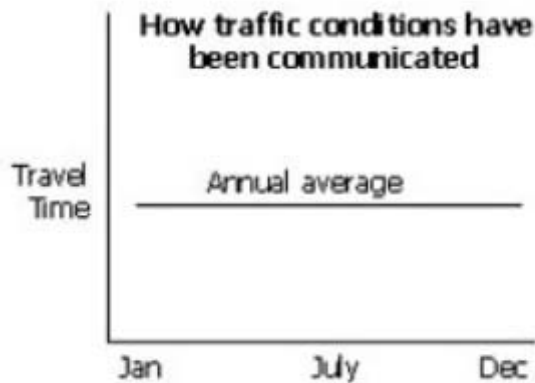
\$326 million budgeted for NHS widening

Green = Reliable
Red = Not Reliable





Level of Travel Time Reliability



Graphic credit: Federal Highway Administration



Level of Travel Time Reliability

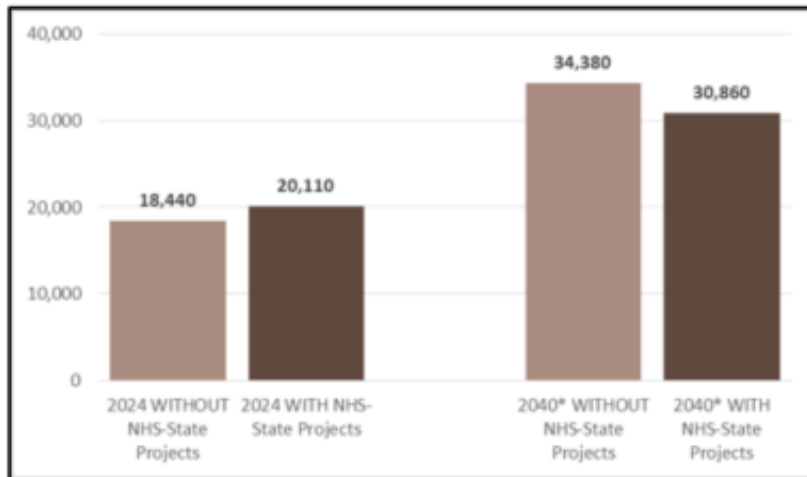


Figure 13: Vehicle Hours of Travel, Average Weekday NHS-State Project Limits

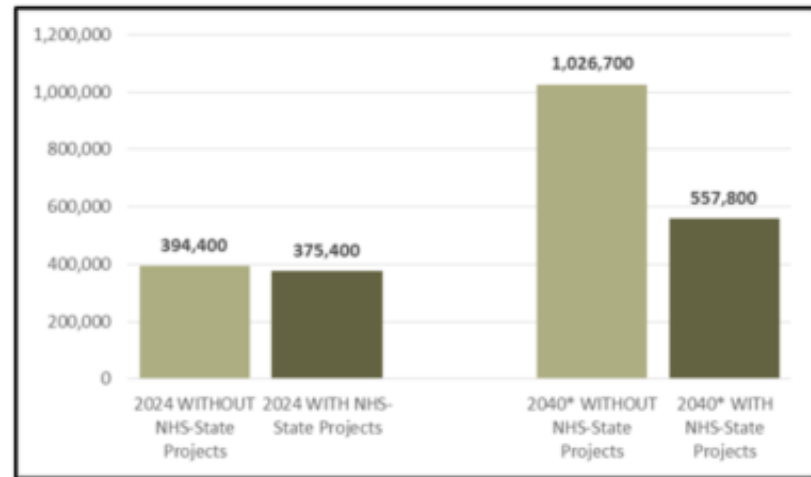


Figure 14: Congested Vehicle Miles of Travel, Average, Weekday, NHS-State Project Limits

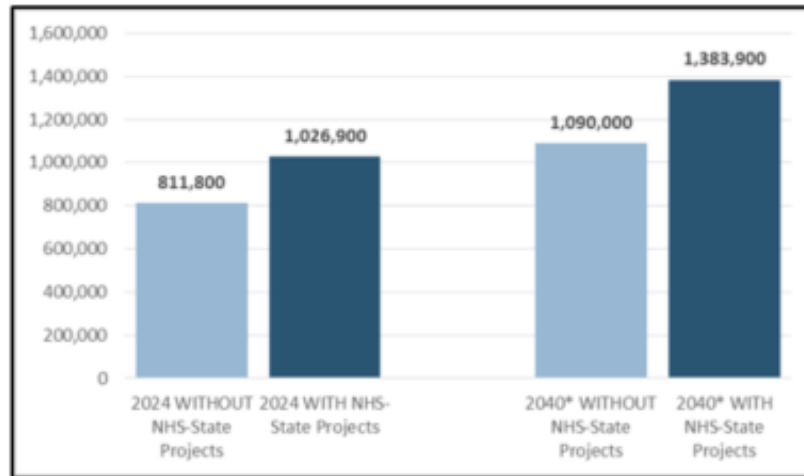


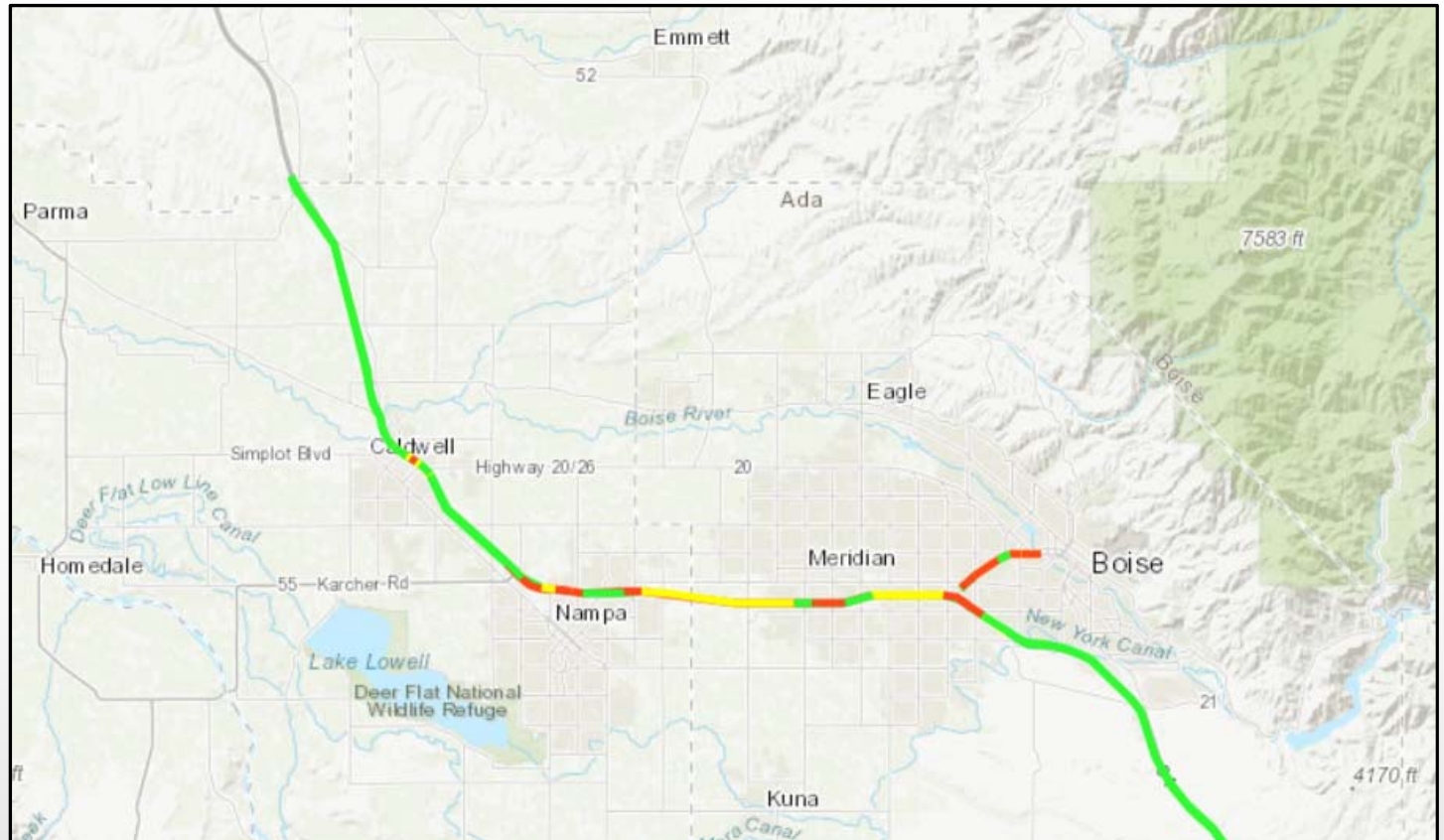
Figure 18: Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits



