



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING PACKET

February 22, 2021



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Community Planning Association of Southwest Idaho 2021 COMPASS Board of Directors

GENERAL MEMBERS	SPECIAL MEMBERS	EX-OFFICIO MEMBERS
Ada County: Commissioner Kendra Kenyon Commissioner Rod Beck Commissioner Ryan Davidson	Boise State University: President Marlene Tromp	Governor's Office: Andrew Mitzel, Senior Advisor of Intergovernmental Affairs
Ada County Highway District: Commissioner Dave McKinney Commissioner Jim Hansen Commissioner Mary May	Capital City Development Corporation: John Brunelle, Executive Director	Greater Boise Auditorium District: Pat Rice, Executive Director
Canyon County: Commissioner Keri Smith Commissioner Leslie Van Beek Commissioner Pam White	Idaho Department of Environmental Quality: Aaron Scheff, Regional Administrator	Southwest District Health Department: Nikole Zogg, District Director
Canyon Highway District No. 4: Commissioner Jay Gibbons	Idaho Transportation Department: Caleb Lakey, District 3 Engineer	
City of Boise: Mayor Lauren McLean Councilmember Elaine Clegg Councilmember Holli Woodings	Valley Regional Transit: Kelli Badesheim, Executive Director	
City of Caldwell: Mayor Garret Nancolas Brent Orton, Public Works Director		
City of Eagle: Mayor Jason Pierce Nichoel Baird Spencer, Planner III		
City of Garden City: Mayor John Evans		
City of Greenleaf: Councilmember Kurt Kopadt		
City of Kuna: Mayor Joe Stear		
City of Melba: Councilmember Parkie Stapleton		
City of Meridian: Mayor Robert Simison Councilmember Jessica Perreault Charlie Rountree		
City of Middleton: Mayor Steve Rule		
City of Nampa: Mayor Debbie Kling Councilmember Victor Rodriguez Tom Points, Public Works Director		
City of Notus: Mayor David Porterfield		
City of Parma: Mayor Angie Lee		
City of Star: Mayor Trevor Chadwick		
City of Wilder: Chelsie Johnson, Public Works Superintendent		
Golden Gate Highway District No. 3: Commissioner David Lincoln		

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MAKING A MOTION:

1. **Seek recognition from the chair.**
2. **When you are recognized, say, "I move..."**
State your motion clearly, concisely, and completely.
3. **Wait for someone to "second" your motion.**
A "second" does not imply the person making the second agrees with the motion – only that he/she agrees it should be debated.
4. **Wait while the chair restates the motion.**
Be prepared to provide the motion to the chair in writing, if needed or requested, to ensure the chair accurately restates it.
5. **Respectfully debate your motion.**
As the person making the motion, you have the right to speak first, but do not have to. When you speak, state your opinion then respectfully listen to, and consider, other opinions.
6. **Wait for the chair to take a vote.**
After discussion is complete, the chair will call for a vote.
7. **Listen as the chair announces the result of the vote.**

Motions to Protect Rights:
• Division of the Assembly
• Point of order
• Appeal chair's ruling
• Point of information
• Parliamentary inquiry
Motions to Choose Voting Methods:
• Vote by ballot, roll call, counted vote
• Choose method of nominations
• Open or close nominates or the polls
Motions to Delay Action:
• Refer to a committee
• Postpone to a definite time
• Recess
• Adjourn
• Postpone indefinitely
• Lay on the table
Motions to Vary the Procedures:
• Suspend the rules
• Divide the question
• Request to withdraw a motion
• Request relief from duty – or resign
Motions to Re-examine:
• Reconsider
• Rescind/Amend something previously adopted
• Take from the table
• Discharge a committee

To Change a Proposed Motion:
Amend Motions to Raise Urgent Issues:
• Question of privilege
• Orders of the day
• Object to consideration
Motions to Control Debate:
• Limit debate
• Previous question

TABLE OF RULES RELATING TO MOTIONS:

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



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2021 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
February 22, 2021 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Confirm Finance Committee Membership • Approve Extension of Delivery Deadlines on Local Federal-Aid Projects • Adopt Resolution Amending the FY2021-2027 Regional Transportation Improvement Program (TIP) • Approve Revisions to the COMPASS Employment Policies • Approve Revisions to the COMPASS Records Policy • Approve Updated Transportation Improvement Program (TIP) Policies
April 19, 2021 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Accept 2021 Population Estimates • Approve FY2021 General and Special Membership Dues
June 21, 2021 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Consider Executive Committee’s Recommendation Regarding the Executive Director’s Annual Performance Evaluation • Approve End-of-Year Program and Redistribution Priorities • Approve FY2023-2029 COMPASS Funding Application Guide
August 16, 2021 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Approve FY2022 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects • Approve FY2022 Resource Development Plan • Adopt Resolution Approving the FY2022 Unified Planning Work Program and Budget (UPWP) • Approve COMPASS Workgroup Charters
October 18, 2021 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Establish 2022 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting • Adopt Resolution Approving FY2022-2028 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration • Adopt Resolution Approving Rural Application Prioritization
December 20, 2021 Holiday Luncheon 12:00 pm Annual Meeting 1:30 pm – 3:30 pm	Nampa Civic Center 311 3rd Street South Nampa, Idaho	<ul style="list-style-type: none"> • Confirm 2022 Board Officers: Chair, Chair Elect, Vice Chair, Immediate Past Chair. Elect Secretary-Treasurer • Confirm Regional Transportation Advisory Committee Membership • Approve 2022 Federal Transportation Policy Positions • Approve 2022 Idaho Legislative Session Position Statements • Adopt Resolution Approving Revision 1 of the FY2022 Unified Planning Work Program and Budget (UPWP)

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**COMPASS BOARD OF DIRECTORS' MEETING
FEBRUARY 22, 2021 – 1:30 PM
COMPASS – 2ND FLOOR LARGE CONFERENCE ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

ZOOM CONFERENCE CALL

Facebook Live Streaming - <https://www.facebook.com/COMPASSIdaho>

Board members are encouraged to participate in the meeting via Zoom conference call. Others may watch the meeting via Live Streaming on Facebook. If you do not have internet access, please call Hailey Townsend at the number below for an alternate to Facebook. The 2nd floor large conference room is open for in-person attendance, but has limited capacity for physical distancing; for the health and safety of all participants, virtual participation is encouraged. In-person attendees are asked to maintain physical distance and are required to wear a mask at all times in the COMPASS building.

Individuals that intend to attend the meeting in person should RSVP to Hailey Townsend at htownsend@compassidaho.org or 208-475-2232.

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on February 22, 2021, will be provided to the Board members and read into the record during the meeting.

****AGENDA****

I. CALL TO ORDER (1:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

- Page 3 ***A. Approve December 21, 2020, COMPASS Board Meeting Minutes**
- Page 7 ***B. Receive Approved November 10, 2020, Executive Committee Meeting Minutes**
- Page 13 ***C. Receive Approved December 3, 2020, Finance Committee Meeting Minutes**
- Page 15 ***D. Approve List of Records for Destruction**
- Page 23 ***E. Approve Amended Families First Coronavirus Relief Act Leave Policy**
- Page 26 ***F. Confirm Finance Committee Membership**

IV. ACTION ITEMS

- 1:40 ***A. Adopt Resolutions Amending *Communities in Motion 2040 2.0* Liisa Itkonen**
- Page 27 **(CIM 2040 2.0) and FY2021-2027 Regional Transportation Improvement Program (TIP)**
- Liisa Itkonen will seek COMPASS Board's adoption of resolutions amending CIM 2040 2.0 and FY2021-2021 TIP to add an Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) joint project for preliminary design and*

environmental study to replace the Five Mile Road overpass over Interstate 84 and widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise.

- 1:55 *B. **Approve Update to COMPASS Board Policy 2021-01** **Toni Tisdale**
Page 48 **(Balancing Policy)**
Toni Tisdale will seek COMPASS Board of Directors' approval of an updated balancing policy for Surface Transportation Block Grant and Transportation Alternatives Programs.

V. INFORMATION/DISCUSSION ITEMS

- 2:10 **A. Status Report – State and Federal Legislative Issues** **Ken Burgess**
Ken Burgess will provide a status report on state and federal legislative issues.
- 2:25 *B. **Status Report - Updates to Communities in Motion 2040 2.0** **Liisa Itkonen**
Page 57 **(CIM 2040 2.0)**
Liisa Itkonen will provide the information updates to CIM 2040 2.0 per Board Policy 2020-02.

VI. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (2:40)

- Page 78 *A. **Staff Activity Reports**
Page 90 *B. **Status Report – Current Air Quality Efforts**
Page 94 *C. **Status Report – Regional Transportation Advisory Committee Attendance**
Page 95 *D. **Administrative Modifications**
Page 100 *E. **Status Report – Project Milestone Report**

VII. ADJOURNMENT (2:45)

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

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 475-2229 with 48 hours advance notice.

Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.

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COMPASS BOARD OF DIRECTORS' MEETING DECEMBER 21, 2020 ZOOM CONFERENCE CALL

****MINUTES****

ATTENDEES:

Kelli Badesheim, Valley Regional Transit, via telephone
Bill Vaughan for Nichoel Baird Spencer, City of Eagle, via telephone
Justin Lucas for Sara Baker, Ada County Highway District, via telephone
Lauren McLean, Mayor, City of Boise, via telephone
Elaine Clegg, Councilmember, City of Boise, **Chair**, via telephone
John Evans, Mayor, City of Garden City, via telephone
Tom Dale, Commissioner, Canyon County, **Immediate Past Chair**, via telephone
Matt Edmond for John Brunelle, Capital City Development Corporation, via telephone
Jay Gibbons, Commissioner, Canyon Highway District No. 4, via telephone
Kent Goldthorpe, Commissioner, Ada County Highway District, via telephone
Vanessa Fry, Boise State University, via telephone
Richard Beck for Kendra Kenyon, Commissioner, Ada County, via telephone
Debbie Kling, Mayor, City of Nampa, **Secretary-Treasurer**, via telephone
Kurt Kopadt, City of Greenleaf, via telephone
Diana Lachiondo, Commissioner, Ada County, via telephone
Caleb Lakey, Idaho Transportation Department – District 3, via telephone
Angie Lee for Nathan Leigh, City of Parma, via telephone
Bruce Wong for Mary May, Ada County Highway District, via telephone
Andrew Mitzel, Senior Advisor, Governor's Office, Ex officio, via telephone
Brent Orton, City of Caldwell, via telephone
Jessica Perreault, Councilmember, City of Meridian, via telephone
Tom Points, City of Nampa, via telephone
Charlie Rountree, City of Meridian, via telephone
Aaron Scheff, Idaho Department of Environmental Quality, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Joe Stear, Mayor, City of Kuna, **Vice Chair**, via telephone
Matt Stoll, Executive Director, Community Planning Association, Ex officio, via telephone
Holli Woodings, Councilmember, City of Boise, via telephone

MEMBERS

ABSENT:

Trevor Chadwick, City of Star
Chelsie Johnson, City of Wilder
David Lincoln, Commissioner, Golden Gate Highway District No. 3
Patrick Malloy, Commissioner, Ada County
Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**
Cory Pickard, Mayor, City of Melba

Jason Pierce, Mayor, City of Eagle
David Porterfield, Mayor, City of Notus
Patrick Rice, Greater Boise Auditorium District, Ex officio
Victor Rodriguez, Councilmember, City of Nampa
Steve Rule, Mayor, City of Middleton
Leslie Van Beek, Commissioner, Canyon County
Pam White, Commissioner, Canyon County
Nikole Zogg, Southwest District Health, Ex officio

OTHERS:

Jeff Barnes, City of Nampa, via telephone
Bre Brush, City of Boise, via telephone
Ken Burgess, Veritas Advisors, via telephone
Tevrin Fuller, Community Planning Association, via telephone
Destinie Hart, Community Planning Association, via telephone
Rachel Haukkala, Community Planning Association, via telephone
Liisa Itkonen, Community Planning Association, via telephone
Meg Larsen, Community Planning Association, via telephone
Amy Luft, Community Planning Association, via telephone
Carl Miller, Community Planning Association, via telephone
Hunter Mulhall, Community Planning Association, via telephone
Mitch Skiles, Community Planning Association, via telephone
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, via telephone
Mary Ann Waldinger, Community Planning Association, via telephone

CALL TO ORDER:

Chair Elaine Clegg called the meeting to order at 1:38 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced that COMPASS has hired Destinie Hart to fill the position of Resource Development Principal Planner.

CONSENT AGENDA

- A. Approve October 19, 2020, COMPASS Board Meeting Minutes**
- B. Receive Approved September 8 and October 13, 2020, Executive Committee Meeting Minutes**
- C. Receive Approved August 27, 2020, Finance Committee Meeting Minutes**
- D. Confirm Regional Transportation Advisory Committee Membership**
- E. Appoint Meg Larsen, COMPASS Director of Operations, to the Board of Trustees of the Boise Municipal Health Care Trust**
- F. Ratify Adoption of Resolution Amending the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs**
- G. Adopt a Resolution Amending the FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs**

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

INFORMATION/DISCUSSION ITEMS

- A. ⁴Preview Public Involvement #3 Survey for *Communities in Motion 2050***

Rachel Haukkala previewed the third public involvement survey about high-capacity transit options in the Treasure Valley.

B. Review the Idaho Policy Institute's Transportation Infrastructure Study

Vanessa Fry reviewed the Idaho Policy Institute's study examining the financial needs of transportation infrastructure in Idaho and the revenue available to meet those needs.

C. Status Report – Finance Committee

Mayor Debbie Kling provided a status report on the December 3 and December 17, 2020, Finance Committee meetings.

ACTION ITEMS

A. Confirm 2021 Board Officer Slate

The COMPASS Executive Committee recommended COMPASS Board approval of the 2021 Board Officer slate: Garret Nancolas, Chair; Joe Stear, Chair Elect; Debbie Kling, Vice Chair; Mary May, Secretary-Treasurer; and Elaine Clegg, Immediate Past Chair.

After discussion, **Holli Woodings moved and Tom Dale seconded the confirmation of the 2021 Board officer slate. Motion passed unanimously.**

B. Approve 2021 Federal Transportation Position Statements

Ken Burgess presented the 2021 federal transportation position statements recommended by the Executive Committee for COMPASS Board approval. Positions address multiple key issues, including reauthorization of the FAST Act, federal transportation funding, passenger rail service, and use of rail corridors.

After discussion, **Debbie Kling moved and Joe Stear seconded approval of the 2021 federal transportation position statements as presented. Motion passed unanimously.**

C. Approve 2021 Idaho Legislative Session Position Statements

Ken Burgess presented the 2021 Idaho legislative session position statements recommended by the Executive Committee for COMPASS Board approval. Positions address transportation revenue, local option sales tax authority, funding for public transportation, high occupancy vehicle lanes, non-motorized transportation, a weight/distance fee for heavy vehicles, and property tax reform.

After discussion, **Debbie Kling moved and Joe Stear seconded approval of the 2021 Idaho legislative session position statements as presented. Motion passed unanimously.**

D. Adopt Resolution Approving Revision 1 of the FY2021 Unified Planning Work Program and Budget (UPWP)

Meg Larsen presented Resolution 06-2021 approving Revision 1 of the FY2021 UPWP as recommended by the Finance Committee for COMPASS Board approval.

⁵After discussion, **Tom Dale moved and Jay Gibbons seconded adoption of Resolution**

06-2021 approving Revision 1 of the FY2021 Unified Planning Work Program and Budget as presented. Motion passed unanimously.

E. Approve the *Communities in Motion 2050* Draft Goals and Objectives

Liisa Itkonen reviewed the *Communities in Motion 2050* draft goals and objectives for the COMPASS Board of Directors' approval.

After discussion, **Joe Stear moved and Debbie Kling seconded approval of the *Communities in Motion 2050* draft goals and objectives. Motion passed unanimously.**

F. Accept the 2020 Change in Motion Scorecard

Hunter Mulhall reviewed the 2020 Change in Motion Scorecard for the COMPASS Board of Directors' acceptance.

After discussion, **Charlie Rountree moved and Diana Lachiondo seconded acceptance of the 2020 Change in Motion Scorecard. Motion passed unanimously.**

ADJOURNMENT

The meeting was adjourned at 3:04 p.m.

Approved this 24th day of February 2021.

By: _____
Garret Nancolas, 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 10, 2020 ZOOM CONFERENCE CALL

****MINUTES****

ATTENDEES:

Sara Baker, Commissioner, Ada County Highway District, via telephone
Elaine Clegg, Councilmember, City of Boise, **Chair**, via telephone
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone
Kendra Kenyon, Commissioner, Ada County, via telephone
Debbie Kling, Mayor, City of Nampa, **Secretary-Treasurer**, via telephone
Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Joe Stear, Mayor, City of Kuna, **Vice Chair**, via telephone

MEMBERS ABSENT: Tom Dale, Commissioner, Canyon County
Jason Pierce, Mayor, City of Eagle
Steve Rule, Mayor, City of Middleton

OTHERS PRESENT: Ken Burgess, Veritas Advisors, via telephone
Brent Moore, Ada County, via telephone
Meg Larsen, Community Planning Association, via telephone
Amy Luft, Community Planning Association, via telephone
Matt Stoll, Executive Director, Community Planning Association, via telephone
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, via telephone
Dave Wallace, Ada County Highway District, via telephone

CALL TO ORDER:

Chair Elaine Clegg called the meeting to order at 1:31 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Mayor Stear announced that Jace Hellman will be the Interim Planning and Zoning Director for the City of Kuna. Matt Stoll announced that the COMPASS BUILD Grant application for US 20/26 did not get chosen for funding this year; COMPASS will reapply in 2021.

CONSENT AGENDA

A. Approve October 13, 2020, Executive Committee Meeting Minutes

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

ACTION ITEMS

A. Establish December 21, 2020, COMPASS Board Annual Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-20 for the December 21, 2020, COMPASS Board of Directors' meeting.

After discussion, **Joe Stear moved and Debbie Kling seconded approval of Agenda Items 1-20 for the December 21, 2020, COMPASS Board of Directors' meeting as presented, with the edit of a Transportation Improvement Program amendment to be added to the final agenda. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

B. Recommend COMPASS Board Officer Slate for Annual Meeting

Matt Stoll presented the recommended slate of COMPASS Board officers for 2021 for approval at the December 21, 2020, COMPASS Board annual meeting:

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

After discussion, **Sara Baker moved and Garret Nancolas seconded to recommend the 2021 COMPASS Board officer slate as presented for COMPASS Board approval. Motion passed unanimously.**

C. Adopt Amendment to the FY2020-2026 and FY2021-FY2027 Regional Transportation Improvement Programs (TIPs)

Toni Tisdale presented a resolution amending the FY2020-FY2026 and FY2021-FY2021 TIPs to add a project for Valley Regional Transit (VRT), increase a project for VRT, and increase a project for the Ada County Highway District.

After discussion, **Garret Nancolas moved and Joe Stear seconded adoption of Resolution 04-2021 amending the FY2020-FY2026 and FY2021-FY2021 TIPs as presented. Motion passed unanimously.**

D. Recommend 2021 Federal Transportation Policy Positions for COMPASS Board Approval

Ken Burgess presented proposed 2021 federal transportation policy positions for COMPASS Board approval.

COMPASS encourages long-term reauthorization of the FAST Act.

The Fixing America's Surface Transportation (FAST) Act has been extended by Congress and expires September 30, 2021. Consistent federal investment through a new long-term surface transportation reauthorization, developed in consultation with federal, state, and local partners, would allow local governments to address much-needed infrastructure improvements. Any new reauthorization must adequately reflect the role local governments play in the national transportation network.

- Provide more direct funding to local governments and increase local decision-making authority: The FAST Act made some progress toward more direct funding to local governments, while placing greater responsibility on those entities to develop and meet

system performance goals. COMPASS encourages more direct allocation and flexibility to regions, MPOs, cities, and counties with transportation infrastructure responsibilities.

- Maintain and increase set-aside for off-system bridges: Nearly eighty percent of the nation's bridges are the responsibility of local entities (not on the federal-aid highway system). This funding is needed for local entities to safely operate and maintain these bridge structures.
- Streamline the federal permitting process (One Federal Decision): COMPASS supports the streamlining of the federal transportation project delivery process to facilitate timely construction of federally funded projects and reduce project delays and expense.
- Increase federal funding for public transportation: Public transportation providers in both urban and rural areas of Idaho operate on very limited funding. Congress should provide more robust growth in federal public transportation programs to help public transportation systems meet the needs of their communities.
- Maintain federal support for non-motorized transportation options: Encouragement to participate in, and incentives to provide safe bicycle and pedestrian mobility options should remain a priority for Congress. Federally funded transportation projects should incorporate safe bicycle and pedestrian pathways.
- Support maintaining fiscal constraint requirement on long-range plans: Long range transportation plans are required to be limited to projects that can be completed with the level of funding reasonably expected to be available. This is a responsible approach to transportation planning, and mitigates unreasonable expectations that projects could be completed when funding is inadequate. COMPASS opposes eliminating the fiscal restraint requirements for long-range plans.

Congress must solve the perennial Highway Trust Fund funding problem in a permanent, meaningful way, eliminating the need for short-term infusion of general fund dollars. Reauthorization proposals must address HTF funding to meet national transportation demands.

- Support federal fuel excise tax increase: The federal fuel tax has not been increased since 1993 (27 years), and remains the most readily available "user-pay" solution to stabilizing the Highway Trust Fund.
- Index federal fuel tax to rate of inflation: Indexing the motor fuels tax to rate of inflation will mitigate many of the political challenges associated with funding the Highway Trust Fund into the future.
- Add additional Road User Charge concepts: Improvements in fuel efficiency and development of alternative fuel vehicles have a negative effect on the Highway Trust Fund. Additional user fee concepts such as a mileage-based user fees, are necessary to capture evolving trends and changes in relation to transportation infrastructure funding.
- Rail Corridor Use: **COMPASS urges Congress and the Federal Railroad Administration (FRA) to ensure the expectations set in the Rail Passenger Service Act of 1970 (RPSA) for reasonable cooperation between intercity passenger rail providers and railroad companies is upheld.** Agreements for local use of rail owned by rail companies should not be subjected to unreasonable compensation requests and unjustifiable delay, and the FRA should utilize their authority to achieve the intent of law.