Truck Travel Time Reliability - Freight

Interstate			
Condition	FY2017 Regional Reliability Score	FY2017 Statewide Reliability Score	FY2018 Target
Reliable	1.47	1.17	< 1.3

\$188 million budgeted for interstate widening



Green = Reliable
Red = Not Reliable



Truck Travel Time Reliability - Freight

Sample

Segment: Longer Travel Time (95 th) divided by Normal Travel Time (50 th) = # seconds ÷ by #seconds = TTTR		
Monday - Friday	6am - 10am	TTTR=72 sec ÷ 50 sec = 1.44
	10am - 4pm	TTTR=1.39
	4pm - 8pm	TTTR = 1.49
Weekends	6am - 8pm	TTTR = 1.31
Overnight	8pm - 6am	TTTR=1.20
Maximum TTTR		1.49
Measure: TTTR Index <ul style="list-style-type: none"> Length x MaxTTTR = Length-weighted TTTR Σ (All segment length weighted TTTR) ÷ Σ (All segment lengths) 		



Truck Travel Time Reliability - Freight

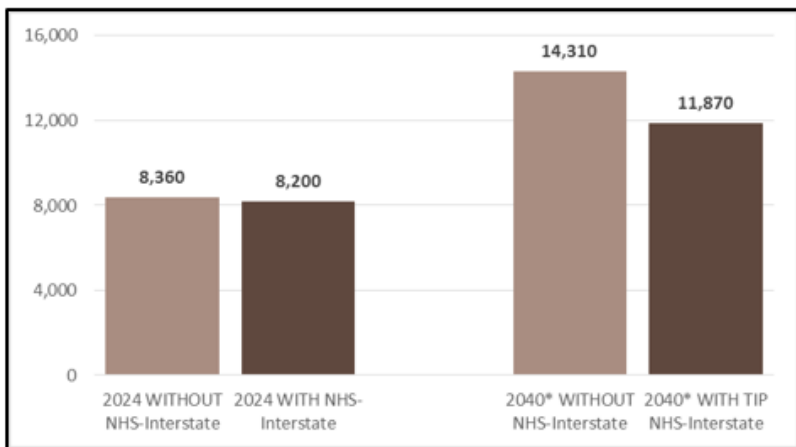


Figure 22: Vehicle Hours of Travel, Average Weekday, NHS Interstate Project Limits

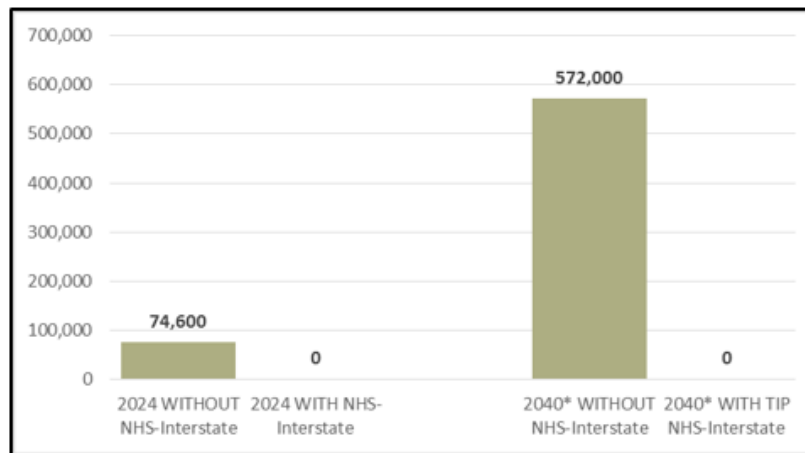


Figure 23: Congested Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

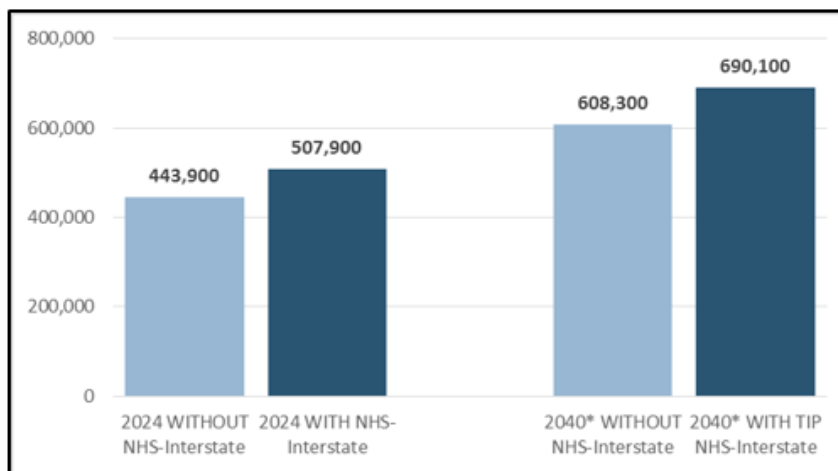
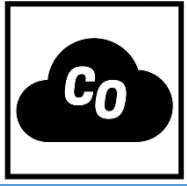
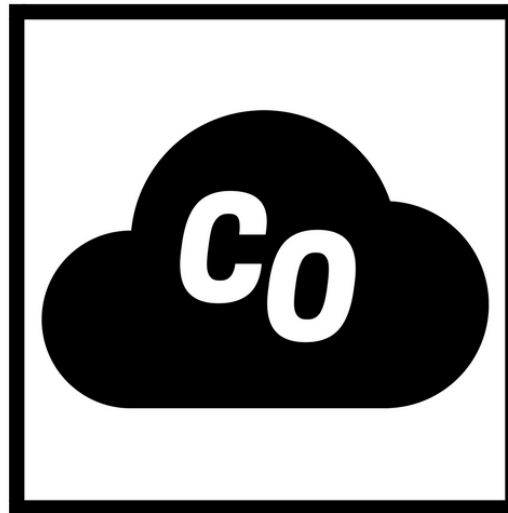


Figure 24: Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits



Congestion Mitigation Air Quality - Emissions



Target is Zero. ITD does not use federal funds toward Congestion Mitigation Air Quality projects.

Other ...

Corrective Congestion Management Process (CMP)