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

After discussion, **Debbie Kling moved and Kendra Kenyon seconded to recommend the 2021 federal transportation policy positions for the COMPASS Board of Directors’ approval at the December 21, 2020, meeting.**

E. Recommend 2021 State Legislative Policy Positions for COMPASS Board Approval

Ken Burgess presented 2021 Idaho legislative session position statements for COMPASS Board approval.

COMPASS supports increasing state and local transportation revenue.

Idaho’s current transportation funding level remains inadequate to address the state’s needs. State and local transportation entities still face critical funding shortfalls for maintenance and expansion projects.

- Increase state motor fuels excise tax: The state fuel excise tax is currently the most effective “user-fee” mechanism available to secure additional adequate funding for state and local transportation needs. COMPASS supports increasing the state fuel excise tax to meet the infrastructure needs of Idahoans, reduce congestion, increase safety, and improve the flow of freight.
- Index state fuels excise tax to rate of inflation: Indexing the state fuels tax to rate of inflation would mitigate the challenges of increasing costs of construction over time, and the perceived political risk of active rate changes on the part of the legislature.
- Consider alternative user-charge concepts: New automotive technologies and increased fuel efficiency necessitate expanding transportation user-fee concepts beyond fuel excise tax and automobile registration. A mileage-based user fee is reasonable to ensure all users of Idaho’s roads and bridges pay a share of those costs.
- Reinstitute Strategic Initiatives “surplus eliminator” provision for transportation: The Strategic Initiatives funding mechanism proved to be a useful mechanism for state and local maintenance projects. COMPASS supports reinstating this transportation funding mechanism and maintaining a 60-40 state/local share of those funds.

Support Local Option Sales Tax Authority.

Local Option Sales Tax Authority legislation could provide local units of government a tool to request supplemental infrastructure revenue for specific projects as approved by voters. COMPASS recognizes the value of such a tool to enhance roadway and/or transit projects to the benefit of our region.

Support dedicated funding source for public transportation.

Idaho is one of few states in the country that does not provide a dedicated funding source for public transportation needs. As the population of the state and region continues to grow and diversify, both urban and rural public transportation entities struggle to meet the mobility needs of their communities.

Support statutory authority to implement High Occupancy Vehicle (HOV) lanes.

Current statutory language restricts locations in which HOV lanes may be utilized.

Support dedicated funding for safe, community-oriented bicycle and pedestrian options.

Safe community and neighborhood-oriented bicycle and pedestrian options should be a priority for the state.

Support implementation of a weight/distance fee for heavy commercial and farm vehicles.

COMPASS supports implementation of a mileage-based fee structure for heavy vehicles travelling on state and local roadways to include out-of-state vehicles travelling through the state. Heavier axle weights exert proportionately more wear on Idaho roadways. An updated fee structure for heavier vehicles should account for the maintenance costs of such wear.

COMPASS supports realistic, sustainable homeowner property tax relief that still allows local taxing districts the ability to deliver services the community needs and expects. COMPASS recognizes that recent property tax increases have placed a burden on homeowners in the region. Any potential property tax relief measures should strike a reasonable balance between limiting property owners' taxes and providing local taxing districts the ability to deliver infrastructure and services the community expects and needs.

After discussion, **Debbie Kling moved and Garret Nancolas seconded to amend the position, "COMPASS supports realistic, sustainable homeowner property tax relief that still allows local taxing districts the ability to deliver services the community needs and expects."** The changes included:

Remove the second two sentences and change the position to read, "COMPASS supports realistic, sustainable property tax reform that still allows local taxing districts the ability to deliver infrastructure and services the community needs and expects."

A substitute motion was made; Sara Baker moved and Joe Stear seconded to amend the position to say:

"COMPASS supports realistic, sustainable homeowner property tax reform that still allows local taxing districts the ability to deliver infrastructure and services the community needs and expects."

The substitute motion failed with three nays from Debbie Kling, Garret Nancolas, and Jay Gibbons.

The original motion to amend the position passed unanimously.

Sara Baker moved and Debbie Kling seconded to recommend the proposed 2021 Idaho legislative session position statements for COMPASS Board approval as presented with the changes to the final position statement. Motion passed unanimously.

INFORMATION/DISCUSSION ITEMS

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

ADJOURNMENT

Chair Elaine Clegg adjourned the meeting at 2:23 p.m.

Approved this 9th day of February 2021.

By: _____
Garret Nancolas, Chair
Community Planning Association of
Southwest Idaho

Attest:

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

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FINANCE COMMITTEE MEETING DECEMBER 3, 2020 ZOOM CONFERENCE CALL

****MINUTES****

ATTENDEES: Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone
Jimmy Hallyburton for Holly Woodings, City of Boise, via telephone
Debbie Kling, Mayor, City of Nampa, **Chair**, via telephone
Diana Lachiondo, Commissioner, Ada County, via telephone
Mary May, Commissioner, Ada County Highway District, via telephone
Garret Nancolas, Mayor, City of Caldwell, **Vice Chair**, via telephone
Pam White, Commissioner, Canyon County, via telephone

MEMBERS ABSENT: None

OTHERS PRESENT: Meg Larsen, Community Planning Association, via telephone
Amy Luft, Community Planning Association, via telephone
Matt Stoll, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, via telephone

CALL TO ORDER:

Chair Debbie Kling called the meeting to order at 12:00 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve August 27, 2020, Finance Committee Meeting Minutes

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

INFORMATION/DISCUSSION ITEM

A. Review Report of Disbursements Made in the Reporting Period

The report of disbursements made in the reporting period, August 6, 2020 to November 20, 2020, was provided in the packet for information.

ACTION ITEM

A. Approve Variance Report for October 1, 2019 – September 30, 2020

Meg Larsen presented the Variance Report for October 1, 2019 – September 30, 2020, for approval by the Finance Committee.

After discussion, **Pam White moved and Mary May seconded to approve the variance report as presented. Motion passed unanimously.**

B. Recommend Approval of Revision 1 of the FY2021 Unified Planning Work Program and Budget

Meg Larsen reviewed Revision 1 of the FY2021 Unified Planning Work Program and Budget (UPWP) for recommendation by the Finance Committee for approval by the COMPASS Board of Directors.

After discussion, **Mary May moved and Garret Nancolas seconded to recommend Revision 1 of the FY2021 for COMPASS Board of Directors' approval. Motion passed unanimously.**

ADJOURNMENT

Garret Nancolas moved and Mary May seconded to adjourn the meeting at 12:19 p.m. Motion passed unanimously.

Approved this 17th day of December 2020.

**By: _____
Debbie Kling, Chair**

Attest:

**By: _____
Garret Nancolas, Vice Chair**

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COMPASS BOARD AGENDA ITEM III-D

Date: February 22, 2021

Topic: Records to be Destroyed

Request/Recommendation:

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

Background/Summary:

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

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

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

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

Implication (policy and/or financial):

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

More Information:

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

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2014 accounts payable records, including check stubs from payments, COMPASS request for payment forms, vendor invoices, packing slips, COMPASS purchase orders, and voided checks	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 accounts payable records, including check stubs from payments, COMPASS request for payment forms, vendor invoices, packing slips, COMPASS purchase orders, and voided checks	9/30/2015	5	9/30/2020	2/22/2021	
FY2014 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: time ticket reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: payroll check registers and timecard reports	9/30/2015	5	9/30/2020	2/22/2021	
FY2014 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: taxes and benefits payable reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2014 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: leave summary vacation and holiday reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2014 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: payroll audit reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2014 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: employee deduction and employer expense reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2014 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: payroll check register and timecard reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2014 subsidiary ledger reports detailing transactions posted in the accounts receivable subsidiary ledger: accounts receivable reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2014 subsidiary ledger reports detailing transactions posted in the accounts payable subsidiary ledger: accounts payable reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2014 approved travel and training authorization forms	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 approved travel and training authorization forms	9/30/2015	5	9/30/2020	2/22/2021	
FY2014 overhead allocation reports	9/30/2014	5	9/30/2019	2/22/2021	

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2015 overhead allocation reports	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the accounts payable subsidiary ledger: accounts payable reports	9/30/2014	5	9/30/2019	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: payroll reports	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: taxes and benefits payable reports	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 overhead allocation reports	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 approved travel and training authorization forms	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: time ticket journals by job	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: time ticket journals by employee	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: prepare checks reports	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: payroll check registers	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: payroll tax reports	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: sick time reports	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the accounts payable subsidiary ledger: accounts payable check registers	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the accounts payable subsidiary ledger: accounts payable vendor analysis	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 subsidiary ledger reports detailing transactions posted in the accounts payable subsidiary ledger: accounts payable purchase journals	9/30/2013	5	9/30/2018	2/22/2021	

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2013 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: payroll earnings and edit registers	9/30/2013	5	9/30/2018	2/22/2021	
Professional Service Agreement 2014-03 with Northwest Research Group	9/30/2015	5	9/30/2020	2/22/2021	
Professional Service Agreement 2013-01 with Geoterra for orthophotography	9/30/2013	5	9/30/2018	2/22/2021	
Professional Service Agreement 2012-03 with IBI Group for congestion management	9/30/2013	5	9/30/2018	2/22/2021	
Professional Service Agreement 2012-04 with Harris for audit	9/30/2013	5	9/30/2018	2/22/2021	
Professional Service Agreement 2012-01 with Economic Development Research Group for the economic benefits analysis tool	9/30/2015	5	9/30/2020	2/22/2021	
Professional Service Agreement 2011-02 with Placeways for scenario planning	9/30/2012	5	9/30/2017	2/22/2021	
Professional Service Agreement 2011-01 ETC Institute for household travel survey	9/30/2012	5	9/30/2017	2/22/2021	
Professional Service Agreement 2007-01 with URS for the High Capacity Transit Study	9/30/2007	5	9/30/2012	2/22/2021	
Professional Service Agreement 2010-01 with Surdex for orthophotography	9/30/2010	5	9/30/2015	2/22/2021	
Professional Service Agreement 2005-13 with URS for SH 44 Corridor Preservation Study	9/30/2010	5	9/30/2015	2/22/2021	
Professional Service Agreement 2005-09 with Parametrix for SH 20/26 Corridor Preservation Study	9/30/2007	5	9/30/2012	2/22/2021	
Indirect Cost Rate proposal and supporting documents for FY2015	9/30/2015	5	9/30/2020	2/22/2021	
FY2014 Bank Reconciliations	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 Bank Reconciliations	9/30/2015	5	9/30/2020	2/22/2021	
FY2014 Job Cost adjustments to add taxes and fringe	9/30/2014	5	9/30/2019	2/22/2021	
FY2014 Grant billings and supporting documentation	9/30/2014	5	9/30/2019	2/22/2021	
FY2009 General ledger journal entries and supporting documentation	9/30/2009	5	9/30/2014	2/22/2021	
FY2010 General ledger journal entries and supporting documentation	9/30/2010	5	9/30/2015	2/22/2021	
FY2011 General ledger journal entries and supporting documentation	9/30/2011	5	9/30/2016	2/22/2021	

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2012 General ledger journal entries and supporting documentation	9/30/2012	5	9/30/2017	2/22/2021	
FY2011 Accounts receivable and cash receipts for mapping orders	9/30/2011	5	9/30/2016	2/22/2021	
FY2010 Accounts receivable and cash receipts for mapping orders	9/30/2010	5	9/30/2015	2/22/2021	
FY2011 Accounts receivable and cash receipts for miscellaneous items	9/30/2011	5	9/30/2016	2/22/2021	
FY2010 Accounts receivable and cash receipts for miscellaneous items	9/30/2010	5	9/30/2015	2/22/2021	
FY2013 Payroll direct deposits	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 Payroll direct deposits	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 Payroll direct deposits	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 PERSI employer reporting	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 PERSI employer reporting	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 PERSI employer reporting	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 Accounts receivable receipt log	9/30/2013	5	9/30/2018	2/22/2021	
FY2012 Accounts receivable receipt log	9/30/2012	5	9/30/2017	2/22/2021	
FY2013 federal income tax and FICA deposits and quarterly returns	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 federal income tax and FICA deposits and quarterly returns	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 federal income tax and FICA deposits and quarterly returns	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 state unemployment tax, quarterly reports and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 state unemployment tax, quarterly reports and payments	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 state unemployment tax, quarterly reports and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 state income tax deposits and quarterly returns	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 state income tax deposits and quarterly returns	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 state income tax deposits and quarterly returns	9/30/2015	5	9/30/2020	2/22/2021	

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2013 workers compensation payroll reports and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 workers compensation payroll reports and payments	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 workers compensation payroll reports and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 Ameritas dental and vision benefits policy and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 Ameritas dental and vision benefits policy and payments	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 Ameritas dental and vision benefits policy and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 Colonial supplemental benefits policy and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 Colonial supplemental benefits policy and payments	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 Colonial supplemental benefits policy and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 Principal life and disability benefits policy and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 Mutual of Omaha life insurance benefits policy and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 Mutual of Omaha life insurance benefits policy and payments	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 Mutual of Omaha life insurance benefits policy and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 NCPERS life insurance benefits policy and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 NCPERS life insurance benefits policy and payments	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 NCPERS life insurance benefits policy and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 Regence Blue Shield medical insurance benefits policy and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 Regence Blue Shield medical insurance benefits policy and payments	9/30/2014	5	9/30/2019	2/22/2021	

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2015 Regence Blue Shield medical insurance benefits policy and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 Nationwide 457 plan payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 Nationwide 457 plan payments	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 Nationwide 457 plan payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 Boise Municipal Health Care Trust medical insurance benefits payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 Reliant Behavioral Health employee assistance plan policy and payments	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 Unified Planning Work Program and Budget supporting documents	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 Grant billings and supporting documentation	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 Job cost adjustments	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 Child support withholding and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2013 State tax garnishment withholding and payments	9/30/2013	5	9/30/2018	2/22/2021	
FY2015 employee timesheets	9/30/2015	5	9/30/2020	2/22/2021	
FY2014 employee timesheets	9/30/2014	5	9/30/2019	2/22/2021	
FY2015 subsidiary ledger reports detailing transactions posted in the accounts payable subsidiary ledger: accounts payable reports	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: taxes and benefits payable reports	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 subsidiary ledger reports detailing transactions posted in the accounts receivable subsidiary ledger: accounts receivable reports	9/30/2015	5	9/30/2020	2/22/2021	

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2015 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: payroll audit reports	9/30/2015	5	9/30/2020	2/22/2021	
FY2015 subsidiary ledger reports detailing transactions posted in the payroll subsidiary ledger: time ticket reports	9/30/2015	5	9/30/2020	2/22/2021	
FY2013 General ledger journal entries and supporting documentation	9/30/2013	5	9/30/2018	2/22/2021	
FY2014 General ledger journal entries and supporting documentation	9/30/2014	5	9/30/2020	2/22/2021	
FY2015 General ledger journal entries and supporting documentation	9/30/2015	5	9/30/2020	2/22/2021	
FY2014 and FY2015 cash receipts for orthophotography, maps and miscellaneous	9/30/2015	5	9/30/2020	2/22/2021	
FY2011 miscellaneous cash receipts	9/30/2011	5	9/30/2016	2/22/2021	
FY2015 copies of payroll direct deposit remittances provided to employees	9/30/2015	5	9/30/2020	2/22/2021	
FY2014 copies of payroll direct deposit remittances provided to employees	9/30/2014	5	9/30/2019	2/22/2021	
FY2013 copies of payroll direct deposit remittances provided to employees	9/30/2013	5	9/30/2018	2/22/2021	

COMPASS BOARD AGENDA ITEM III-E

Date: February 22, 2021

Topic: Families First Coronavirus Relief Act Leave Policy

Request/Recommendation:

Approve amended Families First Coronavirus Relief Act Leave Policy, as recommended by the Executive Committee.

Background/Summary:

On March 18, 2020, the Families First Coronavirus Relief Act (FFCRA) was signed into law. The law requires that covered employers provide new categories of paid leave to all employees, during the period April 1, 2020 through December 31, 2020. The leave categories are described in the attached policy, approved by the COMPASS Board of Directors at its April 20, 2020, meeting.

On December 28, 2020, President Trump signed in to law the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (the Supplemental Response Act). The Supplemental Response Act provides employers with the option to extend the expiration of the paid sick leave and paid family leave provisions of FFCRA from December 31, 2020 to March 31, 2021.

The attached policy amends the expiration date of the COMPASS policy from December 31, 2020 to March 31, 2021.

Implication (policy and/or financial):

COMPASS does not anticipate significant financial impact from making these categories of leave available to employees for an additional three months, given leave utilization experience to date.

More Information:

- 1) Attachment: Amended Families First Coronavirus Relief Act Leave Policy
- 2) For detailed information contact: Meg Larsen, at 208-475-2228 or mlarsen@compassidaho.org.

Families First Coronavirus Relief Act Leave Policy

This policy is effective April 1, 2020 through March 31, 2021 (the Policy Period). This policy will automatically expire on March 31, 2021, without further action by the COMPASS Board of Directors.

Interpretations and guidance on the Families First Coronavirus Relief Act (FFCRA) leave requirements continue to be updated. This policy is subject to change at any time, based on up to date guidance from federal agencies.

Per the requirements of FFCRA, COMPASS has the following leave categories available to employees. These categories of leave are in addition to the leave categories described in Section 17 of the COMPASS Employment Policies and Procedures.

Emergency Paid Sick Leave – COVID-19 Illness

Employees are eligible for two weeks (up to 80 hours) of paid sick leave at the employee's regular rate of pay where the employee is unable to work (including tele-work) because the employee is quarantined (pursuant to Federal, State, or local government order, or advice of a health care provider), and/or experiencing COVID-19 symptoms and seeking a medical diagnosis.

Emergency Paid Sick Leave – COVID-19 Child Care

Two weeks (up to 80 hours) of paid sick leave at two-thirds the employee's regular rate of pay because the employee is unable to work because of a bona fide need to care for an individual subject to quarantine (pursuant to Federal, State, or local government order or advice of a health care provider), or care for a child (under 18 years of age) whose school or child care provider is closed or unavailable for reasons related to COVID-19 and/or the employee is experiencing a substantially similar condition, as specified the Secretary of Health and Human Services.

Emergency Family Medical Leave – COVID-19 Child Care

Up to 10 weeks of paid expanded family and medical leave at two-thirds the employee's regular rate of pay where an employee is unable to work (including tele-work) due to a bona fide need for leave to care for a child whose school or child care provider is closed or unavailable for reasons related to COVID-19. This is in addition to Emergency Paid Sick Leave categories of leave.

Employees that are provided an opportunity to tele-work from home and are able to do so are not eligible for these categories of leave.

Employees who are terminated, laid-off (separated from employment) or furloughed (placed on unpaid leave) are not eligible for this leave. Additionally, if an employee is granted leave, but is laid-off or furloughed while on leave, all leave benefits will immediately stop.

For purposes of this policy, "Child" means a biological, adopted, or foster child, a stepchild, a legal ward, or a child of a person standing in loco parentis, who is:

- (A) under 18 years of age; or
- (B) 18 years of age or older and incapable of self-care because of a mental or physical disability.

For purposes of this policy, “unable to work” means that COMPASS has work for the employee and the employee is unable to perform that work, either at the COMPASS office or by means of telework, for one of the following reasons:

1. The employee is subject to a federal, state or local quarantine or isolation order related to COVID-19.
2. The employee has been advised by a health care provider to self-quarantine due to concerns related to COVID-19.
3. The employee is experiencing symptoms of COVID-19 and seeking a medical diagnosis.
4. The employee is caring for an individual who is subject to either number 1 or 2 above.
5. The employee is caring for his or her child if the school or place of care of the child has been closed, or the childcare provider of such child is unavailable, due to COVID-19 precautions.
6. The employee is experiencing any other substantially similar condition specified by the Secretary of Health and Human Services.

Employees that would like to request leave under one of these FFCRA categories should submit a written statement to the COMPASS Director of Operations with the following information:

- The employee’s name;
- The date or dates for which leave is requested;
- A statement of the COVID-19 related reason the employee is requesting leave and written support for such reason; and
- A statement that the employee is unable to work, including by means of telework, for such reason.

In the case of a leave request based on a quarantine order or self-quarantine advice, the statement from the employee should include the name of the governmental entity ordering quarantine or the name of the health care professional advising self-quarantine, and, if the person subject to quarantine or advised to self-quarantine is not the employee, that person’s name and relation to the employee.

In the case of a leave request based on a school closing or child care provider unavailability, the statement from the employee should include the name and age of the child (or children) to be cared for, the name of the school that has closed or place of care that is unavailable, and a representation that no other person will be providing care for the child during the period for which the employee is receiving family medical leave and, with respect to the employee’s inability to work or telework because of a need to provide care for a child older than fourteen during daylight hours, a statement that special circumstances exist requiring the employee to provide care.

COMPASS BOARD AGENDA ITEM III-F

Date: February 22, 2021

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
Mary May	Ada County Highway District	One year term ending 1/2022
Ada County		
John Evans	Garden City	Even (expires 1/2022)
Holli Woodings	City of Boise	Odd (expires 1/2023)
Kendra Kenyon	Ada County	Even (expires 1/2022)
Canyon County		
Keri Smith	Canyon County	Odd (expires 1/2023)
Jay Gibbons	Canyon Highway District No. 4	Even (expires 1/2022)
Garret Nancolas	City of Caldwell	Odd (expires 1/2023)

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COMPASS BOARD AGENDA ITEM IV-A

February 22, 2021

Topic: Amendments to *Communities in Motion 2040 2.0* and FY2021-2027 Regional Transportation Improvement Program

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' adoption of Resolutions 6-2021 and 7-2021 (Attachments 1 and 2) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and FY2021-2027 Regional Transportation Improvement Program (TIP). The Regional Transportation Advisory Committee (RTAC) recommended approval on January 27, 2021.

Background/Summary:

When funding is identified to pay for new projects, the long-range transportation plan and TIP must be amended to reflect the change and add the project(s) as "funded." Therefore, COMPASS is proposing to amend CIM 2040 2.0, as well as FY2021-2027 TIP, as requested by the Ada County Highway District (ACHD) and the Idaho Transportation Department (ITD) to add a new funded project.

The recommended amendment adds an ACHD and ITD joint project to begin preliminary design and an environmental study, required through the National Environmental Policy Act, to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Overland Road to Franklin Road, with curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway in the City of Boise. Partial funding is currently available for design and environmental work; construction is considered unfunded. Additional local and/or federal funding is expected to be added to the project in future years to continue development and construction. The details of the proposed project are included in Attachments 3 and 5.

A public comment period on the proposed change was held December 28, 2020, through January 11, 2021. COMPASS received 21 comments about the proposed amendment. Verbatim comments are available in Attachment 4.

During the public comment period, the City of Boise contacted ACHD staff directly requesting to extend the southern terminus from the original proposed terminus at Smoke Ranch Drive to just north of Overland Road to allow for a complete bike facility treatment (Attachment 5). ACHD staff agreed with the city's request. That section of the roadway is already five lanes; therefore, the extension would only include the bicycle treatment south of Smoke Ranch Drive. RTAC included this change to the terminus in its recommendation. No other changes are recommended based on comments received.

Implication (policy and/or financial):

These amendments will add one new funded project to CIM 2040 2.0 and FY2021-2027 TIP to enable work to begin immediately.

More Information:

- 1) Attachment 1 – Resolution 6-2021
- 2) Attachment 2 – Resolution 7-2021
- 3) Attachment 3 – Request Letter
- 4) Attachment 4 – Verbatim Public Comments
- 5) Attachment 5 – Email to Change Terminus
- 2) For detailed information contact: Liisa Itkonen, Principal Planner, at litkonen@compassidaho.org or Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

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RESOLUTION NO. 6-2021

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

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

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to prepare regional long-range transportation plans covering a period of no less than 20 years;

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

WHEREAS, COMPASS proposed an amendment to *Communities in Motion 2040 2.0* to add an Ada County Highway District and Idaho Transportation Department joint project to begin preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Overland Road to Franklin Road, with curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway, in the City of Boise. The bridge construction is considered unfunded;

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

WHEREAS, a public comment period was held between December 28, 2020, and January 11, 2021, and comments were shared with the COMPASS Board of Directors for consideration.

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

ADOPTED this 22nd day of February 2021.

By: _____
Garrett Nancolas, 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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CIM 2040 2.0 Proposed Amendment #3

This proposed amendment adds an Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) joint project to begin preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84 and widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Smoke Ranch Drive to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. Only partial funding is currently available for design and environmental work; construction (estimated at \$10.2 million for the roadway portion only) is considered "unfunded."

RESOLUTION NO. 7-2021

**FOR THE PURPOSE OF AMENDING FY2021-2027
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a Transportation Improvement Program;

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in Transportation Improvement Programs to be financially constrained;

WHEREAS, the FAST Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires Transportation Improvement Programs be developed and amended in consultation with all interested parties;

WHEREAS, COMPASS proposed an amendment to the Regional Transportation Improvement Program to add an Ada County Highway District and Idaho Transportation Department joint project to begin preliminary design and an environmental study to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from Overland Road to Franklin Road, with curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway, in the City of Boise. The bridge construction is considered unfunded;

WHEREAS, a public comment period was held December 28, 2020, through January 11, 2021;

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 FY2021-2027 Regional Transportation Improvement Program in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to FY2021-2027 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 FY2021-2027 Regional Transportation Improvement Program.

ADOPTED this 22nd day of February 2021.

By: _____
Garret Nancolas, 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 #3
 FY2021-2027 Regional Transportation Improvement Program

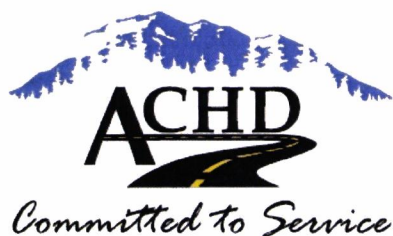
Ada County Highway District, November 16, 2020

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PC	RW	UT	CE	CN	SUM	
NEW	Five Mile Road Overpass and Widening, NEPA, Boise	2021	0	0					0	
			5	245					250	
	Funding Source: Local (Regionally Significant)	2022							0	
		2023		0					0	
				1204					1204	
	To begin preliminary design and National Environmental Policy Act (NEPA) environmental review to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. Only partial funding is currently available for design and environmental work; construction (estimated at \$10.2 million for the roadway portion only) is considered "unfunded." (Federal = \$0)	2024				0			0	
					565				565	
		2025				0			0	
					566				566	
		PD							0	
		SUM		0	0	0	0	0	0	
				5	1449	1131	0	0	0	2585
		Add project.								
	Funding Source: State	2021		0					0	
				101					101	
		2022							0	
		2023							0	
	Same as above. (Federal = \$0)	2024							0	
		2025							0	
		PD							0	
		SUM	0	0	0	0	0	0	0	
				101					101	
	Overall total = \$2,686,000 (does not include final design or construction of the bridge portion)									

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 NEPA = National Environmental Policy Act

PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 UT = Utilities

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

November 16, 2020
 Matt Stoll, Executive Director
 COMPASS
 700 NE 2nd Street, Suite 200
 Meridian, ID 83642

Re: Request to Add New Project to the Transportation Improvement Program

Matt
 Dear Mr. Stoll:

ACHD would like to request the addition of the Five Mile Road Overpass and Roadway Expansion project to the current Transportation Improvement Program. The existing Five Mile Road overpass was built in 1966, as part of the construction of Interstate 84 (I-84) and is the last original I-84 overpass in urbanized Ada County. ACHD and Idaho Transportation Department (ITD) District 3 have identified the need to plan together for a new Five Mile Road overpass structure that will meet the current and future transportation needs of this fast-growing region.

ACHD and ITD District 3 started conversations on the topic of replacing both the Cloverdale Road and Five Mile Road overpasses in early 2018. This was just prior to the tragic accident that severely damaged the Cloverdale Road overpass. With the successful completion of the Cloverdale Road overpass and roadway widening project, ACHD and District 3 recommitted to replace the Five Mile Road overpass using the federal process. In May of this year, a Better Utilizing Investments to Leverage Development, or BUILD, Transportation Discretionary Grant application was submitted to pay for the federally required National Environmental Policy Act (NEPA) process. The \$1.5 million BUILD grant application was not successful. To better position the project for future federal funding, ACHD and District 3 have agreed to initiate the federally required NEPA process with budgeted local funding, in FY2021. With a goal of completing the NEPA process in FY2022, each agency will budget additional local funds, as necessary.

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

Sincerely,

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

Public Comments Received (Verbatim)

For amendments to: *Communities in Motion 2040 2.0* and **FY2021-2027 Regional Transportation Improvement Program**

Public Comment Period: December 28, 2020 through January 11, 2021

Total number of comments received by COMPASS: 21

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

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Zip Code (City) Name Affiliation	Format
<p>Thank you for continuing to provide this kind of outreach.</p> <p>I very much appreciate that bike lanes are being considered for this overpass. As a bike commuter and a previous ad hoc member of the COMPASS planning efforts, I'm pretty aware of the biking facilities around town and also the areas for improvement for biking around the Valley. Clearly, the closer to Meridian biking gets the less accommodating the roadways are for biking. I'm very glad to see that planning for the future includes these types of considerations.</p> <p>By the way, I haven't been as involved in COMPASS as I previously was and would be interested in getting more involved again. I've done quite a bit of research on what types of bike safety recommendations have been developed and implemented around the US. My research is out of date but I would definitely update it if there was a way for me to be part of planning.</p> <p>My previous participation in COMPASS came as a member of the board for the Treasure Valley Cycling Association (TVCA). I'm no longer involved with them but I would still like to be a contributor to efforts like those of COMPASS.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>[Staff will follow up "off-line."]</p>	Dan Morrow	Email
<p>I'm supportive of replacing the Five Mile overpass. It's currently a bottleneck for automobile traffic and should be four lanes. It's also very dangerous for bicyclists and pedestrians. I assume you'll take care of that issue in the new design.</p>	<p>The concept level design for the Five Mile Overpass and roadway widening includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway.</p> <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	Rick Just	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Purchase lands now for a North and South of Boise highway. Down to Kuna and up to North Eagle. From Memory road to Middleton. Phoenix, Las Vegas, Denver all waited and paid premium prices for the real estate later.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>I'm all for it. That being said, not having an off-ramp availability between the flying Y and Eagle Rd. is severe traffic liability and feel the ability to create this on/off connection particularly going east to west is a huge long term liability for the amount of people that are expected to move to the Boise area in next 10 years and creating that ability at 5 mile seems logical. You can't do a full circular like 10 Mile – but simply having the ability long term is needed.</p> <p>In addition, another on/off between 10 mile and Garrity should also be addressed and a 4 lane highway either State St. or Chinden all the way to Middleton or Caldwell will be needed. Lastly a large circle loop/freeway from E. of Micron – Kuna – Caldwell(ish) circling south and west of valley where the growth is happening should be a long term strategy. It's not that far fetched for us to be the next Austin, TX – and they failed miserably at traffic....yet other larger cities who institute these "loops" have done a better job of weathering large traffic concerns.</p> <p>Now – who writes the check? To start – increase DMV car/truck registration fee's. I grew up in Cd'A and moved to Portland for college – and now I'm back in Boise. I feel we could easily "double" these fee's statewide and still be under the cost of what most states charge in vehicle fee's. A great way to make money statewide – and keep those funds in the counties where the vehicles are registered.</p> <p>Thanks.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">83642 (Meridian) Mike Kirby First Federal Bank</p>	<p align="center">Email</p>
<p>I fully support going forward with the planning/studies for the Five Mile Road overpass at I-84.</p> <p>I am sure it will be designed, similar to the Cloverdale overpass, such that the abutments will allow for the future widening of I-84 to 5 lanes in each direction.</p>	<p>Yes, the concept level design is very similar to the Cloverdale Road Overpass with the intent to allow for future widening of I-84 underneath.</p> <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>I am surprised that comments are not being captured directly from the website. May times citizens may be reluctant to comment if they are required to use their an e-mal address, not wanting to get added to some distribution list.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p align="center">Patrick Malloy</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I am not in favor of the additional unfunded \$10.2 million for construction and \$2.6 million in designing the project. There must be another budget minded solution to this issue.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Philip Johnson</p>	<p>Email</p>
<p>100 % support widening this overpass and adding pedestrian areas to cross. It is dangerous and traffic is getting heavy with this ***** of a mayor and the prior one building a **** ton (technical term for too many) of apartments out this way. Five mile needs to be widened to move people along across that bottleneck that currently exists.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p>Email</p>
<p>Hello and thank you for allowing us to comment on this project. I think it is a good idea to replace the overpass. I don't think Five Mile needs to be widened, we need to promote mass transit not more cars on the roads.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Caile Spear</p>	<p>Email</p>
<p>I would like to personally go on record as being opposed to this project and concept unless and until it is expanded to include an interchange, complete with on and off ramps. Merely widening the overpass will not accommodate the growth that is currently being experienced in our region.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kent Goldthorpe, President ACHD Board of Commissioners</p>	<p>Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Looks good from what I see.</p> <p>I'm sad there wasn't a COMPASS comment period for the Karcher, Middleton, Ustick and Linden overpass projects.</p> <p>If there was, I don't remember.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Regarding public comment opportunities on the other projects you mentioned...</p> <p>Public comment is requested each year (usually in August) on the entire transportation improvement program (budget). Individual projects typically only have their own unique comment periods if they are added or significantly changed mid-year.</p> <p>The Karcher Interchange project was added mid-year, so did have its own public comment period, which occurred in May 2016.</p> <p>Similarly, the environmental study (comparable to this study for Five-Mile) for the I-84, Karcher Interchange in Nampa to the City of Caldwell project was added mid-year, so had its own public comment period in summer 2017. Actual construction of the project was also added mid-year, with a comment period in January 2018. The Middleton, Ustick and Linden overpasses were part of this larger project, which was later broken into smaller projects and more detail was added as design occurred. Through that process, the Middleton and Ustick overpasses became discrete projects. The Linden overpass technically remains part of the larger widening project. These additional details were reflected in the annual update open for comment, but did not have their "own" separate public comment periods.</p>	<p align="center">Mark</p>	<p align="center">Email</p>
<p>I vote to create another East-West Freeway running from I-84 east, then west along the Terrace Front, north of the North End, through North Eagle and North Middleton to connect with I-84 north. That IMHO should be your #1 priority.</p> <p>I am not enthused about additional Bike Lanes running outbound from the downtown college.</p> <p>I am DEFINITELY NOT in favor of any light rail options ANYWHERE.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">John D. Fortier Middleton</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Hi, this piece of 5 mile Road is a real bottle neck on a busy artery. I can say that this really needs to be done. Thanks</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Susan Bradley</p>	<p>Email</p>
<p>I would like to put forth my support toward the amendment of the CIM 2040 2.0, adding 5 Mile overpass and a section 5 mile to the TIP. This is a hugely important area of improvement for pedestrian and bicycle movements. This overpass has no sidewalk or bike lane, no shoulder even, and it serves as an important connection to grocery, jobs, medical, and other services for the northern side of the current bridge. Given the future of 5 Mile road to the south of this project, and the widening that is coming, this project will be the necessary network connection in the regional bike and pedestrian movements.</p> <p>One item which was brought to my attention is the maintenance plan for this overpass, as well as so many other projects put forth by ITD/ACHD. It is my understanding that there is a deficit in the budget for ongoing facility maintenance, and that is concerning. Expansion should always be weighed against the long term care and keeping of the roadway system. I assume that this study will take into account all types of design, and will land on the most long term cost efficient and equitable project possible.</p> <p>Thank you for allowing public voice to this project!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83702 (Boise) Lisa Brady</p>	<p>Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Thank you for the opportunity to comment on the Five Mile Overpass Project!</p> <p>Having worked as a Senior Right-of-Way Agent for the Idaho Transportation Department I understand the process.</p> <p>Having worked in civil engineering and construction also I understand obstacles.</p> <p>I am grateful to see the cooperative agreement between agencies and all that is necessary to widen Five Mile.</p> <p>Note 1. I earlier requested personnel to drive south on Five Mile Road from Franklin Rd. after dark being sure to go over the overpass as cars with headlights on are driving north on Five Mile.</p> <p>The southbound driver will experience headlights appearing to be approaching him from his own lane.</p> <p>As a R/W agent I looked around the area for a logical explanation for this alignment configuration (without bothering anyone for a public records request).</p> <p>A couple of guesses: a. At the corner of the storage units, near the freeway, which is north of I-84, there might be an irrigation system or other utility that may have not wanted to sign off on an air easement, b. I talked to former landowners who dealt with right-of-way in that area and perhaps, at the time, an agency could not obtain the land needed for a clean alignment.</p> <p>To wit: I am pleased to read the widening will happen. It would be fascinating to look at the original project plans and R/W notes.</p> <p>You are surely inundated with requests for road improvements. Best of luck to you. If I can be of assistance in any way I am more than happy to listen.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Jan Strough</p>	<p>Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I believe replacing and widening the Five Mile Road Overpass over I-84 to 4 lanes is a valuable project and improves another important north-south corridor. However, I think the money can be better spent:</p> <ul style="list-style-type: none"> • Is the Five Mile Road Overpass currently a significant safety risk because of repair status? • Five mile is only 2-lane with a turn lane north of Ustick Road and not an efficient solution for a continuous north-south corridor all the way to Chinden Blvd. I believe that most important roadway investments need to efficiently connect south Boise and Meridian all the way to Chinden Blvd. (Hywy. 20/21). This is needed to keep traffic from diverting among alternate streets to find the fastest route connecting south of I-84 to Chinden Blvd. • Cloverdale Road already does provide a 4-lane with center turn lane all the way to Chinden Blvd. • The next overpass that would greatly relieve north/south commuting traffic congestion would be constructing a Linder Road Overpass over I-84. • I think the greatest valley need is enhancing east-west corridors to provide greater capacity for commuting traffic, (i.e., I-84 corridor, Chinden Blvd., and State Street). • I would much rather see this proposed \$2.6 million earmarked and set aside to develop and start a high-capacity east/west rail solution. <p>***</p> <p>This is the pertinent information I was seeking.</p> <p>You all have expert knowledge that I do not have. I would consider that "fair" condition means there is not an urgent roadway/bridge security issue. The lack of dedicated pedestrian and bicycle facilities is more complicated. I will have to observe again when I cross the overpass. While definitely not ideal, is there not a road shoulder on the overpass that is currently used. If that is the case, my position is that construction of a new Linder Road overpass would be of much greater value to our communities and do more to ease traffic congestion and pressure.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>The current overpass was built in 1966 and is considered in "fair" condition. It does not have dedicated pedestrian and bicycle facilities, so a new overpass will provide a much safer facility for those users and is anticipated to function better for all users.</p>	<p align="center">83713 (Boise) Michael (Mick) D. Armstrong, Jr, CPA, CGMA Idaho State Board of Accountancy, Meridian Chamber of Commerce, Boise Rescue Mission Ministries</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I wished to comment regarding my support for expanded bicycle and sidewalks along 5 mile, and hopefully along all roads in the valley eventually. Walkable neighborhoods and communities have become more desirable over the years, and have had positive impacts on home values for any home I've owned. Personally, I'd love to take a bike shopping trip during the summer instead of driving. It'll be good for both the environment and my waistline!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kyle Farley</p>	<p>Email</p>
<p>These comments are regarding the project to plan for the Replacement of the Five Mile Bridge over I-84 and the Widening of Five Mile from Smoke Ranch Rd. to the south side of the Franklin Rd. intersection.</p> <p>This project has been extremely needed for the last ten years! I am shocked to find that planning has not even started! The current two lane bridge is completely inadequate and could be completely blocked by a single accident, which is very likely when the bridge is icy.</p> <p>The replacement bridge needs to be at least four lanes wide. It needs to have wide sidewalks on both sides of the bridge. The approaches to the bridge need to be at least four lanes wide. The current bridge is totally inadequate for emergency vehicle use, especially by Fire Trucks!</p> <p>I think this is the most urgent project in all of Ada County! It should be completed by 2022 if at all possible.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Elizabeth Brigante</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
See attached letter.	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>We maintain an email list for direct contact for public comment opportunities. Please let us know if you would like to be added to that list for direct notification in the future. In addition, we post information about public comment in the Idaho Statesman and Idaho Press, and on COMPASS' social media sites.</p> <p>This public comment opportunity is just a first step, to add a study to the budget. Once the study begins, there will be multiple opportunities to be involved through the Ada County Highway District (ACHD) and Idaho Transportation Department. Information on the project, and how to be involved, will be available here: http://www.achdidaho.org/Projects/projects.aspx</p> <p>We reached out to ACHD for answers to your cost questions. Their response is below:</p> <p><i>ACHD has been planning a 5-lane Five Mile Road between Overland and Franklin. It has been included in our Capital Improvements Plan since 1992. ITD has jurisdiction over the interstate including the Five Mile Road overpass. ACHD can't design and build the overpass, ITD must design and build the overpass. We will be involved with improvements leading up to the overpass.</i></p> <p><i>The cost estimate for this project is a planning level estimate. Right-of-Way impacts, irrigation crossings, and other specific project elements differ between Cloverdale and Five Mile. In addition, Five Mile is being prepared as a Federal Aid project which has more requirements including a full environmental review. Costs also increase over time due to inflation and increased construction costs.</i></p>	David Palumbo	Letter via Email
I highly support the replacement and widening of the five mile overpass. It is very important as it would be the final bridge on I-84 to upgrade in Boise, and it would provide the space under the bridge for a HOV lane which is very important.	Thank you for your comments; they will be shared with the COMPASS Board of Directors		Email
See attached letter.	Thank you for your comments; they will be shared with the COMPASS Board of Directors	Ralph Mellin	Letter via Email

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ttisdale@compassidaho.org

January 11, 2021

RE: Compass Amendment #3; Communities in Motion 2040 2.0; Five Mile Road Overpass and Widening, NEPA, Boise

I have lived south of I-84 off Five Mile Road (5MR) for over 40 years. I have traveled over the interstate uncountable times at a multi-variety of times over those years.

I am greatly surprised the replacement of the Five Mile Road Overpass is not further along in the planning process. With the extensive residential and commercial real estate development south of the interstate between Meridian Road and Curtis Road, I would believe the priority of the subject project planning and construction would be much higher on the planned transportation construction timeline. Do you know how many living units are approved and planned for the cited area?

Prior to the current Covid situation, the traffic on Five Mile Road, Cloverdale Road and Maple Grove Road was very busy. During morning and evening commute times, autos were stopped behind traffic lights for half a mile or more. Funneling that traffic through the Five Mile Road overpass can be an interesting opportunity for defensive driving. Especially, given the fact drivers in the right hand merge lane, in front of the post office, believe they have the right of way! I also believe the living unit development at the SW corner of 5MR & I-84 to be very dangerous opportunity for accident.

With the current Covid situation, traffic has been reduced to below the most recent traffic counts I have read. These counts were apparently taken during the summer of 2018 and 2019 and dishonestly utilized as traffic statistics for approval of real estate projects south of the interstate. Dishonest because “+/- half” the population of those who utilize Five Mile Road were on vacation.

Therefore, please do the the project planning that should have been completed years ago. Please schedule the completion of the project for sooner than “as soon as possible.” I find it discouraging that Compass and Ada County Highway District do not have the authority to require the area cities and Ada County to delay planned residential and commercial projects until the transportation and other required infrastructure has been properly completed to best serve all the people (the primary source of funding for both ACHD and Compass) impacted by those development activities.

I do not have much experience in budgeting the planning or construction of road/overpass projects. The \$2.6 million dollar estimate appears excessive given you recently completed the overpass on Cloverdale Road. There should be considerable cost savings by utilizing the plans for that project. The end result would be similar. Do you utilize David Bacon Wage Rates for the project planning process? The estimate for the construction portion also appears to be excessive. Is this due to Davis Bacon Wage Rates or there are not adequate competitive companies (who may take turns low bidding projects) to work on these type of road work or some other reasons? With the current unemployment rates in and around Idaho, there should be plenty of potential workers willing to work for less than the inflated and unnecessary David Bacon Wage Rates.

Lastly, today, I just learned of this request for comments on this specific project as today being the deadline for these comments. Please communicate why I and my many neighbors were not notified in writing in a more timely fashion.

Thank you and Peace,
David E. Palumbo

COMMENTS ON ADMENDMENTS TO CIM 2040 2.0 AND FY 2021 – 2027 TIP
By Mellin Properties Limited Partnership on January 11, 2021

We support the proposed amendments to the above CIM and TIP to add an item for the replacement of the Five Mile Road overpass and to widen Five Mile Road.