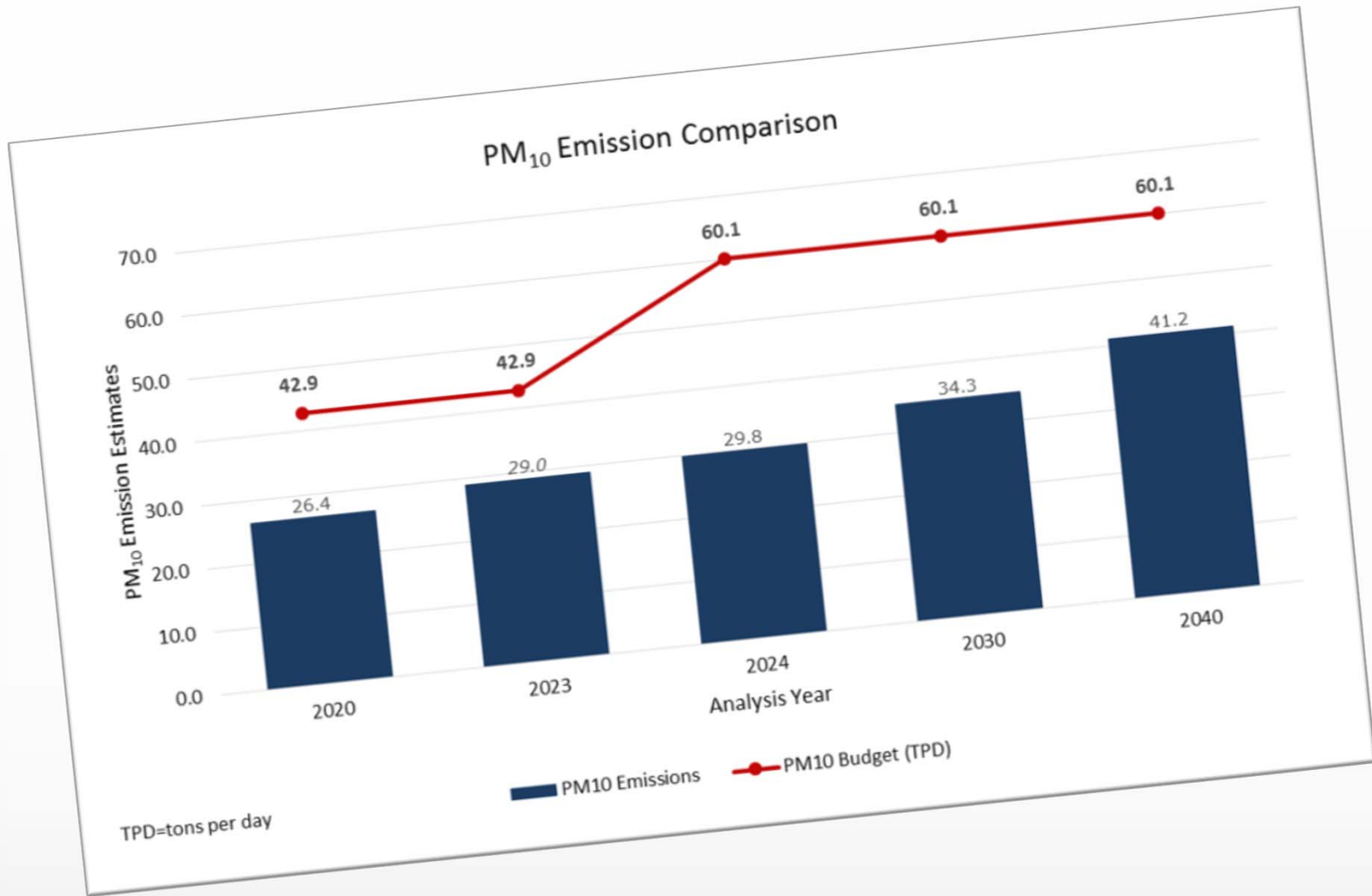
- Highlight CMP regional strategies
- List projects in the TIP by strategy

Corrective Financial Constraint

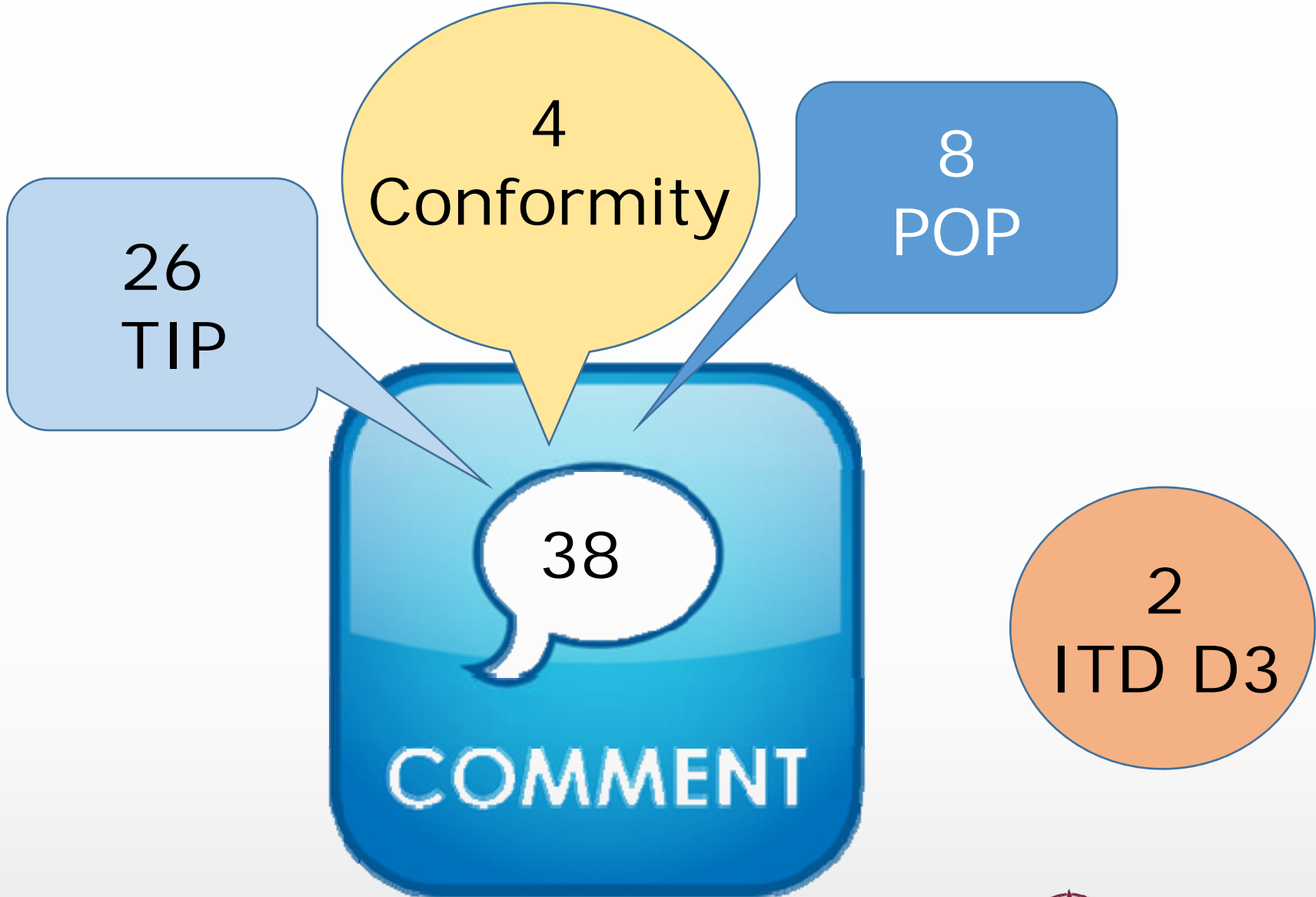
- More detail about member agency budgets (historical, current, projected)
- Explained operations and maintenance usage

Enhanced Multiple Sections

- Project selection (added)
- Regionally significant project definition
- Air quality conformity demonstration



See supplemental.





Questions



Graphic credit: Blue Kite Marketing

Recommended Motion

- RTAC recommends COMPASS Board of Directors' adoption of Resolution XX-2020 approving the FY2020-2026 TIP and associated air quality conformity demonstration.



Graphic credit: UGA admissions blog



Item V-A



BUILDING A BETTER State Street

STATE STREET Transit Oriented Development Project Update

Regional Transportation Advisory
Committee
September 25, 2019



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



valleyregionaltransit



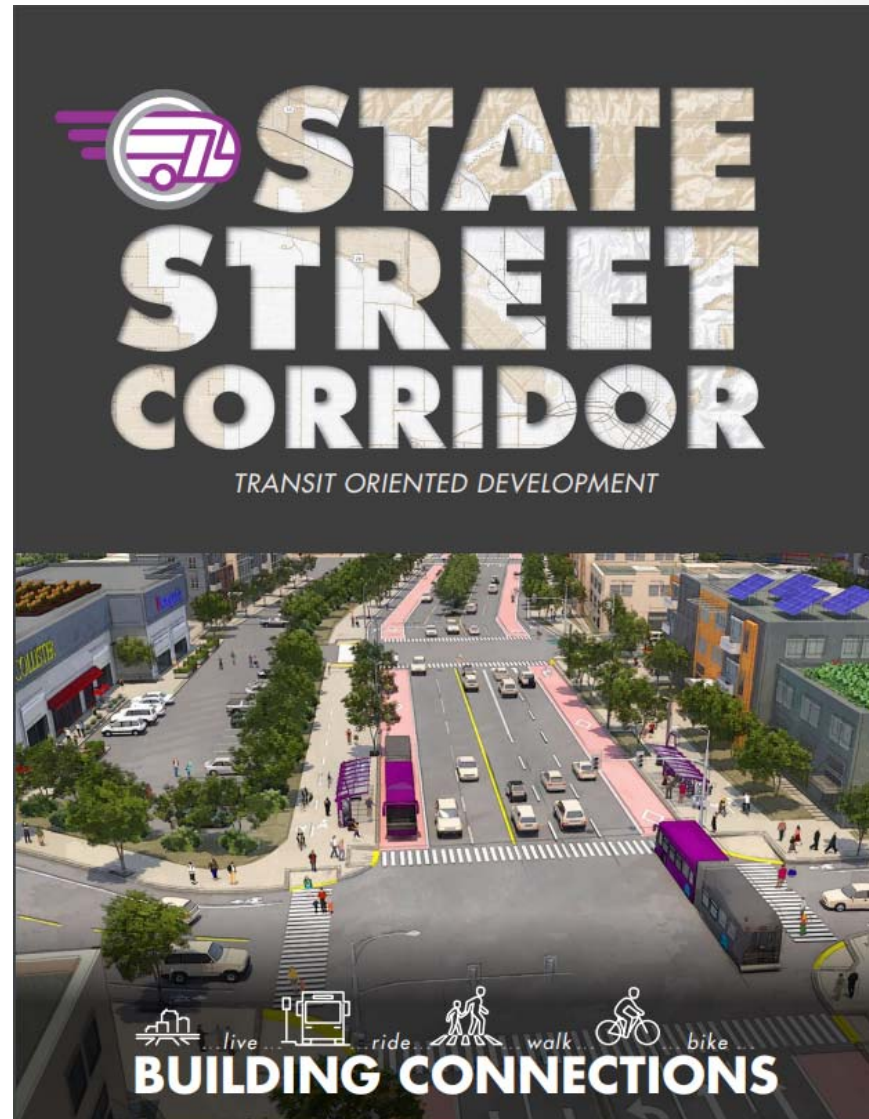
State Street TOD Study Update

- Essential step in developing the land use plans for the State Street Corridor
- Foundation for transit overlay zones and other supportive land use policies
- Consultant work completed in July
- Agencies will begin consideration of report



State Street TOD Study Update

- Market Analysis
- Transit Amenities
- Visualization



State Street TOD Study Update

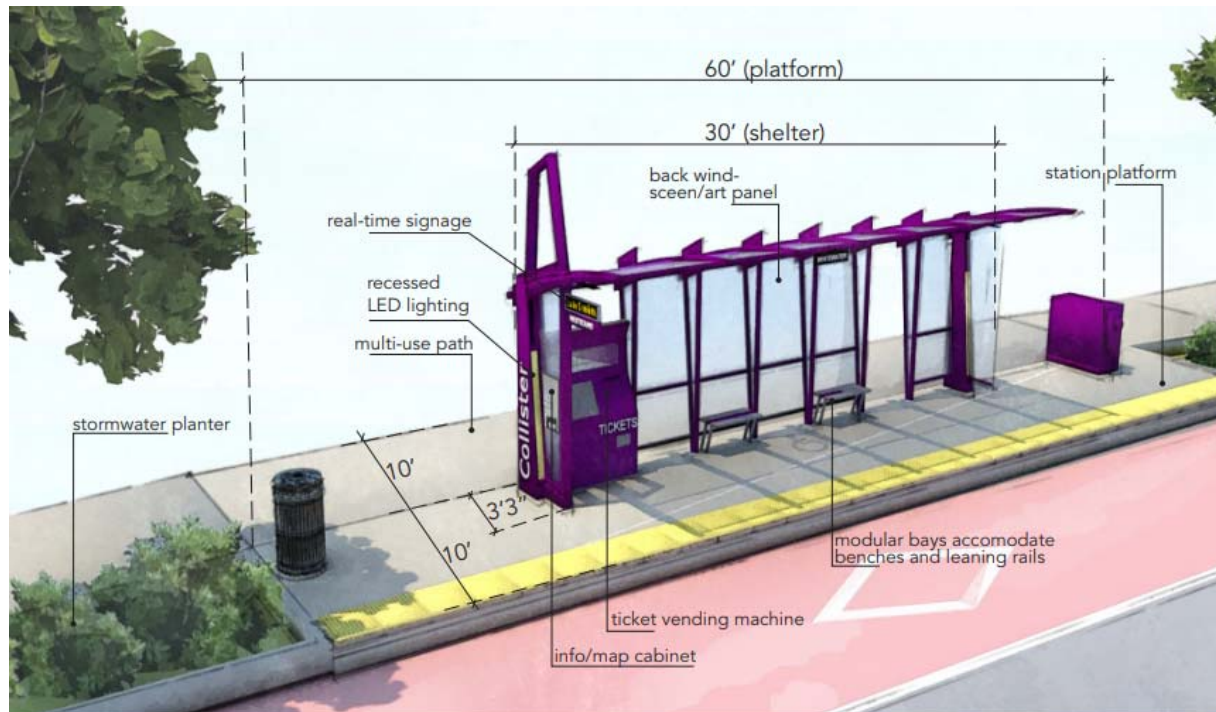
- Market Analysis

TABLE 3. EMPLOYMENT-AREA DEMAND IN STATION AREAS

	Attainable Capture By Tier 1 Station Area (s.f.)			
	HORSESHOE BEND ROAD	GLENWOOD	COLLISTER	WHITEWATER
by Year 10	50 - 100K s.f.	25 - 100K s.f.	25 - 100K s.f.	50-200K s.f.
by Year 20	100 - 250K s.f.	50-250K s.f.	50-250K s.f.	100-300K s.f.
Share of Corridor-Wide Demand (20-year)	4-10%	2-10%	2-10%	4-12%
Station Area Notes	More developable land here, but further from downtown demand driver			ITD site redevelops, commercial s.f. more likely to be at high end

State Street TOD Study Update

- Market Analysis
- Transit Amenities



State Street TOD Study Update

- Market Analysis
- Transit Amenities
- [Visualization](#)



Inter-agency Communication



**BUILDING A BETTER
State Street**

buildabetterstatestreet.org

Inter-agency Communication



Increasing
Transportation
Options Benefit
Everyone

Moving from here to
there



Bringing
Community
Closer to Home

Development you can
live by

Inter-agency Communication

TOD Projects

Road Projects

Transit Projects

Bicycle and Pedestrian Projects

Inter-agency Communication

Why is State Street changing?

Together, we are building a State Street corridor with many transit options, where residents can live near the office, recreate, dine, and shop in diverse, community-oriented neighborhoods.

[FAQs](#)



BUILDING A BETTER State Street

STATE STREET Transit Oriented Development Project Update



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



valleyregionaltransit



valleyregionaltransit

Item V-B

Topic: National Highway System

Purpose: Review preliminary
changes and provide status
update

Mary Ann Waldinger
Principal Planner

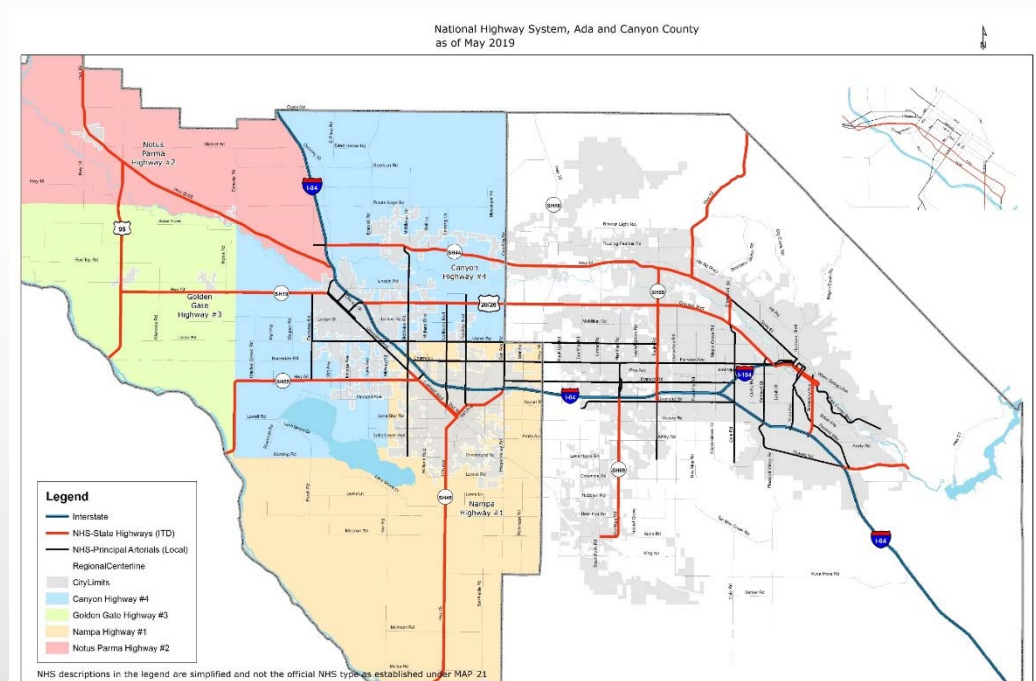


Introduction

- National Highway System – *quick recap*
- Review preliminary changes
- Next three months