NEED. This section of road improvement is long overdue in this increased use area of the western portion of the City of Boise and the eastern portion of the City of Meridian. This overpass is seemingly the last one-mile section-line road to not to be replaced from the original construction of I-84 about 60 years ago in the early 1960s in Ada County. That is when the population of this part of the county was very much less.

This somewhat narrow two-lane overpass is certainly quite dangerous for pedestrians and bicyclists that use it to cross I-84 from the suburban shopping centers located ½ mile and 1 ½ mile on either side of it.

In addition, the congestion in this two-lane, one-mile road is such that traffic generally flows continuously at a slightly reduced rate during its daily high-use time. However, adjacent subdivision traffic attempting to access Five Mile Road during these times is forced into a dangerous situation. There are generally no merge lanes from these side road or businesses. Even if available, a merger would generally have to force a break in traffic to gain access to the main single traffic lane. Also during lengthening high use times, southbound traffic on Five Mile Road at the Franklin Road traffic light back up for several blocks as they are forced from two lanes into a single lane. So in summary, a four to five lane road is sorely needed in this last main section line road crossing of the interstate without four or five lanes in Ada County.

DESIGN CONSITERATIONS. Now when design discussion is undertaken, it is strongly encouraged that the elected decision makers look seriously to encourage an interchange be placed at this two-mile interval from the adjacent interchanges so that we do not continue to have four miles between interchanges in this fast growing area of the western portion of Boise and eastern portion of Meridian. The congestion at the Eagle Road Interchange and connecting roadways are becoming a significant problem. A significant amount of this congestion can be relieved by letting some of the traffic off and on at their closer desired entrance/exit point in this four mile area.

Now, of course, any such interchange design must be made so the east-bound on ramp does not allow but blocks entering traffic from immediately doing left lane changes to enter the I-184 connector to downtown Boise because of the danger of such a three-lane lane change. Those desired users would continue to use their current traffic routes.

IN SUMMARY. It seems it is significantly past the timely time to improve the above noted roadway. And even with the current addition to the noted plan, several more years still will be needed to design and construct such a needed road improvement.

From: [Tom Ferch](#)
To: [Toni Tisdale](#)
Subject: Five Mile Road Overpass and Roadway Expansion TIP Amendment Question
Date: Thursday, January 7, 2021 7:51:34 AM

Hi Toni,

The City of Boise contacted ACHD regarding our request to add the Five Mile Road Overpass and Roadway Expansion project to the TIP. The city had a concern that our project extents would not allow for a complete bike facility treatment. We agree and would like to extend the termini from just south of Franklin to just north of Overland. When should we make TIP change request based on public comments? After the TIP amendment is approved by COMPASS?

Thank you,

Tom

COMPASS BOARD AGENDA ITEM IV-B

Date: February 22, 2021

Topic: Policy to Balance the Surface Transportation Block Grant (STBG) Program and Transportation Alternatives Program (TAP)

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of COMPASS Board Policy 2021-01 (attached), updating and replacing Board Policy 2019-03, "Balancing Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) Funds" (referred to as the COMPASS Balancing Policy). The Regional Transportation Advisory Committee (RTAC) recommended approval on January 27, 2021.

Background/Summary:

The COMPASS Board of Directors adopted Board Policy 2019-03, the COMPASS Balancing Policy, in February 2019. This policy provides guidance to COMPASS staff to make recommendations of funding priorities to RTAC when additional funding is available in the following federal-aid programs:

- STBG-Transportation Management Area (TMA) (funds specific to the Boise Urbanized Area)
- STBG-Urban (funds the Nampa Urbanized Area shares with other small urban areas in the state)
- TAP-TMA (funds specific to the Boise Urbanized Area)

During the process of balancing the STBG-TMA program for the October 28, 2020, RTAC meeting, it became clear that additional guidance was needed to assist in breaking ties, as seven project needs were tied based on the existing policy. Additional criteria with greater detail will lead to more consistent funding recommendations in the future.

Staff convened an RTAC subcommittee on December 8, 2020, to recommend updates to the policy. The proposed updated policy is attached in two versions — a "clean" (final) version and marked up version showing the proposed changes.

Implication (policy and/or financial):

The COMPASS Balancing Policy provides guidance from the COMPASS Board of Directors to allow COMPASS staff to make recommendations to RTAC for ease and consistency in making programming decisions. The policy provides guidance only. Final recommendations and decisions are the purview of RTAC and the COMPASS Board of Directors.

More Information:

- 1) Attachment: Board Policy 2021-01 (clean and marked up versions)
- 2) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

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POLICY STATEMENT

Attachment

No. Board 2021-01

Adopted: XX
By: COMPASS Board of Directors
Last Revision: February 25, 2019

Policy Statement:

Balancing Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) Funds

Background:

STBG and TAP funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). These programs are managed by COMPASS, the metropolitan planning organization (MPO) for Ada and Canyon Counties. The Regional Transportation Advisory Committee (RTAC) is responsible for balancing the programs.

STBG funds for areas with populations of 5,000 to 200,000 are managed by the Idaho Transportation Department (ITD). The Urban Balancing Committee is responsible for balancing the program. The Urban Balancing Committee is made up of the MPO directors across the state of Idaho (representing populations of 50,000 to 200,000) and a representative of the Local Highway Technical Assistance Council (representing agencies with populations of 5,000 to 50,000).

TAP funds for areas with populations of 5,000 to 200,000 are managed by ITD and awarded through a competitive process. TAP funds managed by ITD are outside the purview of this policy.

This policy provides direction to prioritize funds available through cost savings and through the End-of-Year and Redistribution Program for current-year projects.

Programming Available Funding in the Current Year and Transportation Improvement Program Update:

As funding needs are known, sponsors should submit requests to COMPASS staff to add the projects to COMPASS' lists of funding needs. COMPASS maintains two lists – one for projects funded with TMA funds, which is shared with RTAC, and one for projects funded with Urban funds, which is used in the Urban Balancing process.

The rationale of these priorities is to target funds towards current construction, then use funds for design or right-of-way needs, in an effort to minimize the delay of scheduled projects.

Projects currently funded in the STBG and TAP programs are the top priorities for funds in order to fully develop and build projects in the programs. Project needs in other programs may be

funded with STBG and TAP funds if projects meet program eligibility and if no other projects currently in either program need funding at that time.

COMPASS staff will recommend funding actions for both the TMA and Urban programs, based on the following order of priorities for balancing:

1. Cover cost overruns/project needs in the construction phase for projects in the STBG or TAP programs consistent with the original project scope
 - A. Construction already under contract
 - B. Engineer's estimate for construction scheduled in current fiscal year
 - C. Additional right-of-way for ongoing negotiations
2. Either:
 - A. Remove or reduce an "advance construction" situation (where construction costs are spread over two or more funding years) on projects in the STBG or TAP programs)
 - B. Replace local funds for procurement under contract
 - C. Cover cost increase for procurement projects (generally transit-related projects, such as rolling stock or equipment purchases, as prioritized in the Transit Asset Management Plan)
3. Cover project needs/advance right-of-way phase on projects in the STBG or TAP programs consistent with original project scope.
4. Cover cost overruns/project needs/advance design phase on projects in the STBG or TAP programs consistent with original project scope
5. Advance the construction phase on projects in the STBG or TAP programs
6. Cover cost overruns/project needs/advance planning projects/studies in the STBG or TAP programs consistent with original project scope
7. Cover cost overruns/project needs in the construction phase on projects in non-STBG or TAP programs consistent with original project scope
8. Cover cost overruns/projects needs/advance right-of-way phase on construction projects in non-STBG or TAP programs consistent with original scope
9. Cover cost overruns/project needs/advance design phase on projects in non-STBG or TAP programs consistent with original project scope
10. Cover cost overruns/project needs/advance planning projects in non-STBG or TAP programs consistent with original project scope
11. Add new projects as prioritized by the COMPASS Board of Directors
 - New projects should align with the goals, vision, and direction of the long-range transportation plan
 - Construction for new projects is typically added in preliminary development (PD). Other phases of the project (design and right-of-way) may be added in earlier years of the program, if funds are available
 - The limit for PD in STBG-TMA is two times the projected funding allocation in the last year of the program
 - The limit for PD in STBG-Urban is \$5,000,000 per metropolitan planning organization or the Local Highway Technical Assistance Council. Projects are added in coordination with the Urban Balancing Committee
 - The construction phase may not advance into a funded year until the concept report is approved by ITD

If there is a tie using the above prioritization criteria:

- RTAC will determine how the TMA programs will be balanced, without a recommendation from COMPASS staff
 - Sponsor agencies are requested to prioritize project needs within their list of projects to assist RTAC in the event of a tie and/or provide the timing and importance of the needs prior to the RTAC meeting
- The COMPASS Executive Director will determine how projects in the Urban program will be prioritized for the balancing process, after discussions with sponsor agencies involved in the tie

Capital improvements for alternative transportation, such as bus or van replacements, are considered "construction" projects.

STBG and TAP programs should balance as close to 100% of the estimated allocation as possible.

As funds are released from projects based on cost savings or project closeout, the local match portion may be used on other projects sponsored by the same agency after submitting a Transfer Local Match Request Form. COMPASS staff will coordinate with member agency staff to submit requests.

Prioritizing End-of-Year and Redistribution Program Requests:

End-of-Year funds are funds "swept" by ITD from local projects when they are unable to obligate prior to deadlines: July 1 for design or right-of-way and August 1 for construction.

Redistribution funds coming to the State of Idaho from other states are allocated using ITD's formula and distributed to the appropriate programs.

End-of-Year and Redistribution Program funds are first made available to projects within each program. If there are not enough projects in the program ready for obligation, funds may become available for other programs.

The COMPASS Board of Directors approves the priority order of requests submitted for consideration of funding through the End-of-Year and Redistribution Program, based on the rationale of "construction first." Projects must be ready for obligation and advertisement (when appropriate), including submittal of all agreements, and a check for local match, prior to August 1 of the programmed year.

Projects currently funded in the STBG and TAP programs are the top priorities for funds in order to fully develop and build projects in the programs. Project needs in other programs may be funded with STBG and TAP funds if projects meet program eligibility and if no other projects currently in either program need funding at that time.

The priority order is:

1. Obtain 100% of the estimated allocation
Congress historically limits obligation authority to 92% to 97% of the estimated allocation

2. Cover cost overruns/project needs on projects obligated in a previous year or currently under contract
3. Advance the construction phase of projects
4. Cover cost overruns/project needs/advance right-of-way phase on projects in the STBG or TAP programs
5. Cover cost overruns/project needs/advance design phase on projects in the STBG or TAP programs
6. Cover cost overruns/projects needs/advance planning projects in the STBG or TAP programs
7. Cover cost overruns/project needs/advance project phases in non-STBG or TAP programs
 - A. Construction
 - B. Right-of-Way
 - C. Design
 - D. Planning/Studies

Only public transportation projects not requiring funds to transfer to the Federal Transit Administration are eligible for this program because the deadline for a transfer is approximately June 1. The End-of-Year and Redistribution Program occurs in late August and early September.

Adjustments within a project:

Sponsoring agencies may adjust funding among funding categories within a project budget in a fiscal year, if there is no net change to the funding total for the year of change.

Previous Policy:

This policy replaces policy 19-03, approved by the COMPASS Board of Directors on February 25, 2019.

POLICY STATEMENT

No. Board ~~2019-03~~2021-01

Adopted: ~~February 25, 2019~~XX
By: COMPASS Board of Directors
Last Revision: ~~June 20, 2016~~February 25, 2019

Policy Statement:

Balancing Surface Transportation **Block Grant** Program (**STPSTBG**) and Transportation Alternatives Program (TAP) Funds

Background:

STPSTBG and TAP funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMAs]). These programs are managed by COMPASS, the metropolitan planning organization (MPO) for Ada and Canyon Counties. The Regional Transportation Advisory Committee (RTAC) is responsible for balancing the programs.

STPSTBG funds for areas with populations of 5,000 to 200,000 ~~population~~ are managed by the Idaho Transportation Department (ITD). ~~however, the~~ The Urban Balancing Committee is responsible for balancing the program. The Urban Balancing Committee is made up of the MPO directors across the state of Idaho (representing populations of 50,000 to 200,000) and a representative of the Local Highway Technical Assistance Council (representing agencies with populations of 5,000 to 50,000).

TAP funds for areas with populations of 5,000 to 200,000 ~~population~~ are managed by ITD and awarded through a competitive process. TAP funds managed by ITD are ~~typically not allowed to change once a project is added to the program~~ outside the purview of this policy.

This policy provides direction to prioritize funds available through cost savings and through the End-of-Year ~~Program~~ and ~~r~~Redistribution Program for current-year projects.

Programming Available Funding in the Current Year and Transportation Improvement Program Update:

As funding needs are known, sponsors should submit requests to COMPASS staff to add the projects to COMPASS' lists of funding needs. COMPASS maintains two lists – one for projects funded with TMA funds, which is shared with RTAC, and one for projects funded with Urban funds, which is used in the Urban Balancing process.

The rationale of these priorities is to target funds towards current construction, then use funds for design or right-of-way needs, in an effort to minimize the delay of scheduled projects.

Projects currently funded in the STPSTBG and TAP programs are the top priorities for funds in order to fully develop and build projects in the programs. Project needs in other programs may be funded with STPSTBG and TAP funds if projects meet program eligibility and if no other projects currently in either program need funding at that time. are ready to use the funds within the programs at the appropriate time.

COMPASS staff will recommend funding actions for both the TMA and Urban programs, based on the following order of priorities for balancing:

1. Cover cost overruns/project needs in the construction phase for projects in the STPSTBG or TAP programs consistent with the original project scope
 - A. Construction already under contract
 - B. Engineer's estimate for construction scheduled in current fiscal year
 - A.C. Additional right-of-way for ongoing negotiations
2. Either:
 - A. Remove or reduce an "advance construction" situation (where construction costs are spread over two or more funding years) on projects in the STBG or TAP programs)
 - B. Replace local funds for procurement under contract
 - C. Cover cost increase for procurement projects (generally transit-related projects, such as rolling stock or equipment purchases, as prioritized in the Transit Asset Management Plan)
 - A. ~~Remove or reduce an "advance construction" situation (where construction costs are spread over two or more funding years) on projects in the STP or TAP programs~~
3. Cover ~~cost overruns~~/project needs/advance right-of-way phase on projects in the STBG or TAP programs consistent with original project scope.
- 2.4. Cover cost overruns/project needs/~~or~~ advance design or right-of-way phases on construction projects in the STPSTBG or TAP programs consistent with original project scope
- 3.5. Advance the construction phase on projects in the STPSTBG or TAP programs
- 4.6. Cover cost overruns/project needs/~~or~~ advance planning projects/studies in the STPSTBG or TAP programs consistent with original project scope
7. Cover cost overruns/project needs in the construction phase on projects in non-STPSTBG or TAP programs consistent with original project scope
- 5.8. Cover cost overruns/projects needs/advance right-of-way phase on construction projects in non-STBG or TAP programs consistent with original scope
- 6.9. Cover non-construction cost overruns/project needs/ ~~or~~ advance design or right-of-way phases on construction projects in non-STPSTBG or TAP programs consistent with original project scope
- 7.10. Cover cost overruns/project needs/~~or~~ advance planning projects in non-STPSTBG or TAP programs consistent with original project scope
- 8.11. Add new projects as prioritized by the COMPASS Board of Directors
 - New projects should align with the goals, vision, and direction of the long-range transportation plan
 - Construction for new projects is typically added in preliminary development (PD). Other phases of the project (design and right-of-way) may be added in earlier years of the program, if funds are available

- The limit for PD in STPSTBG-TMA is two times the projected funding allocation in the last year of the program
- The limit for PD in STPSTBG-Urban is \$5,000,000 per metropolitan planning organization or the Local Highway Technical Assistance Council. Projects are added in coordination with the Urban Balancing Committee
 - The construction phase may not advance into a funded year until the concept report is approved by ITD

If there is a tie using the above prioritization criteria:

- RTAC will determine how the TMA programs will be balanced, without a recommendation from COMPASS staff
 - Sponsor agencies are requested to prioritize project needs within their list of projects to assist RTAC in the event of a tie and/or provide the timing and importance of the needs prior to the RTAC meeting
- The COMPASS Executive Director, ~~in coordination with the Urban Balancing Committee,~~ will determine how projects in the Urban program will be prioritized for the balancing process, after discussions with sponsor agencies involved in the tie

Capital improvements for alternative transportation, such as bus or van replacements, are considered "construction" projects.

STPSTBG and TAP programs should balance as close to 100% of the estimated allocation as possible.

As funds are released from projects based on cost savings or project closeout, the local match portion may be used on other projects sponsored by the same agency after submitting a Transfer Local Match Request Form. COMPASS staff will coordinate with member agency staff to submit requests.

Prioritizing End-of-Year and Redistribution Program Requests:

End-of-Year funds are funds "swept" by ITD from local projects when they are unable to obligate prior to deadlines: July 1 for design or right-of-way and August 1 for construction.

Redistribution funds coming to the State of Idaho from other states are allocated using ITD's formula and distributed to the appropriate programs.

~~End-of-Year funds are funds "swept" by ITD when projects were unable to obligate prior to deadlines—July 1 for design or right-of-way and August 1 for construction.~~

End-of-Year and Redistribution Program ~~and redistribution~~ funds are first made available to projects within each program. If there are not enough projects in the program ready for obligation, funds may become available for other programs.

The COMPASS Board of Directors approves the priority order of requests submitted for consideration of funding through the End-of-Year ~~Program~~ and ~~R~~Redistribution Program, based on ~~ITD's~~ the rationale of "construction first." Projects must be ready for obligation and

advertisement (when appropriate), including submittal of all agreements, and a check for local match, prior to August 1 of the programmed year.

Projects currently funded in the STBG and TAP programs are the top priorities for funds in order to fully develop and build projects in the programs. Project needs in other programs may be funded with STBG and TAP funds if projects meet program eligibility and if no other projects currently in either program need funding at that time.

The priority order is:

1. Obtain 100% of the estimated allocation
Congress historically limits obligation authority to 92% to -97% of the estimated allocation
2. Cover cost overruns/project needs on projects obligated in a previous year or currently under contract
3. Advance the construction phase of projects
4. Cover cost overruns/project needs/advance right-of-way phase on projects in the STBG or TAP programs
- 4.5. Cover cost overruns/project needs/~~advance design~~ ~~or right-of-way~~ phases on construction projects in the STBG or TAP programs
6. Cover cost overruns/projects needs/~~advance~~ planning projects in the STBG or TAP programs
7. Cover cost overruns/project needs/advance project phases in non-STBG or TAP programs
 - A. Construction
 - B. Right-of-Way
 - C. Design
 - A-D. Planning/Studies

Only Public transportation projects not requiring funds to transfer to the Federal Transit Administration are ~~not~~ eligible for this program because the deadline for a transfer is approximately June 1. The End-of-Year ~~Program~~ and ~~r~~Redistribution Program occurs in late August and early September.

Adjustments within a project:

Sponsoring agencies may adjust funding among funding categories within a project budget in a fiscal year, if there is no net change to the funding total for the year of change.

Previous Policy:

This policy replaces ~~original~~ policy ~~16-0219-03~~, approved by the COMPASS Board of Directors on ~~June 20, 2016~~ February 25, 2019.

COMPASS BOARD AGENDA ITEM V-B

February 22, 2021

Topic: Updates to *Communities in Motion 2040 2.0*

Background/Summary:

After adopting *Communities in Motion 2040 2.0* (CIM 2040 2.0) in December 2018, the COMPASS Board of Directors approved a policy for updating factual information in the plan, revised in April 2020 (Attachment 1). The policy follows the definition of an administrative modification to a long-range metropolitan transportation plan, according to [23 CFR 450.104](#); annual updates to the plan reflect changes to costs and descriptions of currently-included funded or unfunded projects, as shown in Attachments 2, 3, and 4.

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

These factual changes, updating costs and descriptions, are different than formal amendments to the plan that change policy or add new funded or unfunded projects. There were two amendments to CIM 2040 2.0 in 2020 that are already reflected in the online documents.

More Information:

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

POLICY STATEMENT

No. Board 2020-02

Adopted: April 20, 2020

By: COMPASS Board of Directors

Last Revised: December 17, 2018

Policy Statement:

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

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

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

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

“Minor” changes include:

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

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

“Major” changes include:

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

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

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

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

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**Short Term Funded (Budgeted) Regional Capital Transportation Projects,
in alphabetical order - FY2018-2023ⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated Estimated Cost	Key Number^{iv}
10th Avenue Bridge, Caldwell – replace the bridge at 10 th Avenue and Indian Creek. (2018 ⁹)	\$2,959,000	\$2,959,000 <u>\$3,445,960</u>	13055
Bicycle and Pedestrian Bridge – build bridge over North Channel of Boise Rive, Eagle. (2023)	\$1,299,000	\$1,400,000 <u>\$2,101,140</u>	20841
Cloverdale Overpass – rebuild and widen from two to four lanes with sidewalk and bike lane. (2019)	\$13,381,000	\$13,382,000 <u>\$12,483,350</u>	20842
Eagle Road, Lake Hazel Road to Amity Road – widen from two lanes to five lanes with curb, gutter, sidewalk, and bike lanes. (2023) - Moved from long-term funded.		\$7,221,000 <u>\$6,972,000</u>	RD216-04
Eagle Road, Amity Road to Victory Road – widen from two to five lanes with curb, gutter, sidewalk, and bike lanes. (2020 ¹ -2022)	\$4,515,000	\$5,555,000 <u>\$5,415,000</u>	RD207-33
Fairview Avenue, Locust Grove Road to SH- 55 (Eagle Road) - widen from five to seven lanes. (2023). Moved from long-term funded.		<u>\$3,052,000</u>	<u>RC0133</u>
Franklin Road, Black Cat Road to Ten Mile Road - Federal aid project to widen Franklin Road to five lanes with curb, gutter, and sidewalks. Project includes widening the Franklin/Black Cat intersection to seven lanes in all directions and reconstructing/widening of the Franklin Bridge #170CX. (2018 ² 2016)	\$954,000	\$954,000 <u>\$12,219,732</u>	<u>12368</u>
I-84, Blacks Creek Road Interchange – replace the interchange and upgrade the ramps to meet the standards for an 80 miles-per-hour speed limit. The bridge was originally built in 1962. (2019)	\$13,088,000	\$13,088,000 <u>\$15,714,050</u>	19874
I-84, City of Caldwell (Exit 29) to Karcher Interchange (Exit 33) – Environmental study, design, and construction. Actual termini and improvements will be determined through the environmental process. (2019-2021)	\$192,971,000	<u>\$3,981,000</u>	20351
<ul style="list-style-type: none"> • Design and right of way 			
<ul style="list-style-type: none"> • I-84, Middleton Road and Ustick Road Overpasses (Design) 		<u>\$6,164,418</u>	22154
<ul style="list-style-type: none"> • I-84, Middleton Road Overpass, Canyon County (Construction) 		<u>\$7,339,682</u>	<u>22618</u>
<ul style="list-style-type: none"> • I-84, Ustick Road Overpass, Canyon County (Construction) 		<u>\$12,111,328</u>	<u>22619</u>
<ul style="list-style-type: none"> • I-84, Franklin Interchange to Karcher Interchange, Canyon County (Right-of-Way) 		<u>Removed</u>	22196
<ul style="list-style-type: none"> • I-84, Franklin Road Interchange to Karcher Interchange – West, Canyon County (Construction) 		<u>\$68,497,000</u>	<u>23080</u>
<ul style="list-style-type: none"> • I-84, Franklin Road Interchange to Karcher Interchange – East, Canyon County (Construction) 		<u>\$55,000,000</u>	<u>23081</u>
TOTAL		<u>\$153,093,430</u>	
I-84, Karcher Interchange (Exit 33) to Franklin Boulevard (Exit 36) Corridor – expand I-84 from two to three lanes in each direction. (2019)	\$150,100,000	<u>\$15,394,492</u>	20315
<ul style="list-style-type: none"> • Design and right-of-way 			
<ul style="list-style-type: none"> • Temporary Paving Shoulder Widening 		<u>\$5,832,340</u>	20796
<ul style="list-style-type: none"> • Karcher Road Overpass 		<u>\$5,033,846</u>	20797
<ul style="list-style-type: none"> • Franklin Boulevard to Northside Boulevard 		<u>\$76,912,718</u>	20798
<ul style="list-style-type: none"> • Northside Boulevard to Karcher Road 		<u>\$29,206,188</u>	20799
TOTAL		<u>\$132,379,580</u>	
Intersection – Amity Road and Robinson Road, Nampa – add a roundabout. (2019)	\$1,000,000	Completed	159i

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Intersection – Amity Road and Eagle Road – add dual-lane roundabout, Reconstruct/widen approaches. (2021-2025)		\$2,110,000	IN215-05
Intersection - Centennial Way Roundabout, Caldwell – replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard, and Blaine Street) with a roundabout intersection. (2023)	\$3,206,000	\$3,206,000 <u>\$3,980,000</u>	13484
Intersection - Cole Road and Franklin Road, Boise – widen the intersection of Cole Road and Franklin Road to seven lanes in all directions. Project includes widening of Cole Road, I-84 / Franklin Road, realignment of the Cole Road and McMullen Road intersection, and reconstruction/widening of Cole Road Bridge #1259, and improving the existing railroad crossing on Cole Road. (2019)	\$10,078,000	\$3,760,000	IN203-14
Intersection – Cole Road and Lake Hazel Road, Boise - widen intersection to five/six lanes on Lake Hazel Road and three lanes on Cole Road. Includes bridge #2216. (2019)	\$8,356,000	\$8,356,000	IN215-02
Intersection - Cole Road and Victory Road, Boise – widen the intersection of Cole Road and Victory Road to six lanes on Victory Road and seven lanes on Cole Road. Project includes widening of Cole Road from McGlochlin Street to Victory Road to five lanes, an enhanced pedestrian crossing at Cole Road and Diamond Street, and Cole Bridge #1261. (2020- 2021)	\$7,418,000	\$7,418,000 <u>\$7,728,000</u>	IN205-97
Intersection – Colorado Avenue and Holly Street, Nampa – install traffic signal and pedestrian-friendly improvements. (2020)	\$1,285,000	\$1,285,000 <u>\$1,506,500</u>	13486
Intersection - Fairview Avenue and Cole Road, Boise - widen intersection to eight lanes on Fairview Avenue and seven lanes on Cole Road. Project includes non-traversable raised medians. (2018)	\$957,000	Completed	IN213-01
Intersection - Fairview Avenue and Locust Grove Road, Meridian - widen intersection to eight lanes on Fairview Avenue and seven lanes on Locust Grove Road, including concrete intersection, curb, gutter, sidewalk, and bike lanes. (2022)	\$6,457,000	\$5,126,000	IN211-05
Intersection – Gowen Road and Orchard Street – add dual-lane roundabout. Reconstruct/widen approaches. (2021-2025)		\$2,220,000	NEW
Intersection – Idaho Center Boulevard and Cherry Lane – add roundabout. (Nampa Highway District share \$562,750; City of Nampa share \$1,688,250) (2021)		\$2,251,000	NEW
Intersection - Lake Hazel Road and Eagle Road - widen and signalize intersection to four/five lanes on Eagle Road and three/five lanes on Lake Hazel Road. (2023) – Moved from long-term funded.		\$8,439,000	IN216-01
Intersection – Lake Hazel Road and Cloverdale Road – widen intersection to five lanes on Lake Hazel Road and five lanes on Cloverdale Road. (2021) Moved to long-term funded projects.	\$5,415,000	\$4,757,000	IN205-34
Intersection – Lake Hazel Road and Five Mile Road – reconstruct intersection to be a dual lane roundabout with westbound and southbound right turn bypass lanes. (2020) Moved to long-term funded projects.	\$2,886,000	\$3,814,000	IN205-59
Intersection - Lake Hazel Road and Maple Grove Road - widen intersection to six lanes on Lake Hazel Road and four lanes on Maple Grove Road. (2022 2023)	\$2,574,000	\$5,060,000	IN205-69
Intersection - Linder Road and Deer Flat Road, Kuna – federal aid project to improve intersection at Linder Road and Deer Flat Road including curb, gutter, sidewalks, and bike lanes. (2020)	\$4,500,000	\$4,641,000 <u>\$4,859,230</u>	13492 IN211-01

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Intersection - Middleton Road and Cornell Street, Middleton – convert the intersection of Middleton Road and Cornell Street to a “mini-roundabout” to improve safety. (2021)	\$303,000	\$303,000 <u>\$553,000</u>	20430
Intersection – Middleton Road and Lone Star Road, Nampa – install a traffic signal and sidewalk. (2020)	\$1,501,000	\$1,520,380 <u>\$2,655,920</u>	20613
Intersection – Middleton Road and Orchard Avenue, Nampa – add traffic signal. (2019)	\$1,295,000	\$1,295,000	146i
Intersection – Middleton Road and Smith Avenue, Nampa – widen lanes and install traffic signal, pedestrian facilities, street lighting, and turn lanes. (2019)	\$510,000	\$597,000 <u>\$647,370</u>	20167
Intersection – Middleton Road and Ustick Road, Caldwell – build roundabout at the intersection. (2024). Moved to long-term-funded.	\$1,342,000	\$1,356,000	13487
Intersection – Midland Road and Ustick Road, Nampa – add a roundabout. (2020)	\$500,000	\$500,000	025i
Intersection – Robinson Road and Locust Lane – add roundabout. (2022)		\$2,185,450	NEW
Intersection - SH-16 and Beacon Light Road, Eagle – add signal and widen the intersection at SH-16 and Beacon Light Road. (2018)	\$2,100,000	\$1,463,000 <u>\$1,455,720</u>	18872
Intersection – SH-55 (Eagle Road) and SH-44, Ada County, Eagle – construct a partial continuous flow intersection. (2021)	\$6,808,000	\$7,036,000 <u>\$9,247,310</u>	13476
Intersection – SH-69 (Meridian Road) and Hubbard Road, Kuna – install an interim signal. (2018)	\$485,000	\$962,000 <u>\$961,900</u>	IN205-66 19997
Intersection – SH-69 (Meridian Road) and Lake Hazel Road - install an interim signal. (2018)	\$485,000	Combined same KN	IN205-70 19997
Intersection – Southside Boulevard and Deer Flat Road – add roundabout. (2024)		\$2,318,550	NEW
Intersection – Southside Boulevard and Kuna Road – add roundabout. (2025)		\$2,388,100	NEW
Intersection – Southside Boulevard and Lewis Lane – add roundabout. (2023)		\$2,251,000	NEW
Intersection – Star/Robinson Road and Cherry Lane – add a roundabout. (2022)	\$1,600,000	\$1,600,000	
Intersection - State Street and Collister Drive, Boise – federal aid project to improve the intersection, including realignment of the Collister Drive leg, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP. Project includes State Street bridge #2038. (2018)	\$12,215,000	\$13,704,000 <u>\$13,704,270</u>	13481 IN203-21
Intersection - State Street and Pierce Park Lane, Boise - widen intersection to four lanes on Pierce Park Lane and seven lanes on State Street in accordance with the State Street TTOP. (2020/2021-2022)	\$4,238,000	\$10,271,000	IN210-03
Intersection - State Street and Veterans Memorial Parkway, Boise - widen intersection, including installation of median U-turns and installation of additional pedestrian crossings on the State Street approaches in accordance with the State Street TTOP. (2019)	\$8,277,000	Completed	IN205-112
Intersection - Ten Mile Road and Amity Road - construct a multi-lane roundabout. Project includes bridge #205AX. (2022/2021)	\$1,587,000	\$2,768,000 <u>\$2,770,000</u>	IN205-03
Intersection - US 20/26 (Chinden Boulevard) and Curtis Road, Garden City - widen the intersection to add a dedicated southbound right turn lane and additional thru lane. (2020/2021)	\$1,594,000	\$1,663,000 <u>\$1,462,000</u>	IN215-03

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Intersection - US 20/26 and Farmway Road/Kent Ranch Road – add a left-turn lane on US 20/26 near Caldwell. (2018)	\$560,000	\$569,000 \$569,350	18852
Intersections - US 20/26 and Meridian Road and Locust Grove Road, Meridian – add right turn lanes on eastbound side of US 20/26.	\$1,410,000	Locust Grove added to KN 19944	H328
Intersection - US 20/26 and Northside Boulevard and Franklin Boulevard – add improvements to US 20/26 at Northside Boulevard and Franklin Boulevard in Canyon County. (2019)	\$635,000	\$398,000	19415
Intersection – Ustick Road and Florida Avenue, Caldwell - build roundabout at the intersection. (2020)	\$1,200,000	\$1,200,000	
Intersection - Ustick Road and Meridian Road, Meridian - widen intersection to seven lanes on all approaches. (2018)	\$1,092,000	Completed	IN202-06
Intersection – Victory Road and Ten Mile Road – add dual-lane roundabout. Reconstruct and widen approaches. (2021-2025)		\$2,170,000	IN214-03
Lake Hazel Road, Cole Road to Orchard Street Extension - construct a new two-lane roadway extension of Lake Hazel Road, between Cole Road and Orchard Street Extension. Project to be built by development. (2018)	\$0	\$0	RD216-02
Linder Road, Cayuse Creek Drive to Chinden Boulevard (US 20/26) - widen from three to five lanes with curb, gutter, sidewalk, and bike lanes. (2019-2020)	\$653,000	\$121,000	RD202-17
Linder Road, Franklin Road to Pine Avenue – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Project includes Franklin Bridge #1120. (2020-2021)	\$2,814,000	\$2,956,000	RD213-16
Linder Road, Ustick Road to McMillan Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. (2021 2019-2020)	\$3,507,000	\$1,309,000	RD202-18.
Linder Road, State Street (SH 44) to Floating Feather Road—widen from two to five lanes, with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road, bridges #1021 and #1022, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. (2022). Moved to long-term funded projects.	\$6,100,000	\$6,100,000	RD209-28
Northside Boulevard, Karcher Road to Birch Lane - : Complete concept and start the National Environmental Policy Act (NEPA) alternatives analysis study to widen Northside Boulevard between Karcher Road and Birch Lane in the City of Nampa. The study includes a possible roundabout at the intersection of Northside Boulevard and Karcher Road and a pathway on the east edge of the roadway. Construction is considered "unfunded." (2021)		\$250,000	NAM01
Old Highway 30, Plymouth Street Bridge, Caldwell – replace one-lane bridge with a new two-lane structure. (2023)	\$10,664,000	\$10,814,000 \$11,013,440	13494
Orchard Street Extension, Lake Hazel Road to Gowen Road - construct a new two-lane roadway extension of Orchard Street, between Gowen Road and Lake Hazel Road Extension. Project to be built by development. (2018)	\$0	\$0	RD216-03
Orchard Street Realignment, Gowen Road to I-84 Interchange—realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection to be a multilane roundabout. (2023) Moved from long-term funded. Moved to long-term funded.		\$5,654,000	RD207-01

Project and Brief Description ⁱⁱ	Estimated Cost ⁱⁱⁱ	Updated Estimated Cost	Key Number ^{iv}
Pathway, Fairview Avenue Greenbelt Ramp – design and construct Americans with Disabilities Act-compliant multiuse pathway ramp connecting south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. (2020)	\$147,000	\$215,000	20639
Pathway, Grimes Pathway – add extensions to the Grimes Pathway in the City of Nampa between Birch Lane and Karcher Road and between Franklin Road and 11 th Avenue. (2020)	\$264,000	\$264,000 <u>\$296,230</u>	22076
Pathway, Indian Creek, 4th Avenue to the Greenbelt – construct nearly half-mile segment of pathway in Caldwell. (2019)	\$704,000	\$555,000 <u>\$555,560</u>	20076
Pathway, Indian Creek, Taffy Drive to Peppermint Drive – construct approximately 633-feet of pathway in Nampa. (2019)	\$531,000	\$588,000 <u>\$266,520</u>	20141
Pathway, Rail with Trail – construct approximately ½-mile of pathway in Meridian (2022). Moved from long-term funded.		\$715,000 <u>\$724,000</u>	13918
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa – extend Stoddard Pathway from Amity Avenue to Sherman Avenue in the City of Nampa (Phase 2). Install a rapid flashing beacon at the Amity Avenue roadway crossing. (202±0)	\$539,000	\$539,000 <u>\$539,070</u>	22070
Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue – extend Stoddard Pathway from Iowa Avenue to Amity Avenue in the City of Nampa (Phase 1). (2020)	\$533,000	\$533,000 <u>\$532,780</u>	22050
Pedestrian and Bicycle Improvements, Blaine Avenue and Iowa Avenue, Nampa – improve access to bus stops along the 12 th Avenue South public transportation corridor by including crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared use lane markings. (2019)	\$579,000	\$579,000	19855
Pedestrian Improvements, Historic North Nampa Pathway, Nampa – add a bike boulevard and shared lane facilities in north Nampa and a bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. (2018 2019)	\$590,000	\$590,000	19959
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna – improve Main Street with crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. (2020)	\$2,404,000	\$2,595,000 <u>\$2,130,490</u>	20143
Pedestrian Improvements, US 20/26 (Chinden Boulevard) at 43rd Street – install a pedestrian hybrid beacon controlled crossing in Garden City. (2023)	\$212,000	\$212,000 <u>\$218,000</u>	20549
SH-16, I-84 to US 20/26 – Preliminary engineering only. Update traffic projections, validate right-of-way needs, account for recent development, develop phasing plan for construction, update cost estimates, and purchase right-of-way. (2019-2021) (Construction is unfunded.)	\$96,240,000	\$98,640,000	20788
SH-21, Technology Way to Surprise Way – widen roadway and stripe to existing two lanes, add shoulders and a striped median to separate traffic lanes. (2022)	\$5,650,000	\$5,650,000 <u>\$4,150,000</u>	20428
SH-44 (State Street), Star Road to SH-16 – widen SH-44 from two to four travel lanes in Ada County. (2023). Moved to long-term funded.	\$7,700,000	\$7,700,000	-20574
SH-44 (State Street), SH-16 (Emmett Highway) to Linder Road – widen from two to four travel lanes. (2023)	\$9,663,000	\$9,663,000 <u>\$8,962,900</u>	20266
SH-45 (12th Avenue South), Sheridan Avenue to 1st Street South - a study to complete a National Environmental Policy Act (NEPA) alternatives analysis to realign State Highway 45 through the City of Nampa from, with connections to I-84 on Northside Boulevard. (2020-2021) (Construction is unfunded.)	\$405,000	-	23071

Project and Brief Descriptionⁱⁱ	Estimated Costⁱⁱⁱ	Updated Estimated Cost	Key Number^{iv}
SH-55 (Eagle Road), Franklin Road to River Valley Street, Meridian – add one lane southbound from Franklin Road to River Valley Street in Meridian. (2022 2021)	\$5,000,000	\$5,176,000 <u>\$5,475,970</u>	13349
SH-55, Pear Lane to Middleton Road, Canyon County – evaluate environmental impacts of widening SH-55 (Karcher Road) from two lanes to five lanes from Pear Lane to Middleton Road. (2019)	\$2,337,000	\$2,337,000 <u>\$2,752,100</u>	21906
SH-55, Snake River Bridge – replace the SH-55 bridge over the Snake River near Marsing. (2020)	\$13,651,000	\$17,715,000 <u>\$18,039,245</u>	13387
South Cemetery Road, SH-44 to Middleton Road, Middleton – construct a new road linking SH-44 and Middleton Road by way of Sawtooth Lake Drive. (2021)	\$3,274,000	\$3,326,000 <u>\$4,683,000</u>	12048
Ten Mile Road, Victory Road to Overland Road – widen from two to three lanes. (2022-2023) Moved from long-term funded projects.	<u>\$3,710,000</u>	<u>\$3,180,000</u>	<u>RC</u> <u>0299</u>
Ten Mile Road, Ustick Road to McMillan Road – widen from two to five lanes with curb, gutter, sidewalk, bike lanes and two bridge structures. (2020 -2021)	\$3,986,000	\$3,986,000 <u>\$3,828,000</u>	RD202-32
Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard) – widen from two to five lanes with curb, gutter, sidewalk, and bike lanes. (2022 2021)	\$3,427,000	\$3,427,000 <u>\$2,809,000</u>	RD202-31
US 20/26 (Chinden Boulevard), I-84 to Aviation Way and Smeed Parkway to Middleton Road – widen from two to six travel lanes. The section between Aviation Way and Smeed Parkway is already six travel lanes. (2021 and -2022)	\$34,300,000	\$34,525,000 <u>\$34,625,000</u>	22165
US 20/26 (Chinden Boulevard), Star Road to SH 16 – widen from two to four travel lanes. (2023) Moved from long-term funded.		\$5,650,000 <u>\$10,158,000</u>	20367
US 20/26 (Chinden Boulevard), SH-16 to Tree Farm Way – widen from two to four travel lanes and two-way center turn lane. (2021)	\$6,510,000	Combined with key#21858	21864
US 20/26 (Chinden Boulevard), SH-16 to Linder Road – widen from two to four travel lanes and two-way turn lane. (2019- 2021)	\$7,770,000	\$23,905,000 <u>\$24,744,680</u>	21858
US 20/26 (Chinden Boulevard), Linder Road to Locust Grove Road – widen from two to five lanes in Meridian and Eagle. (2020 -2021)	\$12,350,000	\$11,394,000 <u>\$11,374,000</u>	20594
US 20/26 (Chinden Boulevard), Locust Grove Road to SH-55 (Eagle Road) – widen from two to five lanes in Boise, Eagle, and Meridian. (2020)	\$13,372,000	\$18,637,000 <u>\$18,223,220</u>	19944
Ustick Road, Lake Avenue to Interstate 84 - widen from three lanes to five lanes. Work includes curb, gutter, sidewalk, and bicycle lanes. (2021)		\$5,000,000	CAL01
Ustick Road, Linder Road to Meridian Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. Project includes an enhanced pedestrian crossing at W. 3rd St. (2018)	\$2,595,000	\$2,595,000	RD202-35
Ustick Road, Meridian Road to Locust Grove Road – widen from two to five lanes with curb, gutter, sidewalks, and bike lanes. (2018)	\$2,927,000	\$2,927,000	RD202-37
<u>Total Budgeted Regional Capital Projects</u>	<u>\$745,165,000</u>	<u>\$775,246,100</u> <u>\$747,339,120</u>	

ⁱ This table shows all transportation projects using federal funds, as well as regional capital transportation projects regardless of funding source programmed (budgeted) for construction between FY2018 and FY2023 on Interstate 84, state highways, and principal arterials. This

information is from the FY2018-2024 Idaho Transportation Investment Program, the draft FY2019-2023 Regional Transportation Improvement Program, Ada County Highway District's FY2018-2022 Integrated Five-Year Work Plan and 2016 Capital Improvements Plan, City of Nampa's Streets Capital Improvement Plan 2017-2027, Nampa Highway District's FY2018-2022 Five-Year Work Plan, and information provided by the City of Caldwell.