National Highway System (NHS)

- MAP-21 (2012)
- Interstate, state highways, **principal arterials**, and others
- Federal regulations
- Funding allocation (source) and on which roadways



<https://hepgis.fhwa.dot.gov/fhwagis/#>

NHS – Federal Requirements

- Comply with federal regulations
 - Design standards
 - Contract administration
 - State-FHWA oversight
 - Performance Monitoring System reporting
 - And yes, outdoor advertising



NHS – NHPP

- National Highway Performance Program (NHPP)
 - Apportionment not tied to mileage
 - ITD only

In FY2019, Idaho's apportionment of NHPP dollars is **\$176,427,396 (federal portion)**

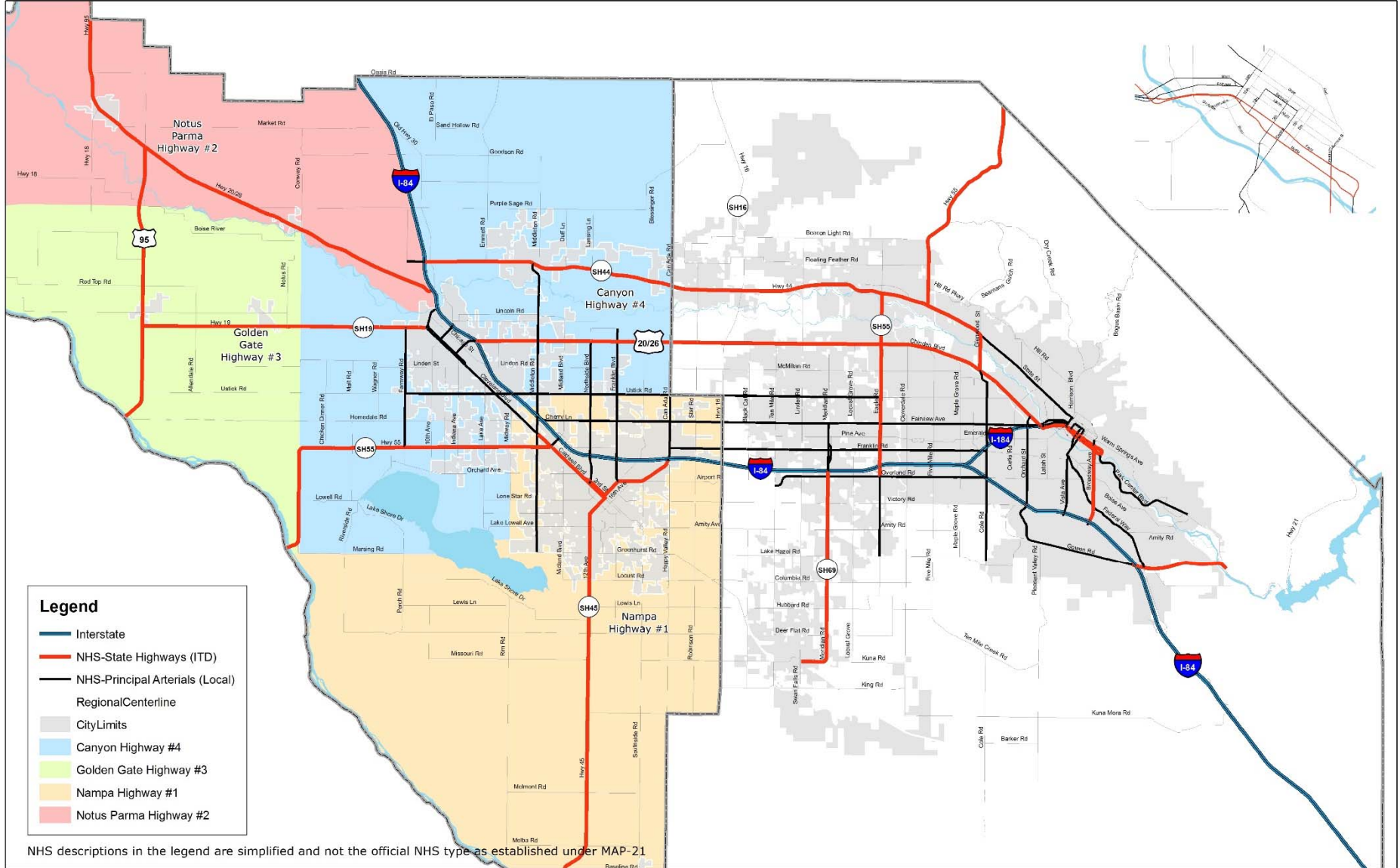
We do have some projects with NHPP funding in the TIP:

- KN 21848 – I-84B, Blaine/Cleveland Avenue to 10th Avenue, Caldwell
- KN 20536 – Microseals, Ada and Canyon Counties
- KN 13476 - SH-44 (State Street) and SH-55 (Eagle Road) Intersection, ½ CFI, Eagle
- KN 21849 – SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties
- KN 20506 – SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation
- KN 20227 – US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian

Status

- ✓ Canyon Highway District #4
- ✓ City of Caldwell
- ✓ Ada County Highway District
- ✓ ITD D3
- ✓ City of Nampa
- ✓ Golden Gate Highway District #3 and Notus-Parma Highway District #2 (no local roadways on NHS)