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

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

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

**Long-Term Funded Regional Capital Transportation Projects FY2024 – 2040,
in alphabetical orderⁱ**

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Airport - Overland Extension, McDermott Road to Black Cat Road - construct new two-lane road.	\$2,970,000	RD2016-5	2026-2030	\$4,039,200
Fairview Avenue, Meridian Road to Locust Grove Road – widen from five to seven lanes.	\$5,430,000	RD2016-40	2031-2035	\$8,470,800
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road) – widen from five to seven lanes. – <u>Moved to short-term funded.</u>	\$3,290,000	RD2016-41	2026-2030	\$4,474,400
Fairview Avenue, SH-55 (Eagle Road) to Cloverdale Road – widen from five to seven lanes.	\$2,030,000	RD2016-42	2026-2030	\$2,760,800
Fairview Avenue, Cloverdale Road to Five Mile Road - widen from five to seven lanes.	\$5,470,000	RD2016-43	2031-2035	\$8,533,200
Fairview Avenue, Cole Road to Curtis Road – widen from five to seven lanes.	\$6,380,000	RD2016-46	2031-2035	\$9,952,800
Franklin Road - McDermott Road to Black Cat Road – widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes.	\$6,900,000	NEW	2026-2030	<u>\$9,384,000</u>
Gowen Road - Orchard Street to Pleasant Valley Road – widen roadway from two lanes to five lanes.	\$5,210,000	NEW	2031-2035	<u>\$8,127,600</u>
Intersection - 11th Avenue North and Ustick Road – add roundabout.	\$1,700,000 <u>\$1,125,500</u>		2021 -2025	\$2,040,000 <u>\$1,350,600</u>
Intersection – Amity Road and Black Cat Road – add signal and widen approaches.	\$1,360,000 <u>\$2,000,000</u>	IN2016-1	2026-2030 <u>2036-2040</u>	\$1,849,600 <u>\$2,720,000</u>
Intersection - Amity Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only <u>portion of construction is \$2,850,000. ITD portion of construction is \$3,448,000.</u>	\$1,820,000 <u>\$6,298,000</u>	IN2016-8	2026-2030 <u>2031-2035</u>	\$2,475,200 <u>\$8,565,280</u>
Intersection - Beacon Light Road and Linder Road, Eagle - widen approaches and construct a multi-lane roundabout with two lanes for the eastbound and westbound legs, one lane for the northbound and southbound legs.	\$1,870,000	IN2016-12	2031-2035	\$2,917,200
Intersection - Beacon Light Road and SH-55, Eagle - add signal <u>roundabout</u> , widen approaches. Project cost excludes ITD's portion of cost. – ACHD approaches only. – Construct as single-lane roundabout.	\$1,010,000 <u>\$1,350,000</u>	IN2016-16	2031-2035	\$1,575,600 <u>\$2,106,000</u>
Intersection - Cherry Lane and Black Cat Road - add signal, widen approaches.	\$3,200,000	IN2016-17	2021-2025	\$3,840,000

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Cherry Lane and Linder Road - replace/modify signal and widen to add designated northbound right turn lane.	\$3,290,000	IN2016-18	2021-2025	\$3,948,000
Intersection - Cherry Lane and Ten Mile Road - replace/modify signal and widen approaches.	\$5,840,000	IN2016-19	2026-2030	\$7,942,400
Intersection - US 20/26 (Chinden Boulevard) and Star Road - replace/modify signal and widen approaches. (ITD share \$2,702,700; ACHD share \$1,740,000)	\$4,447,700	NEW	2031-2035	<u>\$6,938,410</u>
Intersection - Columbia Road and Eagle Road - add a single-lane roundabout and widen approaches.	\$1,660,000	NEW	2036-2040	<u>\$2,921,600</u>
Intersection - Deer Flat Road and SH-69 (Meridian Road) - replace/modify signal and widen approaches. ACHD approaches only.	\$2,090,000	IN2016-23	2031-2035	\$3,260,400
Intersection - Deer Flat Road and Eagle Road - add single-lane roundabout and widen approaches.	\$1,020,000	NEW	2036-2040	<u>\$1,795,200</u>
Intersection - Fairview Avenue and Cloverdale Road - replace/modify signal and widen approaches. No change to south leg approach.	\$7,060,000	IN2016-25	2021-2025	\$8,472,000
Intersection - Fairview Avenue and Curtis Road - replace/modify signal and widen approaches. Add third eastbound thru lane to connector. No change to north leg and south leg approaches.	\$5,360,000	IN2016-27	2026 ^v -2030	\$7,289,600
Intersection - Floating Feather Road and Linder Road - widen approaches and add a multi-lane roundabout with two lanes northbound and southbound legs, one lane westbound and eastbound legs.	\$1,740,000	IN2016-30	2026-2030	\$2,366,400
Intersection - Franklin Road and Linder Road - replace and modify signal, widen approaches.	\$6,310,000	IN2016-37	2021-2025	\$7,572,000
Intersection - Franklin Road and McDermott Road - widen approaches and add a single-lane roundabout. ACHD project cost: \$1,610,000. Nampa Highway District portion of construction costs: \$55,000.00.	\$1,665,000	IN2016-38	2031-2035	\$2,597,400
Intersection - Goddard Road at Mountain View Drive and Glenwood Street - replace/modify signal and widen approaches.	\$3,400,000	IN2016-39	2021-2025	\$4,080,000

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection – Karcher Road and Franklin Boulevard, Nampa – install a roundabout at the intersection of Franklin Boulevard and Karcher Road. The improvements will improve freight access to I-84 and the City of Nampa. This is not part of the I-84 widening.	\$1,400,000		2021-2025	\$1,680,000
Intersection – King Road and Eagle Road – add single-lane roundabout and widen approaches.	\$1,250,000	NEW	2036-2040	<u>\$2,200,000</u>
Intersection - Lake Hazel Road and McDermott Road - widen approaches and construct a single-lane roundabout. ACHD portion of project cost: \$770,000. Nampa Highway District portion of project cost: \$198,000.	\$968,000	IN2016-57	2026-2030	\$1,316,480
Intersection - Lake Hazel Road and Black Cat Road - widen approaches and add a single-lane roundabout.	\$1,450,000	IN2016-48	2026-2030	\$1,972,000
Intersection - Lake Hazel Road and Ten Mile Road - add signal, widen approaches.	\$2,710,000	IN2016-61	2026-2030	\$3,685,600
Intersection - Lake Hazel Road and Linder Road - add a single-lane roundabout.	\$960,000	IN2016-54	2026-2030	\$1,305,600
Intersection – Lake Hazel Road and Meridian Road (SH-69) – replace/modify signal and widen approaches.	\$6,980,000	NEW	2036-2040	<u>\$12,126,400</u>
Intersection - Lake Hazel Road and Locust Grove Road - add a single-lane roundabout with a westbound right turn bypass lane.	\$1,070,000	IN2016-55	2026-2030	\$1,455,200
<u>Intersection - Lake Hazel Road and Cloverdale Road</u> - <u>widen intersection to five lanes on Lake Hazel Road and five lanes on Cloverdale Road. Moved from short-term funded projects.</u>	<u>\$4,757,000</u>	<u>IN205-34</u>	<u>2024</u>	<u>\$5,708,400</u>
<u>Intersection - Lake Hazel Road and Five Mile Road</u> - <u>reconstruct intersection to be a dual lane roundabout with westbound and southbound right turn bypass lanes. Moved from short-term funded projects.</u>	<u>\$3,163,000</u>	<u>IN205-59</u>	<u>2025</u>	<u>\$3,922,120</u>
Intersection - Lake Hazel Road and Orchard Street Extension – new intersection. Add a dual-lane roundabout with a westbound right turn bypass lane.	\$2,250,000	IN2016-58	2031-2035	\$3,510,000
Intersection - Lake Hazel Road and Pleasant Valley Road – new intersection. Add a dual-lane roundabout with a southbound right turn bypass lane. Roadway segment is listed below.	\$2,090,000	IN2016-59	2031-2035	\$3,260,400

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - Lake Hazel Road and Eisenman Road - new intersection to be constructed as a dual-lane roundabout.	\$2,390,000	IN2016-52	2026-2030	\$3,250,400
Intersection - Middleton Road and Ustick Road, Caldwell - build roundabout at the intersection. Moved from short-term funded.	<u>\$2,982,000</u>	<u>13487</u>	<u>2025</u>	<u>\$4,055,520</u>
Intersection - Overland Road and Linder Road - add signal and widen approaches.	\$4,440,000	IN2016-67	2031-2035	\$6,926,400
Intersection - Overland Road and Locust Grove Road - replace/modify signal and widen approaches.	\$5,130,000	IN2016-68	2026-2030	\$6,976,800
Intersection - Overland Road and Eagle Road - replace/modify signal and widen approaches. No change to north leg approach.	\$8,160,000	IN2016-70	2026-2031	\$11,097,600
Intersection - Overland Road and Cloverdale Road - widen intersection to seven lanes on Cloverdale Road and eight lanes on Overland Road. Project includes bridges #1217, #2103, and #2122 and #2102.	\$9,410,000	IN217-04	PD	\$11,668,400
Intersection - Overland Road and Five Mile Road replace/modify signal and widen approaches.	\$6,980,000	NEW	2026-2030	<u>\$9,492,800</u>
Intersection - Overland Road and Maple Grove Road - replace/modify signal and widen approaches.	\$7,070,000	IN2016-69	2026-2030	\$9,615,200
Intersection - Overland Road Extension/ Airport Road and Black Cat Road - new intersection, widen to construct a single-lane roundabout.	\$980,000 <u>\$3,000,000</u>	IN2016-71	2026-2030 <u>2036-2040</u>	\$1,332,800 <u>\$5,280,000</u>
Intersection - Pleasant Valley Road and Orchard Extension - construct a new dual-lane roundabout intersection.	\$6,660,000	IN2016-65	2031-2035	\$10,389,600
Intersection - SH-44 (State Street) and Star Road - replace/modify signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,870,000; ITD portion of project cost: \$677,000.	\$2,547,000	IN2016-72	2031-2035	\$3,973,320
Intersection - SH-44 (State Street) and Palmer Lane - install a traffic signal.	\$850,000	22718	2027	<u>\$1,122,000</u>
Intersection - SH-55 (Karcher Road) and Florida Avenue, Caldwell - install a "thru-U" intersection. (PD)	\$1,370,000	20174	2026-2030	\$1,698,800 <u>\$1,863,200</u>

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Intersection - State Street and Glenwood Street - widen and modify intersection in order to improve traffic and transit operations in accordance with the State Street TTOP.	\$5,706,000	IN207-03	PD	\$7,075,440
Intersection - US 20/26 (Chinden Boulevard) and 36th Street/Orchard Street - replace/modify signal and reconstruct/widen approaches. ACHD project cost: \$1,130,000. ITD portion of project cost: \$0.	\$1,130,000	IN2016-78	2031-2035	\$1,762,800
Intersection - Ustick Road and Black Cat Road - reconstruct/widen approaches and add a dual-lane roundabout.	\$2,050,000	IN2016-83	2021-2025	\$2,460,000
Intersection - Ustick Road and Locust Grove Road - replace/modify signal and reconstruct/widen approaches.	\$6,670,000	IN2016-84	2021-2025	\$8,004,000
Intersection - Ustick Road and McDermott Road - add signal and reconstruct/widen approaches. ACHD portion of project cost: \$1,150,000; Nampa Highway District portion of project cost: \$285,000.00.	\$1,435,000	IN2016-84	2031-2035	\$2,238,600
Intersection - Ustick Road and Star Road - reconstruct/widen approaches and add a single-lane roundabout with northbound right turn bypass lane. ACHD portion of project cost: \$940,000; Nampa Highway District portion of project cost: \$198,000.00.	\$1,138,000	IN2016-86	2031-2035	\$1,775,280
Intersection - Victory Road and Eagle Road - replace/modify signal and widen approaches.	\$4,050,000	NEW	2026-2030	<u>\$5,508,000</u>
Lake Hazel Road, SH 69 Meridian Road to Locust Grove Road - widen from two to three <u>five</u> lanes.	\$3,990,000	RD2016-64	2026-2030	\$5,426,400
Lake Hazel Road, Locust Grove Road to Eagle Road - widen from two to three lanes.	\$4,400,000	RD2016-65	2026-2030	\$5,984,000
Lake Hazel Road, Eagle Road to Cloverdale Road - widen from two to five lanes with curb, gutter, sidewalk and bike lanes.	\$8,551,000	RD209-18	PD 2024	\$10,261,200
Lake Hazel Road, Cloverdale Road to Five Mile Road - widen from two to five lanes with curb, gutter, sidewalks and bike lanes.	\$7,269,000	RD207-29	PD - beyond 2023	\$9,013,560
Lake Hazel Road, Five Mile Road to Maple Grove Road - widen from two to five lanes with curb, gutter, sidewalks and bike lanes. Project includes bridge #1227.	\$4,649,000	RD207-30	PD	\$5,764,760
Lake Hazel Road, Maple Grove Road to Cole Road - widen from two to five lanes with curb, gutter, sidewalk and bike lanes.	\$4,057,000	RD216-05	PD	\$5,030,680

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Lake Hazel Road, Orchard Ext-1 to Pleasant Valley Road – construct new five-lane roadway.	\$8,250,000	RD2016-71	2031-2035	\$12,870,000
Lake Hazel Road, Railroad Crossing to Eisenman Road – construct new five-lane road.	\$8,450,000	NEW	2036-2040	<u>\$14,872,000</u>
Linder Road, Overland Road to Franklin Road - widen from two to five lanes. Project costs <u>do not</u> include any work associated with the ITD overpass.	\$4,880,000	RD2016-75	2031-2035	\$7,612,800
Linder Road, US 20/26 (Chinden Boulevard) to SH-44 (State Street) - widen from two to seven lanes with curb, gutter, sidewalk, and bike lanes. Project includes bridges #2033, #2035, and #2036.	\$18,440,000	RD207-19	UF ^{vi} PD	\$22,865,600
<u>Linder Road, State Street (SH-44) to Floating Feather Road - widen from two to five lanes, with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road, bridges #1021 and #1022, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive. (2022). Moved from short-term funded.</u>	<u>\$7,705,000</u>	<u>RD209-28</u>	<u>2024</u>	<u>\$9,246,000</u>
Meridian Road Extension, King Road to Kuna Road – construct new three-lane road with railroad overpass.	\$6,050,000	NEW	2036-2040	<u>\$10,634,400</u>
<u>Orchard Street, Gowen Road to Victory Road – realign/widen Orchard Street to five lanes with curb, gutter, sidewalk, and bike lanes. (2024-2025) Moved from short-term funded.</u>	<u>\$19,390,000</u>	<u>RD207-01</u>	<u>2024-2025</u>	<u>\$23,268,000</u>
Overland Road, Black Cat Road to Ten Mile Road – construct a new three-lane roadway.	\$3,960,000	RD2016-106	2031-2035	\$6,177,600
Pathway, Five Mile Creek, Treatment Plant to Black Cat Road – construct approximately one-mile segment of pathway in Meridian. (2022) Moved from short-term funded; to be built by developer(s)	\$0	19828	PD –beyond 2022 (2026-2030)	\$0
Pedestrian Improvements, SH-55 Eagle Road, Franklin Road to Pine Avenue – construct or widen existing pathway on east side of SH-55 in Meridian.	\$711,000	20542	PD – beyond 2022	\$881,640
Pedestrian Improvements and Widening, Montana Avenue – construct sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in Caldwell, a pedestrian crossing and rectangular rapid flashing beacon crossing.	\$647,000	22018	PD –beyond 2023	\$802,280

Project and Brief Description ⁱⁱ	Estimated Cost Present Value ⁱⁱⁱ Updated	Key Number ^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Pleasant Valley Extension, Orchard Extension to Pleasant Valley Road – construct a new five-lane roadway.	\$10,110,000	RD2016-114	2031-2035	\$15,771,600
SH-44 (State Street), I-84 ramps to Canyon Lane , widen from two to four travel lanes.	\$15,300,000	TBD	2031-2035	\$23,868,000
<u>SH-44 (State Street), Star Road to SH-16</u> – widen SH-44 from two to four travel lanes in Ada County. (2024). Moved from short-term funded.	<u>\$13,025,000</u>	<u>20574</u>	<u>2024</u>	<u>\$15,630,000</u>
SH-55, Indiana Avenue to Middleton Road , widen from two to four travel lanes.	\$18,000,000	TBD	2026-2030	\$24,480,000
State Street, Glenwood Street to Pierce Park Lane - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes consistent with the State Street TTOP.	\$3,221,000	RD208-04	UF – beyond 2022	\$4,380,560
State Street, Pierce Park Lane to Collister Drive - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes consistent with the State Street TTOP.	\$7,682,000	RD208-05	UF – beyond 2022	\$10,447,520
State Street, Collister Drive to 36th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP.	\$4,313,000	RD208-06	UF – beyond 2022	\$5,865,680
State Street, 36th Street to 27th Street - widen from five to seven lanes with high occupancy vehicle/transit lanes, curb, gutter, sidewalk, and bike lanes in accordance with the State Street TTOP.	\$5,574,000	RD208-07	UF – beyond 2022	\$7,580,640
Ten Mile Road, Lake Hazel Road to Amity Road – widen roadway from two lanes to three lanes with curb, gutter, sidewalks and bike lanes.	\$5,400,000	NEW	2036-2040	<u>\$9,504,000</u>
Ten Mile Road, Amity Road to Victory Road – widen roadway from two lanes to three lanes with curb, gutter, sidewalks and bike lanes.	\$6,590,000	NEW	2031-2035	<u>\$10,280,400</u>
Ten Mile Road, Victory Road to Overland Road – widen from two to three lanes. – Moved to short-term funded projects.	\$3,710,000	RD2016-122	2026-2030	\$5,045,600
US 20/26 (Chinden Boulevard), Middleton Road to Star Road , widen from two to four travel lanes (three segments).	\$105,800,000	TBD	2031-2035	\$165,048,000
US 20/26 (Chinden Boulevard), Linder Road to Eagle Road , widen from four to six lanes, continuous flow intersection (CFI) at Eagle Road, Locust Grove Road, Meridian Road, and Linder Road. Timing of CFIs will be determined by ITD.	\$47,100,000	TBD	2036-2040	\$82,896,000

Project and Brief Descriptionⁱⁱ	Estimated Cost Present Valueⁱⁱⁱ Updated	Key Number^{iv}	Year of Expenditure	Estimated Cost Year of Expenditure Updated
Ustick Road, Star Road to McDermott Road – widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes.	\$5,600,000	NEW	2026-2030	<u>\$7,616,000</u>
Ustick Road, McDermott Road to Black Cat Road – widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes.	\$5,580,000	NEW	2026-2030	<u>\$7,588,800</u>
Ustick Road, Black Cat Road to Ten Mile Road – widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes.	\$4,340,000	NEW	2026-2030	<u>\$5,902,400</u>
Ustick Road, Ten Mile Road to Linder Road - widen from two to three lanes.	\$3,250,000	RD2016-125	2026-2030	\$4,420,000
<u>Total Funded Regional Capital Projects</u>	<u>\$527,690,700</u> <u>\$578,616,200</u>			<u>\$776,661,440</u> <u>\$840,618,970</u>

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

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

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

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

^v TTOP = State Street Transit and Traffic Operational Plan, <http://www.compassidaho.org/prodserv/specialprojects-statestreet.htm>

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

Communities in Motion 2040 2.0 Unfunded Corridors and Projects
- Local System -
Updated December 2020

CIM 2040 2.0 Priority	Regional Local System Project	Estimated Cost in 2018 Dollars (does not include inflation)
1	Franklin Road (Star Road to McDermott Road) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$25,456,000 \$6,000,000
2	Amity Road (Southside Boulevard to SH-69 (Meridian Road)) <ul style="list-style-type: none"> Widen from two to five lanes west of McDermott Road, widen from two to three lanes east of McDermott Road, including curb, gutter, sidewalks, and bike lanes. 	\$84,447,000
3	Franklin Boulevard (Birch Lane to US 20/26) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$66,464,000
4	Northside Boulevard (Karcher Road to US 20/26) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$65,028,000
5	Happy Valley Road (Greenhurst Road to Stamm Lane) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$53,167,000
6	Middleton Road (Greenhurst Road in the City of Nampa to SH-44 in the City of Middleton) <ul style="list-style-type: none"> Widen to five lanes with curb, gutter, sidewalks, and bike lanes, and reconstruct I-84 overpass and river crossing. 	\$210,339,000
7	Ustick Road (Montana Avenue to Lake Avenue, Interstate 84 to Star Road) <ul style="list-style-type: none"> Widen to five lanes with curb, gutter, sidewalks, and bike lanes. 	\$176,030,000
8	Midland Boulevard (Cherry Lane to US 20/26) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$49,795,000
9	Cherry Lane/Fairview Avenue (Middleton Road to Black Cat Road) <ul style="list-style-type: none"> Widen to five lanes with curb, gutter, sidewalks, and bike lanes. 	\$127,662,000
10	Lake Hazel Road/Greenhurst Road (Middleton Road to Black Cat Road) <ul style="list-style-type: none"> Widen Greenhurst Road from two to five lanes from Middleton Road to 12th Avenue. Widen Greenhurst Road from two to three lanes from Southside Boulevard to Happy Valley Road. Construct a new three-lane road from Happy Valley Road to McDermott Road, including a railroad overpass. Widen Lake Hazel Road from two to three lanes from McDermott Road to Black Cat Road. 	\$77,704,000
11	State Highway 45 reroute (City of Nampa – 7 th Street South to Interstate 84) – City of Nampa is the sponsor of this project <ul style="list-style-type: none"> Realign a portion of State Highway 45 north of the 12th Avenue South and 7th Street South intersection, expanding capacity on 7th Street South and Yale Avenue to a five-lane facility, limiting residential and some local street accesses, and connecting to Northside Boulevard. **Subject to change** as the scope of the project depends on the funding and findings of a traffic study and environmental evaluation. A study to complete a National Environmental Policy Act (NEPA) alternatives analysis is funded (\$405,000) for 2020-2021. 	\$20,000,000
12	North/South Kuna Corridor (railroad crossing in the City of Kuna) <ul style="list-style-type: none"> Funded, Amendment #2, October 19, 2020 	

CIM 2040 2.0 Priority	Regional Local System Project	Estimated Cost in 2018 Dollars (does not include inflation)
13	Star/Robinson Road (Greenhurst Road to Ustick Road) <ul style="list-style-type: none"> Widen from two to five lanes, including the I-84 overpass, and including curb, gutter, sidewalks, and bike lanes. 	\$96,781,000
14	Idaho Center Boulevard (Achievement Drive to Cherry Lane) <ul style="list-style-type: none"> Widen from two to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$7,952,000
15	Caldwell-Nampa Boulevard Integrated Corridor Mobility Project <ul style="list-style-type: none"> Implement strategies to optimize the safe, efficient, and reliable use of this corridor for all modes. 	TBD
16	Kuna-Mora Road to Bowmont Road connection <ul style="list-style-type: none"> Rebuild existing road and construct extensions on approximately seven miles of this two-lane roadway, including curb, gutter, sidewalks, and bike lanes. This project also includes two canal bridges and one railroad overpass. 	\$52,049,000
17	Three Cities River Crossing (preserve land for a future project: bridge over the Boise River east of the City of Eagle) <ul style="list-style-type: none"> Preserve land for new four-lane river crossing. 	TBD
	TOTAL AVAILABLE ESTIMATED COST	\$1,112,874,000 \$1,093,418,000 (does not include above TBDs)
	ACHD unfunded projects (Added for information only, not prioritized; expected to be funded with local funds)	
	Emerald Street (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$4,160,000
	Emerald Street (Maple Grove Road to Cole Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$4,330,000
	Five Mile Road (Amity Road to Victory Road) <ul style="list-style-type: none"> Widen from two lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,730,000
	Five Mile Road (Ustick Road to McMillan Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$6,080,000
	Maple Grove Road (Lake Hazel Road to Amity Road) <ul style="list-style-type: none"> Widen from two lanes to three lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,800,000
	Maple Grove Road (Fairview Avenue to Ustick Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,420,000
	Maple Grove Road (Ustick Road to McMillan Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,290,000
	McMillan Road (Meridian Road to Locust Grove Road) <ul style="list-style-type: none"> Widen from two lanes to three lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,540,000
	Overland Road (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> Widen from five lanes to seven lanes, including curb, gutter, sidewalks, and bike lanes. 	\$3,650,000
	Victory Road (Five Mile Road to Maple Grove Road) <ul style="list-style-type: none"> Widen from three lanes to five lanes, including curb, gutter, sidewalks, and bike lanes. 	\$2,820,000

CIM 2040 2.0 Priority	Regional Local System Project	Estimated Cost in 2018 Dollars (does not include inflation)
	Total unfunded project design and construction	\$36,820,000

DECEMBER 2020 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="297 205 1511 279">UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p data-bbox="1300 279 1511 310" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 310 1479 520" style="list-style-type: none"> • Presented Revision 1 of the FY2021 UPWP to the COMPASS Board for adoption. • Processed and tracked revenues and expenditures associated with the FY2021 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p data-bbox="297 520 1511 562">DEMOGRAPHICS AND GROWTH MONITORING</p> <p data-bbox="1292 562 1511 594" style="text-align: right;">CARL MILLER</p> <ul data-bbox="329 594 1479 842" style="list-style-type: none"> • Completed 14 development checklists for Boise, Caldwell, Eagle, Kuna, Meridian, Nampa, and Star. • Continued geocoding work for the 2020 Idaho Department of Labor employment data. • Hosted meetings with Demographic Advisory Workgroup (DAWG) members to review the draft <i>Communities in Motion 2050</i> Vision. • Continued development of the 2020 Development Monitoring Report.
653	<p data-bbox="297 842 1511 884">COMMUNICATION AND EDUCATION</p> <p data-bbox="1349 884 1511 915" style="text-align: right;">AMY LUFT</p> <ul data-bbox="329 915 1479 1549" style="list-style-type: none"> • Posted 12 Facebook messages, 13 Tweets, 12 Instagram messages, and one LinkedIn message. • Tracked issues related to COMPASS and transportation in the news media; distributed two news releases, facilitated two interviews, and responded to one request for data. • Updated the COMPASS website. • Distributed the monthly "Keeping Up With COMPASS" newsletter. • Presented the 12th annual Leadership in Motion awards on December 21, 2020. • Hosted a COMPASS education series webinar on parking on December 9, 2020. • Continued planning for a January 26, 2021, education series webinar on high-capacity transit. • Hosted a Public Participation Workgroup meeting on December 8, 2020. • Began preparations for COMPASS 101, which will be held twice, on February 2 and February 10, 2021. • Began process to update the COMPASS Integrated Communication Plan, due in August 2021.

PROGRAM NO.	
661	<p data-bbox="310 163 716 197">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1511 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="329 239 1507 1010" style="list-style-type: none"> • Continued work with consultant on the park and ride study. • Continued to work with a consultant on illustrations for the Complete Network Policy. • Hosted Fiscal Impact RTAC Subcommittee meeting on December 7, 2020. • Finalized a public survey on high-capacity transit to open in January 2021; continued developing outreach materials to promote the survey. • Attended a planning meeting for a panel with ULI Idaho, "The Case for Transit" on December 10, 2020. • Presented "Where Do We Grow From Here?" at the Boise State Hazard and Climate Resilience Institute's December Community Engagement event on December 10, 2020. • Hosted Active Transportation Workgroup meeting on December 15, 2020. • Attended an agenda planning meeting for the VRT Regional Advisory Council on December 22, 2020 on input to the Coordinated Human Services Transportation Plan. • Requested feedback through a survey on the <i>Communities in Motion 2050</i> Funding Policy from Regional Transportation Advisory Committee members, which will be used to guide future discussion of the policy. Ten members responded. • Updated costs for short-term and long-term projects, as well as the overall funding shortfall based on these costs. • Started developing the financial analysis for <i>Communities in Motion 2050</i>.
685	<p data-bbox="310 1016 915 1050">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1054 1511 1087" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="329 1092 1507 1719" style="list-style-type: none"> • Held a Regional Transportation Advisory Committee (RTAC) subcommittee meeting to work on updates to the COMPASS Balancing Policy on December 8, 2020. • Attended a project team meeting for the Garden City Chinden sidewalk project on December 16, 2020. • Reviewed 40 Phase I COMPASS applications submitted, determined project funding eligibility, and invited those eligible for federal-aid funding to submit a Phase II application. • Developed the FY2020 Transportation Alternatives Program Annual Report. • Developed the FY2020 Annual Listing of Projects. • Processed two administrative modifications and one amendment to the transportation improvement programs and developed a second amendment for future action by the COMPASS Board of Directors. • Opened a public comment period on an amendment to the Regional Transportation Improvement Program on December 28, 2020. Met with member agency staff regarding project-specific issues and programming updates. • Provided on-board training for a new employee.

PROGRAM NO.	
701	<p data-bbox="310 163 870 197">GENERAL MEMBERSHIP SERVICES</p> <p data-bbox="1256 201 1515 235" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="334 239 1487 478" style="list-style-type: none"> • Attended a Transit Provider Meeting, hosted by Valley Regional Transit, on December 18, 2020. • Participated in review and scoring of submittals for two upcoming projects for the City of Nampa – 1) National Environmental Policy Act (NEPA) Study for the Proposed SH-45 Realignment and 2) Intelligent Transportation System and Intelligent Video Analytics System (Combined Traffic and Emergency Management Center).
702	<p data-bbox="310 485 719 518">AIR QUALITY OUTREACH</p> <p data-bbox="1349 522 1515 556" style="text-align: right;">AMY LUFT</p> <ul data-bbox="334 560 1498 800" style="list-style-type: none"> • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. • Finalized the “winter” outreach campaign, including radio ads, Valley Regional Transit exterior bus billboards and interior bus posters, roadside billboards, and targeted online digital ads. The bus billboards and posters were installed in December 2020 and will run through September 2021; the remainder of the winter campaign will run January – February 2021.
703	<p data-bbox="310 806 769 835">GENERAL PUBLIC SERVICES</p> <p data-bbox="1130 840 1515 873" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="334 877 1409 978" style="list-style-type: none"> • Responded to questions from the public. • Completed five special model runs for proposed developments located throughout Ada County.
704	<p data-bbox="310 984 756 1018">AIR QUALITY OPERATIONS</p> <p data-bbox="1300 1022 1515 1056" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="334 1060 1507 1297" style="list-style-type: none"> • Continued to work with staff at ITD, software vendor and DEQ to address issues associated with implementation of ITD’s GEM software system that affected vehicle registration data. • Provided general support for emission testing notification, billing, and payment cycles. • Developed a draft handout for new Air Quality Board members to provide an overview of the Air Quality Board and its organization and responsibilities.

PROGRAM NO.	
705	<p data-bbox="310 163 946 197">TRANSPORTATION LIAISON SERVICES</p> <p data-bbox="1312 201 1515 235" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 239 1507 1119" style="list-style-type: none"> • Attended the Valley Regional Transit State Street Technical Team meeting on December 3, 2020. • Attended the Valley Regional Transit Executive Board meeting on December 7, 2020. • Attended the Meridian Transportation Commission on December 7, 2020. • Attended the Idaho Transportation Department Interagency Working Group meeting on December 8, 2020. • Attended Boise State Hazard and Climate Resilience Institute monthly meeting on December 4, 2020. • Attended the Ada County Local Emergency Planning Committee meeting on December 10, 2020. • Virtually attended the Idaho Smart Growth/Urban Land Institute social on December 10, 2020. • Attended the Local Highway Technical Assistance Council meeting on December 11, 2020. • Attended the Idaho Transportation Board meeting on December 17, 2020. • Attended a Boise Chamber Transportation Committee meeting on December 14, 2020. • Attended an Association of Metropolitan Planning Organizations public involvement working group meeting on December 14, 2020. • Attended the Valley Regional Transit Regional Advisory Council meeting on December 15, 2020. • Met with Maureen Gresham, Federal Highway Administration (FHWA), on December 15, 2020, to discuss updates on technical assistance for exploring freight last mile issues, and bicycle/pedestrian data sources.
760	<p data-bbox="310 1150 703 1184">LEGISLATIVE SERVICES</p> <p data-bbox="1304 1188 1507 1222" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 1226 1515 1507" style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Monitored proposed rule-making to determine implications to COMPASS and its membership. • Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its membership.
761	<p data-bbox="310 1507 675 1541">GROWTH INCENTIVES</p> <p data-bbox="1308 1545 1515 1579" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 1583 873 1614" style="list-style-type: none"> • No significant activity this month.

PROGRAM NO.	
801	<p data-bbox="310 163 667 197">STAFF DEVELOPMENT</p> <p data-bbox="1300 201 1511 235" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 239 1511 835" style="list-style-type: none"> • Participated in Leadership Boise program. • Attended the Kittelson webinar, "Smart Planning for a Connected and Automated Future" on December 8, 2020. • Attended the APA webinar, "USACE Inundation Mapping" on December 8, 2020. • Attended the COMPASS Education Series, "Valuing Parking and the Land on Which it Stands" on December 9, 2020. • Attended the Eno Center for Transportation webinar, "Environmental (in)Justice during COVID-19" on December 10, 2020. • Attended the Smart Growth webinar, "Fiscal Benefits of Smart Growth" on December 14, 2020. • Participated in the "Routes Benefits Cost Analysis" video conference on December 16, 2020. • Attended the WTS webinar, "Last Mile Deliver Innovations" on December 17, 2020. • Attended the Boise State PowerUp program webinar, "Improving Employee Performance in a Virtual Workplace" on December 16, 2020.
820	<p data-bbox="310 835 672 869">COMMITTEE SUPPORT</p> <p data-bbox="1300 873 1511 907" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 911 1430 978" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p data-bbox="310 978 899 1012">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1130 1016 1511 1050" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1054 1495 1230" style="list-style-type: none"> • Continued to provide modeling assistance to member agencies. • Provided additional modeling assistance to Canyon Highway District's consultant working on the impact fee feasibility study. • Completed special model runs and began the benefit-cost analysis for ITD's Safety and Capacity program.
838	<p data-bbox="310 1230 677 1264">TRAVEL DATA SURVEY</p> <p data-bbox="1130 1268 1511 1302" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1306 1419 1411" style="list-style-type: none"> • Researched and reviewed travel data survey request for proposals and projects from other areas. • Began drafting the request for proposals for the upcoming project.
842	<p data-bbox="310 1440 937 1474">CONGESTION MANAGEMENT PROCESS</p> <p data-bbox="1130 1478 1511 1512" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1516 1495 1726" style="list-style-type: none"> • Selected a consultant and began negotiating scope and budget for the I-84 Corridor Operations Plan. • Met with FHWA and reviewed their comments on the draft Congestion Management Process document update. • Evaluated travel time data set for new resiliency performance measures for CIM 2050.

PROGRAM NO.	
860	<p data-bbox="310 163 1524 231">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="329 237 1524 800" style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Continued Complete Streets Network Policy project mapping and data support. • Continued development of Lidar data derivatives such as building footprints. • Vendor began work on cooperative Building footprint and vegetation polygon project. • Continued update of long range Functional Class data. • Delivered survey data from story map and survey combination to VRT. • Continued work on the CIM 2040 Vision map. • Continued work on Complete Streets Network. • Worked on a custom map request. • Updated entitlement/preliminary plat data schema and created a new online map for review that is available on the COMPASS Open Data site. • Conducted an analysis on State Street for VRT. • Processed update of Employment data from Idaho Department of Labor.
991	<p data-bbox="310 835 1524 903">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="329 909 1524 978" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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JANUARY 2021 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="297 205 1511 279">UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p data-bbox="1300 279 1511 310" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 310 1487 457" style="list-style-type: none"> • Processed and tracked revenues and expenditures associated with Revision 1 of the FY2021 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p data-bbox="297 457 1511 489">DEMOGRAPHICS AND GROWTH MONITORING</p> <p data-bbox="1292 489 1511 520" style="text-align: right;">CARL MILLER</p> <ul data-bbox="329 520 1455 667" style="list-style-type: none"> • Completed 7 development checklists for Meridian and Nampa. • Completed processing the 2020 Idaho Department of Labor employment data. • Continued development of the 2020 Development Monitoring Report.
653	<p data-bbox="297 709 1511 741">COMMUNICATION AND EDUCATION</p> <p data-bbox="1349 741 1511 772" style="text-align: right;">AMY LUFT</p> <ul data-bbox="329 772 1479 1341" style="list-style-type: none"> • Posted 15 Facebook messages, 15 Tweets, 15 Instagram messages, and 1 LinkedIn message. • Tracked issues related to COMPASS and transportation in the news media; distributed four news releases and two guest opinions, facilitated one interview, and responded to two requests for data. • Updated the COMPASS website. • Distributed the monthly "Keeping Up With COMPASS" newsletter. • Hosted a COMPASS education series webinar on the Treasure Valley High-Capacity Transit Study update on January 26, 2021. • Hosted a Public Participation Workgroup meeting on January 27, 2021. • Continued preparations for COMPASS 101, which will be held twice, on February 2 and February 10, 2021. • Continued work to update the COMPASS Integrated Communication Plan, due in August 2021. • Presented on COMPASS to Leadership Meridian on January 28, 2021. • Began interviews for a part-time communication assistant position.

PROGRAM NO.	
661	<p data-bbox="293 163 716 199">LONG-RANGE PLANNING</p> <p data-bbox="1256 199 1511 233" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="331 237 1511 1367" style="list-style-type: none"> • Continued work with consultant on the park and ride study. • Opened a public survey on high-capacity transit on January 19, 2021; promoted the opportunity to participate, responded to questions, and tracked responses. • Presented the high-capacity transit survey at the Meridian Chamber Economic Development Committee meeting on January 7, 2021. • Held a Park and Ride Study project management team meeting on January 12, 2021. • Participated in a panel for ULI Idaho about "The Case for Transit" on January 14, 2021. • Presented "Where Do We Grow From Here?" at City of Boise Neighborhood Associations' virtual meeting on January 14, 2021. • Attended the VRT Regional Advisory Council meeting and presented about the Coordinated Public Transit-Human Services Transportation Plan on January 19, 2021. • Held a Park and Ride Study stakeholder working group meeting on January 21, 2021. • Presented the high-capacity transit survey at the APA Idaho meeting on January 21, 2021. • Hosted Association for Professional Bicyclists and Pedestrians (APBP) webinar on January 20, 2021. • Attended Ada County Highway District's "Pedestrian Advisory Group" on January 21, 2021. • Hosted Foundation for Ada and Canyon County Trail Systems (FACTS) on January 27, 2021. • Presented the high-capacity transit survey at the Capital City Kiwanis meeting on January 28, 2021. • Started the process of updating the financial projections for all transportation revenue and expenses through 2050. • Installed two Pyro box counters on behalf of the City of Boise. • Installed two pneumatic-tube counters on behalf of the City of Boise. • Received nine applications for a resilience intern position.
685	<p data-bbox="293 1367 915 1402">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1402 1511 1436" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1440 1495 2005" style="list-style-type: none"> • Prepared for and hosted an optional workshop for Regional Transportation Advisory Committee members regarding program balancing strategies on January 13, 2021. • Attended a project team meeting to review a draft report on the Chinden Boulevard sidewalk project sponsored by the City of Garden City on January 21, 2021. • Attended the Idaho Transportation Department (ITD) Program Delivery Tour, which kicks off the FY2022 program update, on January 27, 2020. • Held meetings with ITD staff to determine projects for upcoming Better Utilizing Investments to Leverage Development (BUILD) (US 20/26, I-84 to Middleton Road) and Infrastructure for Rebuilding America (INFRA) (I-84, Franklin to Centennial) grants. The Notice of Funding Opportunity was released for both programs, but both were withdrawn for further review by the Biden Administration. • Reviewed and processed 20 applications eligible for federal-aid, and prepared them for the COMPASS ranking process.

PROGRAM NO.	
	<ul style="list-style-type: none"> • Processed one administrative modification to the transportation improvement program and developed an amendment for future action by the COMPASS Board of Directors. • Met with member agency staff regarding project-specific issues and programming updates. • Developed the draft Milestone Report and requested updates from member agency staff for inclusion in the February Board meeting packet. • Provided technical support for member agency staff during the COMPASS funding application Call for Projects period. • Continued on-board training for Destinie Hart. • Prepared public comment materials for an amendment to the FY2021-2027 Regional Transportation Improvement Program. Public comment will open on February 8, 2021.
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> • Attended COMPASS/VRT quarterly meeting on January 11, 2021. • Attended COMPASS/ITD quarterly meeting on January 20, 2021. • Attended a Transit Provider Meeting, hosted by Valley Regional Transit, on January 15, 2021. • Attended a communication kick-off meeting on January 26, 2021, regarding an upcoming ITD project to build a half Continuous Flow Intersection (half-CFI) at State Highway 44/State Highway 55. • Asked for member agencies' FY2022 Uniform Planning Work Program requests for COMPASS workdays, to be submitted by February 19, 2021.
702	<p>AIR QUALITY OUTREACH</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. • Launched radio ads, roadside billboards, and targeted digital banner ads for the "winter" outreach campaign on January 4, 2021. The "winter" ads will run through February 2021.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Responded to questions from the public. • Completed five special model runs for proposed developments located throughout Ada County.
704	<p>AIR QUALITY OPERATIONS</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Continued to work with staff at ITD, software vendor and DEQ to address issues associated with implementation of ITD's GEM software system that affected vehicle registration data. • Preliminary development of software modifications needed to ensure completeness of emission test noticing process was completed by software vendor. Testing is underway. • Provided general support for emission testing notification, billing, and payment cycles.

PROGRAM NO.	
705	<p data-bbox="310 163 946 197">TRANSPORTATION LIAISON SERVICES</p> <p data-bbox="1312 201 1524 235" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 239 1524 1224" style="list-style-type: none"> • Attended the Valley Regional Transit Executive Board and Board meetings on January 4, 2021. • Hosted the Caldwell Chamber Transportation Committee meeting on January 4, 2021. COMPASS staff serves as the Chair for this committee. • Attended the Meridian Transportation Commission on January 4, 2021. • Attended the Nampa Bicycle & Pedestrian Advisory Committee meeting on January 14, 2021. • Attended the Valley Regional Transit Regional Advisory Council meeting on January 19, 2021. • Attended Ada County Transportation Action Plan stakeholder meeting on January 19, 2021. • Attended the Association of Canyon County Highway Districts meeting on January 21, 2021. • Met with ITD and Garden City to review SH 44/Glenwood survey results on January 22, 2021. • Attended the Idaho Transportation Board meeting on January 21, 2021. • Attended a Boise Chamber Transportation Committee meeting on January 21, 2021. • Attended the City Club of Boise’s “Pundit’s Forum” on January 21, 2021. • Judged middle school teams from across Idaho in the “special awards” category for the Idaho Future Cities competition on January 22, 2021. • Met with Maureen Gresham, Walt Satterfield and Jocelyn Jones, all with Federal Highway Administration (FHWA), on January 28, 2021, to discuss a workshop and technical assistance for exploring freight last mile issues later in spring/summer. • Met with Ellen Mattila, City of Eagle Public Information Officer, to discuss COMPASS and the COMPASS Public Participation Workgroup on January 29, 2021.
760	<p data-bbox="310 1224 704 1260">LEGISLATIVE SERVICES</p> <p data-bbox="1304 1264 1524 1297" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 1302 1524 1581" style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Monitored proposed rule-making to determine implications to COMPASS and its membership. • Continued reviewing <i>Fixing America’s Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its membership.
761	<p data-bbox="310 1581 677 1617">GROWTH INCENTIVES</p> <p data-bbox="1312 1621 1524 1654" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 1659 873 1686" style="list-style-type: none"> • No significant activity this month.

PROGRAM NO.	
801	<p data-bbox="310 163 667 197">STAFF DEVELOPMENT</p> <p data-bbox="1300 201 1511 235" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 239 1490 905" style="list-style-type: none"> • Participated in Leadership Boise program. • Attended the virtual 2021 TRB Annual Meeting on January 5-29, 2021. • Attend a virtual workshop on "GIS for Equity and Social Justice" on January 6, 2021. • Attended a webinar hosted by the Idaho Attorney General's office, "Open Meetings in the Pandemic," on January 7, 2021. • Attended the virtual 2021 Scenario Planning Conference on January 13-15, 2021. • Attended a webinar hosted by Rideshark, "Achieving Equity in Transportation," on January 21, 2021. • Attended the first two of a five webinar series hosted by Federal Grants Training on the Uniform Guidance on January 21 and 28, 2021. • Attended a webinar hosted by Hawley Troxell, "2021 Employment Law Update" on January 26, 2021. • Attended the Rails to Trails Conservancy webinar, "Trails and Trains Together: Trends, Challenges, and Effective Practices for Rail-with-Trail Development" on January 27, 2021. • Attended the American Trails webinar, "Brownfields to Trails: Steps to Success" on January 28, 2021.
820	<p data-bbox="310 905 675 938">COMMITTEE SUPPORT</p> <p data-bbox="1300 942 1511 976" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 980 1430 1052" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p data-bbox="310 1052 899 1085">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1130 1089 1511 1123" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1127 1495 1262" style="list-style-type: none"> • Continued to provide modeling assistance to member agencies. • Provided modeling assistance to Canyon Highway District's consultant working on the Farmway Road Corridor Study. • Completed two benefit-cost analysis for ITD's Safety and Capacity program.
838	<p data-bbox="310 1262 678 1295">TRAVEL DATA SURVEY</p> <p data-bbox="1130 1299 1511 1333" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1337 1419 1409" style="list-style-type: none"> • Continued working on the draft request for proposals for the upcoming project.
842	<p data-bbox="310 1440 938 1474">CONGESTION MANAGEMENT PROCESS</p> <p data-bbox="1130 1478 1511 1512" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1516 1484 1682" style="list-style-type: none"> • Downloaded and prepared 2020 travel time datasets for annual congestion report. • Kicked off project to develop I-84 Corridor Operations Plan. • Continued to work on updating congestion management process document with feedback from FHWA.