National Highway System, Ada and Canyon County
as of May 2019

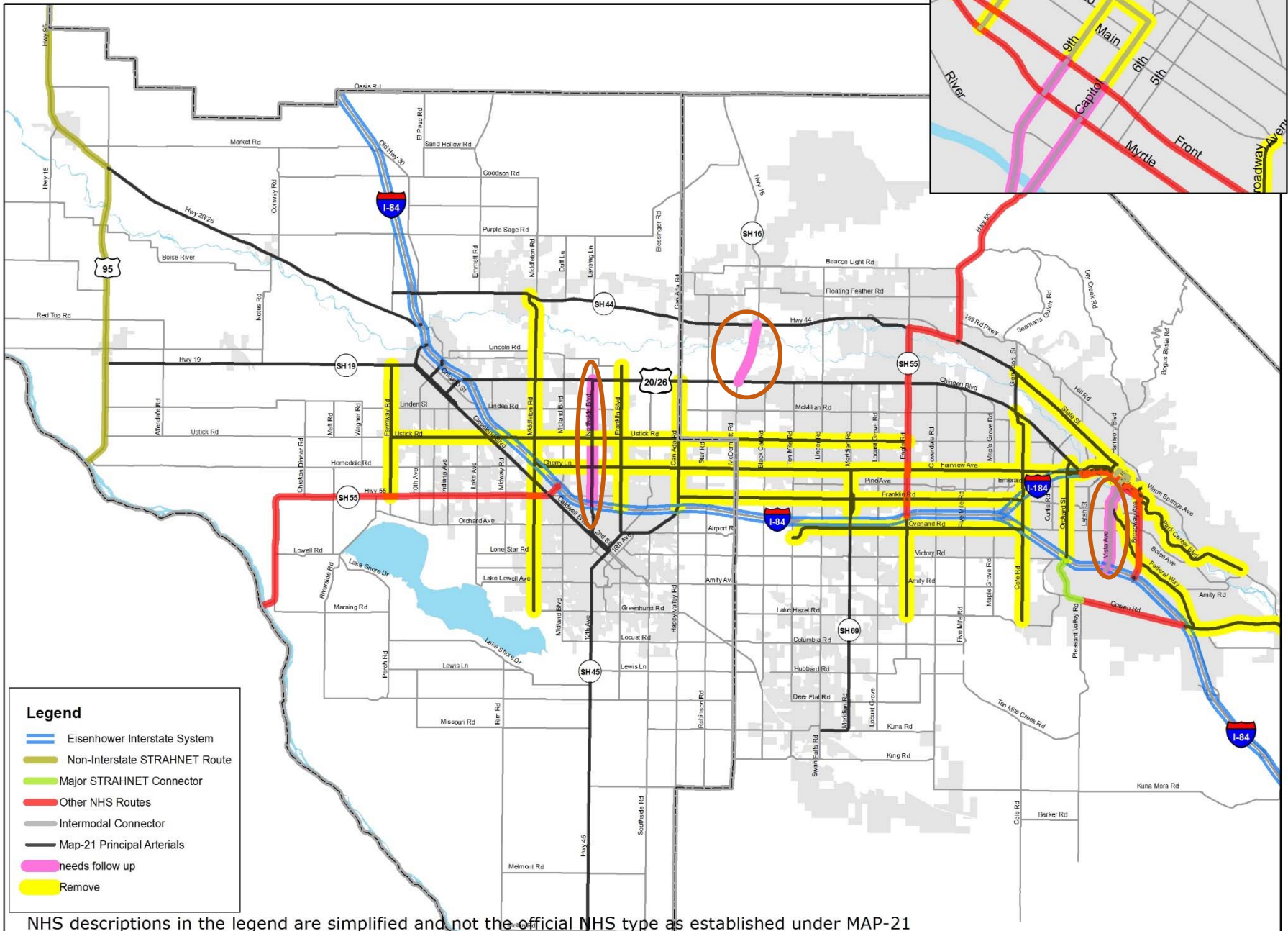


Legend

- Interstate
- NHS-State Highways (ITD)
- NHS-Principal Arterials (Local)
- Regional Centerline
- City Limits
- Canyon Highway #4
- Golden Gate Highway #3
- Nampa Highway #1
- Notus Parma Highway #2

NHS descriptions in the legend are simplified and not the official NHS type as established under MAP-21

National Highway System, Ada and Canyon County DRAFT per requested changes

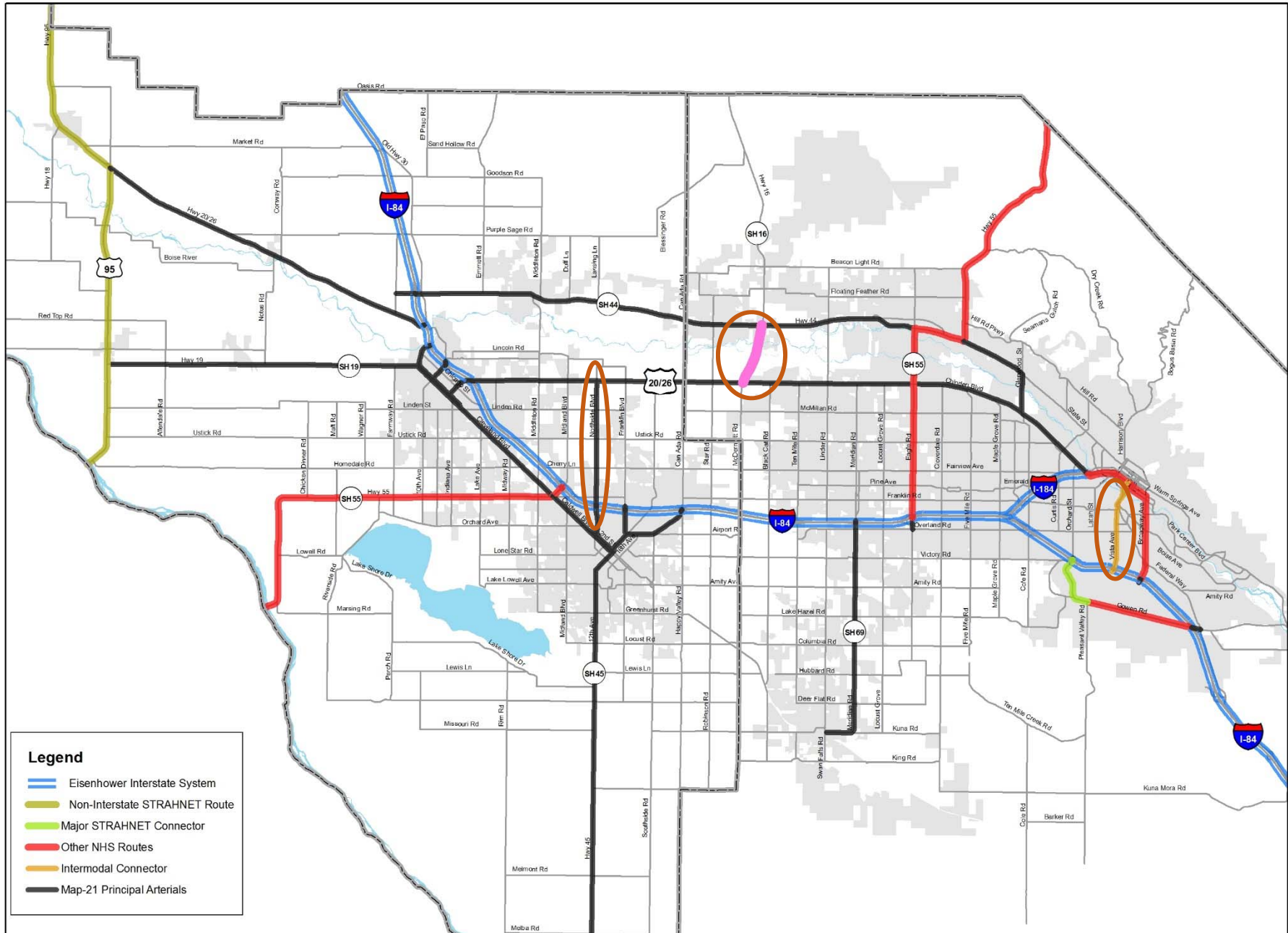


Legend

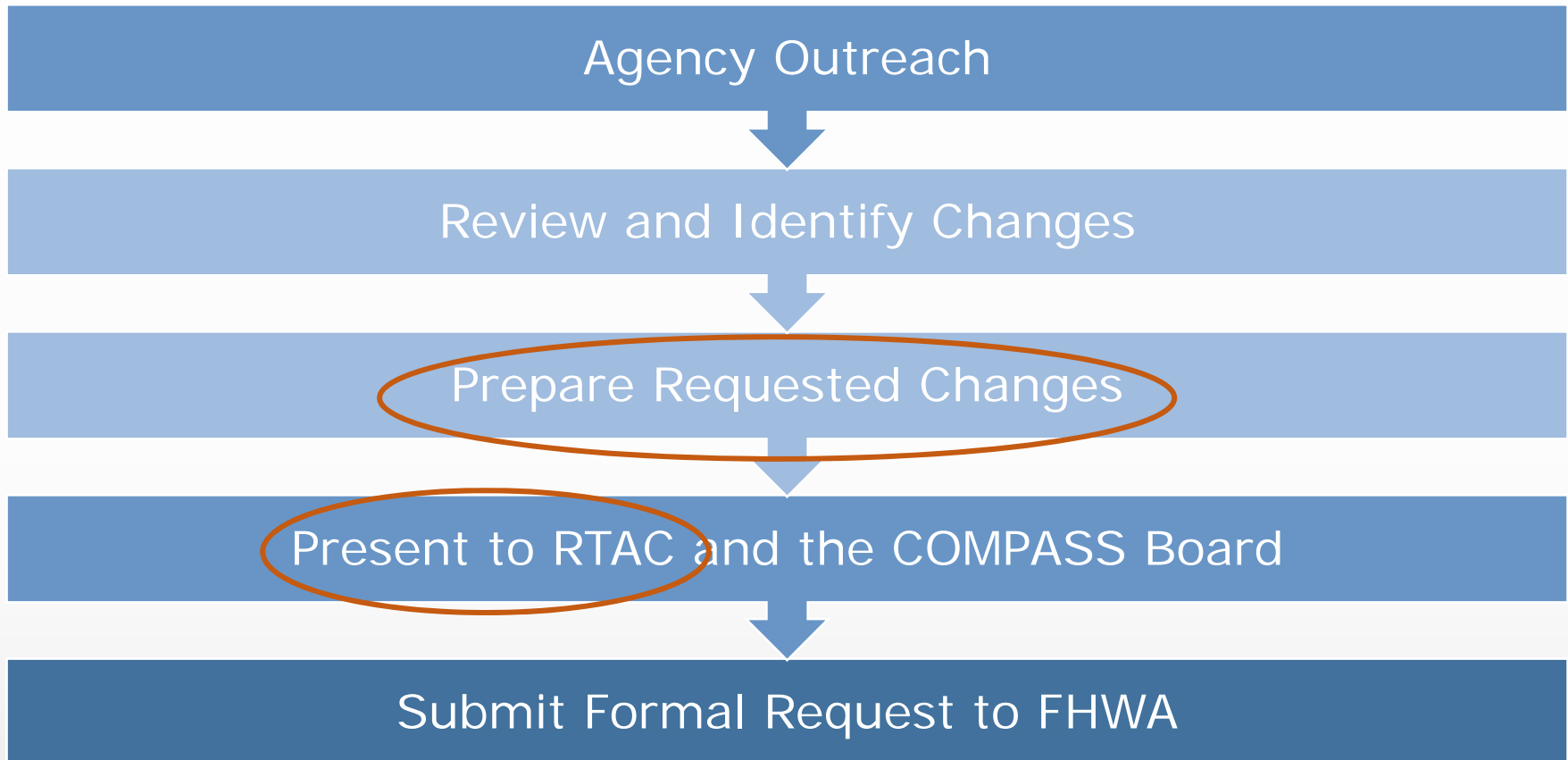
- Eisenhower Interstate System
- Non-Interstate STRAHNET Route
- Major STRAHNET Connector
- Other NHS Routes
- Intermodal Connector
- Map-21 Principal Arterials
- needs follow up
- Remove

NHS descriptions in the legend are simplified and not the official NHS type as established under MAP-21

National Highway System, Ada and Canyon County DRAFT per requested changes



Next Steps





NHS and functional
classification changes
are **SEPARATE**
actions

Summary and Next Steps



October

Information Item:
Review NHS
changes



November

Action Item:
Recommendation to
the COMPASS Board



December

Action Item: Present
Recommendation to
the COMPASS Board



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Item V-C

Topic: Functional Classification

Purpose: Review process
and next steps

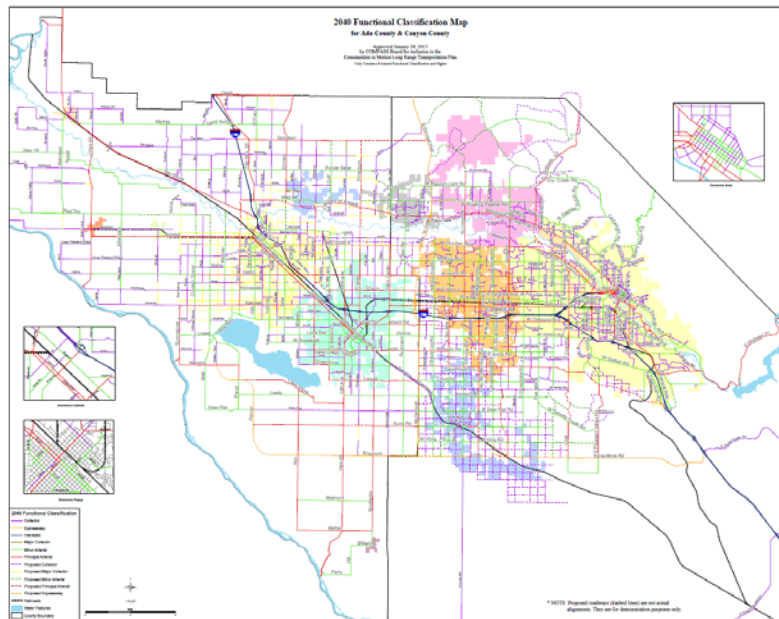
Mary Ann Waldinger
Principal Planner



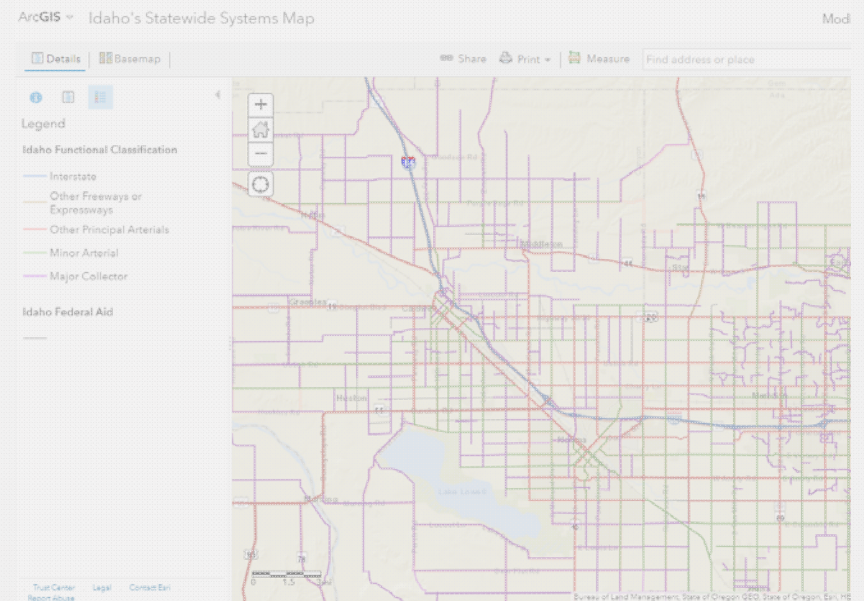
Introduction

- Functional Classification System(s)
- Review process
- Next steps

Planning Functional Classification Map



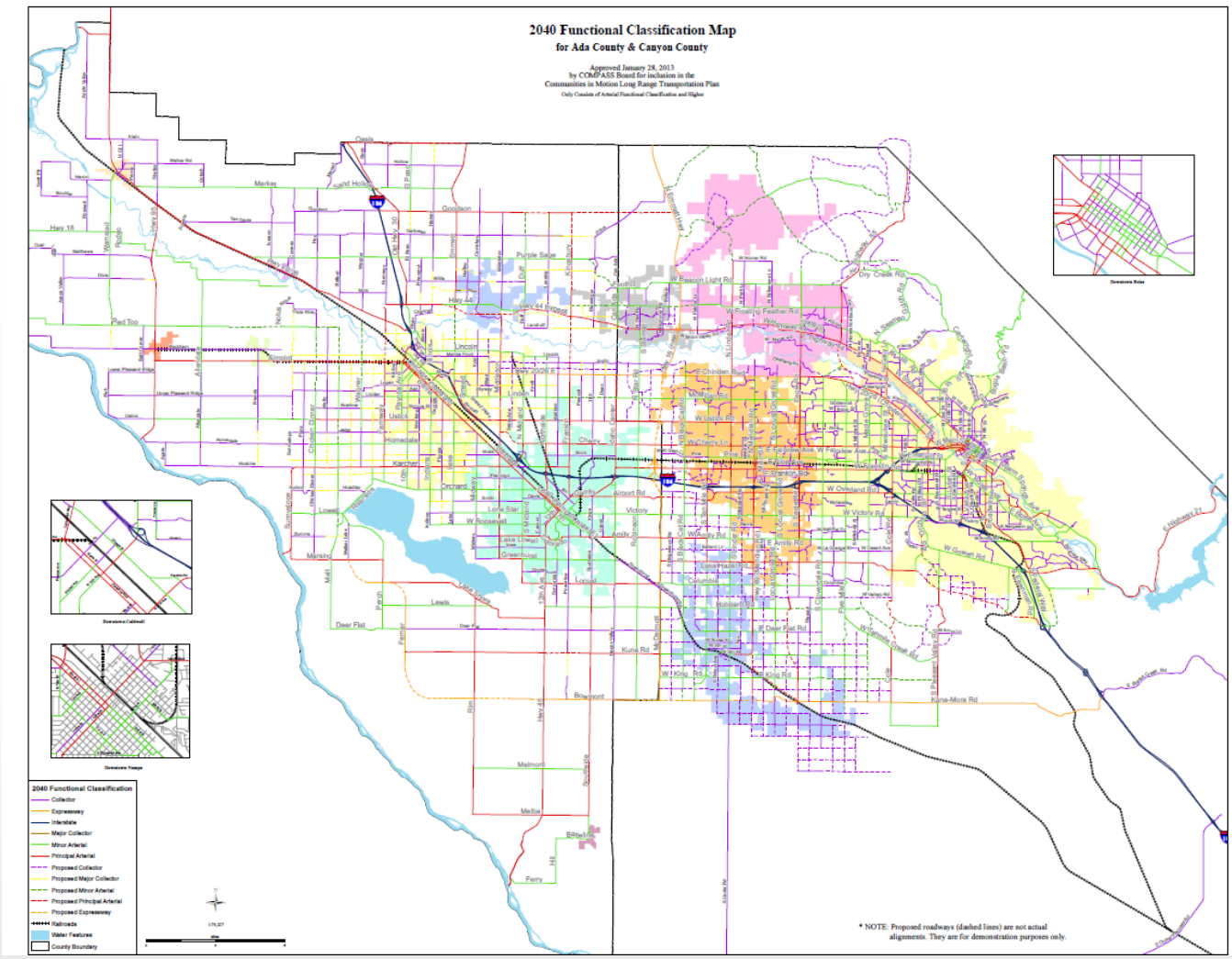
2025 Federal Aid Functional Classification Map