PROGRAM NO.	
860	<p data-bbox="310 163 1511 226">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="329 237 1503 905" style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Continued Complete Streets Network Policy project mapping and data support. • Continued development of Lidar data derivatives such as building footprints. • Continued work on cooperative Building footprint project – pilot data is under review. • Began update of long range Functional Class data. • Continued to collect survey response data from storymap/survey application and deliver it to VRT. • Continued update of long range Functional Class data. • Updated Idaho Department of Labor Data - Geocoding and cleaning data. • Filled order for Lidar data. • Created aerial map for Star. • Created custom map for Nampa Chamber that included a map index. • Geocoded and updated 2020 building permits. • Created map series for Rails with Trails using project data. • Began web map for Rails with Trails project. • Continued work on CIM 2050 performance measure design.
991	<p data-bbox="310 909 1511 972">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="329 982 1487 1050" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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COMPASS BOARD AGENDA ITEM VI-B

Date: February 22, 2021

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

December Air Quality Monitoring:

The Idaho Department of Environmental Quality reported seventeen days in the moderate air quality category and one day in the unhealthy for sensitive group category in the Treasure Valley during the month of December 2020.

Moderate Category:

- Seventeen days were attributable to fine particulate matter (PM_{2.5}) recorded in both counties.

Unhealthy for Sensitive Group Category:

- One day was attributable to fine particulate matter (PM_{2.5}) and recorded in Ada County.

YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2010.

Year	Good	Moderate	Unhealthy to Hazardous	Total
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	247	97	21	365

Notes: 2012, 2016 and 2020 were Leap Years hence the extra day.

Air Quality Categories:

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

Implication (policy and/or financial):

None.

More Information:

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

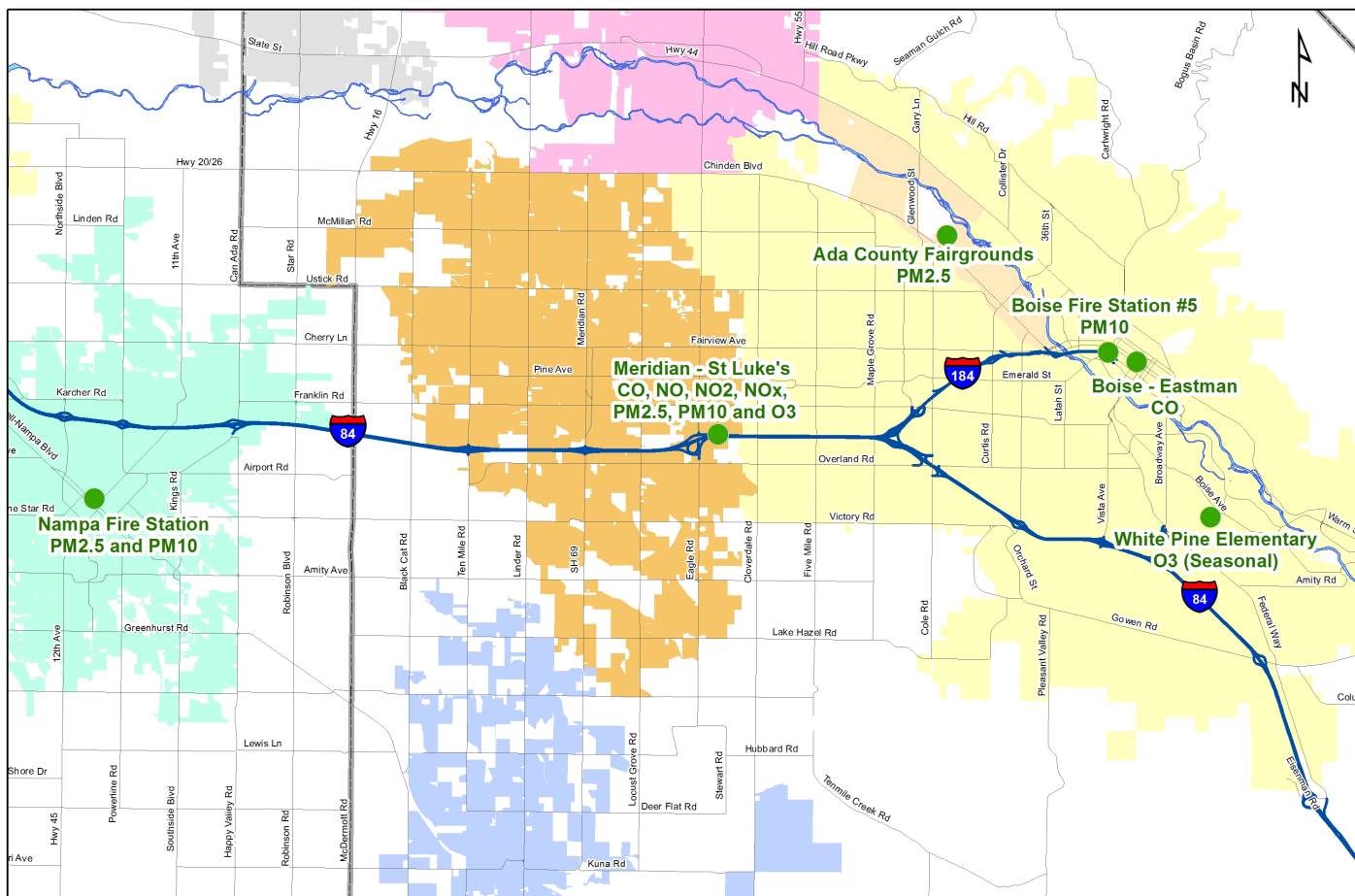


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

Carbon Monoxide (CO)

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

Oxides of nitrogen (NOx)

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

Ozone (O3)

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

PM2.5

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

PM10

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

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COMPASS BOARD AGENDA ITEM VI-B

Date: February 22, 2021

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

January Air Quality Monitoring:

The Idaho Department of Environmental Quality reported seven days in the moderate air quality category in the Treasure Valley during the month of January 2021.

Moderate Category:

- All seven days were attributable to fine particulate matter (PM_{2.5}) recorded in both counties.

YEAR TO DATE SUMMARY

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

Year	Good	Moderate	Unhealthy to Hazardous	Total
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	247	97	21	365
2021	24	7	0	31

Notes: 2012, 2016 and 2020 were Leap Years hence the extra day.

Air Quality Categories:

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

Implication (policy and/or financial):

None.

More Information:

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

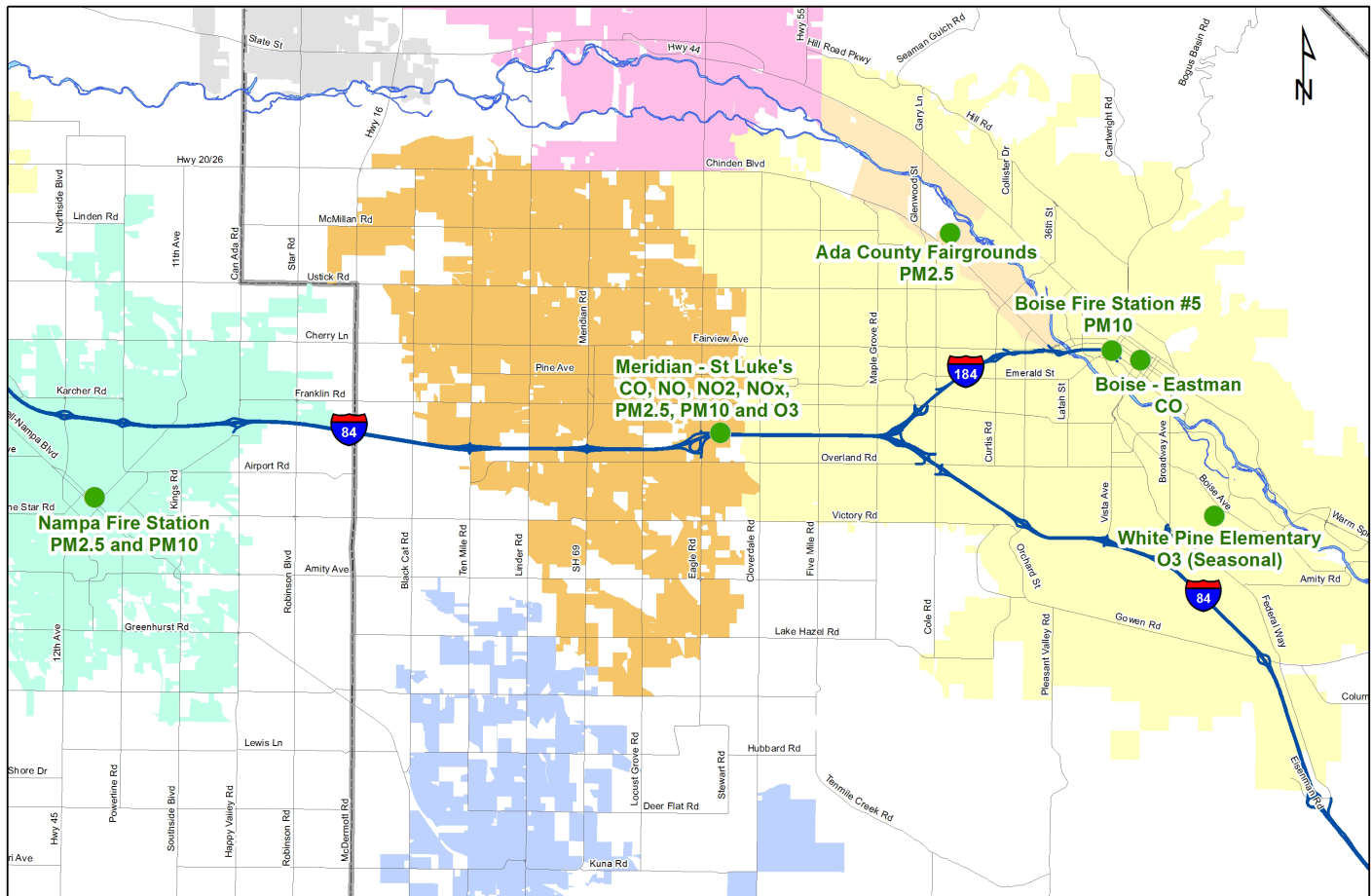


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

Carbon Monoxide (CO)

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

Oxides of nitrogen (NOx)

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

Ozone (O3)

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

PM2.5

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

PM10

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

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

VI-C

Attendance List

<u>Member Agency/Name</u>	Jan '21	Feb '21	Mar '21	Apr '21	May '21	June '21	July '21	Aug '21	Sept '21	Oct '21	Nov '21	Dec '21	TOTAL
<i>ACHD/T. Ferch/R. Head/T. Laws</i>	1												1
<i>Ada County/D. Corcoran/J. Boal/B. Moore</i>	1												1
<i>Boise State/D. Alexander</i>	1												1
<i>Canyon County/K. Dahl/P. Nilsson/D. Lister</i>	1												1
<i>Canyon Highway District #4/L. Riccio</i>	1												1
<i>City of Boise/K. Gallagher/B. Brush</i>	1												1
<i>City of Caldwell/A. Lively</i>	1												1
<i>City of Eagle/N. Baird Spencer/B. Vaughan</i>	1												1
<i>City of Garden City/J. Thornborrow</i>	1												1
<i>City of Greenleaf L. Belt</i>	1												1
<i>City of Kuna/J. Hellman</i>	1												1
<i>City of Melba/D. Romine</i>	1												1
<i>City of Meridian/C. Hood/B. McClure/A. Christy</i>	1												1
<i>City of Middleton/B. Crofts</i>	1												1
<i>City of Nampa/J. Barnes/C. Bowman/R. Ashby</i>	1												1
<i>City of Notus/TBD</i>	0												0
<i>City of Parma/A. Lee</i>	0												0
<i>City of Star/S. Nickel</i>	0												0
<i>City of Wilder/TBD</i>	0												0
<i>Golden Gate Highway District. # 3/G. Bates</i>	1												1
<i>IDEQ/M. Toole</i>	1												1
<i>ITD/J. Coonce</i>	1												1
<i>Public Participation Committee/TBD</i>	0												0
<i>Valley Regional Transit/S. Hunt</i>	0												0
<i>Central District Health/R. Howarth</i>	0												0
<i>Governor's Office/A. Mitzel</i>	1												1

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
23071	Study, SH-45 Realignment Alternatives Analysis, NEPA, Nampa	City of Nampa	\$205,000	\$405,000	97.56%	State	2021	Decrease PE by \$5,000 and \$200,000.	To make correction from Administrative Modification #16/1 to restore funds to Local Participating. No state funds are expected to be used on this project.
						Local Participating	2021	Increase PE by \$5,000 and PC by \$400,000.	
13463	SH-44, Junction I-84 to Plummer Road in Star, Canyon County	ITD	\$350,000	\$6,784,140	1838.33%	STP-State	2021	Increase CN by \$50,000.	To match ITD obligations and make correction to Administrative Modification #16/1 to bring previous expenditures forward. Project was originally programmed for construction in FY2016, but the incorrect total was used.
						Previous	PE	Increase by \$6,384,140	
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	Private Developer	\$9,394,000	\$10,374,000	10.43%	State	2020	Decrease PE by \$10,000 and CE by \$10,000.	To cover increase for land acquisition and delay construction from FY2020 to FY2021.
						Local (Regionally Significant)	2020	Decrease CN by \$8,480,000.	
						Local (Regionally Significant)	2021	Increase LP by \$1,000,000 and CN by \$8,480,000.	
22593	South 4th Avenue, Indian Creek Bridge, Caldwell	City of Caldwell	\$1,775,000	\$1,774,023	-0.06%	Bridge Discretionary	2021	Decrease PC by \$166,000. Increase CN by \$165,023.	Adjust amounts within the project to match LHTAC obligations.
						Bridge (Local)	2021	Increase PC by \$165,500. Decrease CN by \$165,500.	
NEW 23091	Transit - Fueling Station and Parking Lot, Boise	Valley Regional Transit	\$2,675,000	\$2,675,000	0.00%	N/A	N/A	N/A	To add permanent key number.
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	ACHD	\$993,000	\$705,000	-29.00%	N/A	N/A	N/A	Correction to Administrative Modification #17/2. There was an error in Revised Total column; however, the details were correct.
13484	Centennial Way Roundabout, Caldwell	City of Caldwell	\$3,380,000	\$3,980,000	17.75%	STBG-State	2023	Increase CN by \$600,000.	Correction to Administrative Modification #17/2. STBG-State funds were inadvertently left out and STBG-Urban funds were placed in the wrong year.
						STBG-U	2021	Increase PE by \$3,000 and PC by \$3,000.	
						STBG-U	2023	Decrease PE by \$3,000 and PC by \$3,000.	
22619	I-84, Ustick Road Overpass, Canyon County	City of Caldwell/ITD	\$8,112,000	\$12,112,000	49.31%	Local Partnership	2021	Increase CN by \$4,000,000.	Correction to Administrative Modification #17/2. Local funds were inadvertently removed from the project. (ITD does not have an agreement in place yet, so they do not show local funds; however, local funds are expected on this project.)
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	City of Nampa	\$454,000	\$454,000	0.00%	STBG-U	2020	Decrease PE by \$11,000. Increase PL by \$11,000.	Adjust the phase for funding in FY2020 to match LHTAC. Correction to Administrative Modification #17/2, PL funds were added to PD rather than 2021.
						STBG-U	2021	Increase PL by \$20,000.	
						STBG-U	PD	Decrease PL by \$20,000.	
20428	SH-21, Technology Way to Surprise Way, Boise	ITD	\$4,150,000	\$4,150,000	0.00%	N/A	N/A	N/A	Adjust amount only in the FY2021-2027 TIP. Decrease CN in 2022 by \$1,000,000 to match ITD's totals.

*Totals are based on amounts used on FY2020-2026 TIP

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
ACHD = Ada County Highway District CE = Construction Engineering CN = Construction FY = Fiscal Year I = Interstate ITD = Idaho Transportation Department		KN = Key Number LHTAC = Local Highway Technical Assistance Council LP = Land Purchase PD = Preliminary Development PE = Preliminary Engineering PL = Preliminary Engineering (LHTAC)				RW = Right of Way SH = State Highway STBG = Surface Transportation Block Grant STP = Surface Transportation Program TIP = Transportation Improvement Program U = Urban			US = United States

Staff Recommendation:

/s/ Tevrin Fuller
Tevrin Fuller, Data Specialist
COMPASS

Approval: 
Matthew J. Stoll, Executive Director
COMPASS

Date: 12/2/2020



Community Planning Association (COMPASS)
Administrative Modification #19 for FY2020-2026 Transportation Improvement Program (TIP)
Administrative Modification #4 for FY2021-2027 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					
13052	21st Avenue, Chicago Street to Cleveland Boulevard, Caldwell	City of Caldwell	\$2,708,000	\$2,691,122	-0.62%	STP-U	2021	Decrease CC by \$16,878.	To fully close out project.
7826	Study, US 20/26, Junction I-84 to SH-55 (Eagle Road), Caldwell to Boise	ITD	\$4,030,197	\$4,113,882	2.08%	STP-State (Planning and Scoping)	2020	Increase PE by \$15,737 and PC by \$67,206.	To match ITD and cover expenditures for project closeout.
						STP-State (Planning and Scoping)	2021	Increase PE by \$742.	
22933 22993	SR25, VRT, Ada County - FY2026	VRT	\$214,000	\$214,000	0.00%	TAP-TMA	N/A	N/A	Correction to key number.
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa	City of Nampa	\$1,400,000	\$1,400,000	0.00%	STP-U	2020	Decrease PE by \$22,000. Increase PL by \$22,000.	Correction to Administrative Modification #17/3 (move additional PL funds from PD to FY2021). Update phasing costs, as shown in OTIS.
						STP-U	2021	Increase PL by \$30,000.	
						STP-U	PD	Decrease PL by \$30,000.	
20275	State Street Lighting, 16th Street to 23rd Street, Boise	ACHD	\$490,054	\$490,054	0.00%	HSIP (Local)	2021	Increase PE by \$300 and CC by \$10,000. Decrease PL by \$300 and CN by \$10,000.	To match OTIS previous expenditures and to move CN funds to match the request of the project sponsor (ACHD).
20203	I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	ITD	-\$568,000	\$2,022,876	456.14%	HB132 & HB312	2020	Increase PE by \$5,100, CE by \$40,000, and CN by \$2,357,776.	To make correction due to incorrect entry in January 2020 and increase FY2021 to cover cost increase. Most of this action is a correction, the real increase is 10.43% to the actual total.
						HB132 & HB312	2021	Increase CN by \$191,000.	
						IM	2020	Decrease PE by \$3,000.	
20351	I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	ITD	\$3,970,000	\$3,981,000	0.28%	State (Pavement Preservation)	2021	Increase PC by \$11,000.	To match OTIS.
22154	I-84, Middleton Road and Ustick Overpasses, Canyon County (Design)	City of Caldwell/ITD	\$4,349,000	\$6,164,470	41.74%	INFRA	2020	Increase PE by \$30,000 and UT by \$99,180.	To match OTIS and correct advance construction obligation in FY2019.
						TECM	2021	Increase PE by \$20,000 and UT by \$66,120.	
						Previous	N/A	Increase by \$1,600,170.	
22618	I-84, Middleton Road Overpass, Canyon County	ITD	\$8,712,000	\$7,339,682	-15.75%	INFRA	2020	Increase CC by \$432,000. Decrease CN by \$1,137,891.	To match OTIS.
						TECM	2020	Increase CC by \$288,000. Decrease CN by \$288,400.	
						State (Mobility)	2020	Decrease CN by \$9,000.	
						TECM	2021	Decrease CN by \$657,027.	
20738	I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	ITD	\$2,010,000	\$2,281,564	13.51%	IM	2021	Increase CN by \$271,564.	To cover cost of negotiated contracts.

*Totals are based on amounts used on FY2020-2026 TIP

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
CC = Construction Engineering Consultant		INFRA = Infrastructure for Rebuilding America			SR2S = Safe Routes to School			VRT = Valley Regional Transit	
CE = Construction Engineering		ITD = Idaho Transportation Department			STP = Surface Transportation Program				
CN = Construction		KN = Key Number			TAP = Transportation Alternatives Program				
FY = Fiscal Year		PC = Preliminary Construction			TECM = Transportation Expansion and Congestion Mitigation				
HB = House Bill		PD = Preliminary Development			TIP = Transportation Improvement Program				
HSIP = Highway Safety Improvement Program		PE = Preliminary Engineering			TMA = Transportation Management Area				
I = Interstate		PL = Preliminary Engineering (LHTAC)			U = Urban				

Staff Recommendation:

/s/ Tevrin Fuller

Tevrin Fuller, Data Specialist

Approval:



Matthew J. Stoll, Executive Director

Date:

12/23/2020



**Community Planning Association (COMPASS)
Administrative Modification #5 for FY2021-2027 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					
13481	State Street and Collister Drive Intersection, Boise	ACHD	\$13,705,000	\$13,705,000	0.00%	STBG-TMA	2021	Decrease CN by \$290,000. Increase LP by \$290,000.	To move excess CN funds to LP for right-of-way purchase.
13486	Colorado and Holly, Signal and Pedestrian Improvements, Nampa	City of Nampa	\$1,506,500	\$1,506,500	0.00%	STBG-U	2021	Decrease CC by \$60,000. Increase CN by \$60,000.	To move funds from CC to CN to cover most current estimate.
13492	Linder Road and Deer Flat Road Intersection, Kuna	ACHD	\$4,859,000	\$4,859,000	0.00%	STBG-U	2021	Decrease PC by \$16,191. Increase CC by \$16,191.	To move funds from PC to CC to cover an over run.
23099	I-84, Black's Creek Rest Area Well Replacement, Boise	ITD	\$0	\$500,000	100%	IT Board Unallocated Funds	2021	Increase CN by \$500,000.	To add new project, per COMPASS Executive Director's request as an emergency situation, per COMPASS Board Policy 2020-01.
20799	I-84, Karcher Road Interchange to Northside Boulevard, Nampa	ITD	\$29,192,000	\$29,206,