Planning Map Discussion Items

- Define its purpose
- Change to “Long Term” Planning Functional Classification Map
- Establish official status / influence
- Discuss existing and future collectors
- Discuss proposed roadways
- Set up annual review and updates

Planning Functional Classification Map



Review Process

Planning Functional Classification Map

<http://arcg.is/1zff0S>

Functional Class Markup/Review

Interactive Commenting | Map Notes

Click on the line that you wish to comment on. It is possible to accidentally select a jurisdictional area. If that occurs, just re-select the roadway you are interested in.

Application

Find address or place

Segment Name: Copper Point Extension

Segment Name: 10th

Segment Name: 10th

Segment Name: 10th

Segment Name: 10th

Segment Name: 10th

Segment Name: 11th

Segment Name: 11th

Segment Name: 11th

Segment Name: 11th

Segment Name: 11th

Segment Name: 12th

Segment Name: 12th Ave

Segment Name: 14th

Segment Name: 16th

Segment Name: 17th St

Segment Name: 18th

Esri, HERE, NPS | Esri, HERE, NPS | State of Oregon GEO, Esri, HERE

They said **?!?** **WHAT**?!?

http://compassdaho.maps.arcgis.com/apps/MapSeries/index.html?appid=09e1 Functional Class Markup/Rev... X

Functional Class Markup/Review

A Story Map

Interactive Commenting | Map Notes

Click on the line that you wish to comment on. It is possible to accidentally select a jurisdictional area. If that occurs, just re-select the roadway you are interested in.

Find address or place

Segment Name: New 134x

Functional Class: Proposed Collector

Notes: does Moss Ln replace this one?

- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
- Collector
- Proposed Expressway
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector
- AC
- Ca
- Go
- Na
- Nc

Agency: COMPASS

Submit | Cancel

Comments

Comment by: COMPASS

Agency: COMPASS

Comments: Does Moss Ln replace the need for this one?

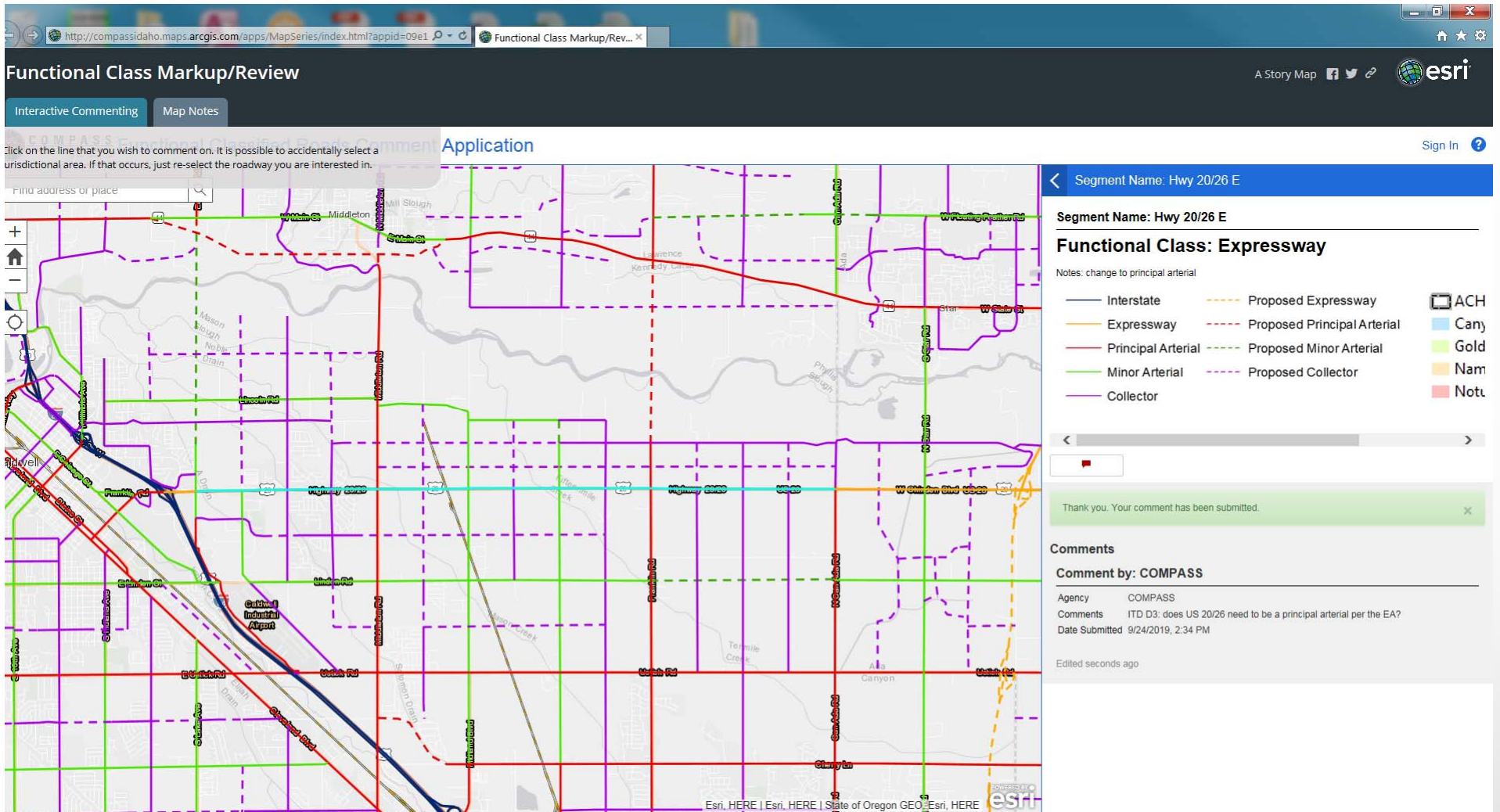
Date Submitted: 9/24/2019, 11:37 AM

Edited 2 hours ago

Esri, HERE, U.S. Forest Service | Esri, HERE, U.S. Forest Service | State of Oregon GEO, Esri, HERE...

They said **?!?** **WHAT**?!?

http://compassidaho.maps.arcgis.com/apps/MapSeries/index.html?appid=09e1 Functional Class Markup/Rev...
Functional Class Markup/Review
A Story Map esri
Interactive Commenting Map Notes
Application
Click on the line that you wish to comment on. It is possible to accidentally select a jurisdictional area. If that occurs, just re-select the roadway you are interested in.
Find address or place
Segment Name: Hwy 20/26 E
Functional Class: Expressway
Notes: change to principal arterial
Legend:
Interstate
Expressway
Principal Arterial
Minor Arterial
Collector
Proposed Expressway
Proposed Principal Arterial
Proposed Minor Arterial
Proposed Collector
ACH
Cany
Gold
Nam
Nott
Thank you. Your comment has been submitted.
Comments
Comment by: COMPASS
Agency: COMPASS
Comments: ITD D3: does US 20/26 need to be a principal arterial per the EA?
Date Submitted: 9/24/2019, 2:34 PM
Edited seconds ago
Esri, HERE | Esri, HERE | State of Oregon GEO Esri, HERE



Next Steps

Planning Functional Classification Map

- Provide link to “map app”
- Provide instructions
- Summarize comments submitted
- Set up meetings to review (multiple rounds)



October 2019

Review, Discuss, Review, Meet, Prepare Draft Map



March 2020



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COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho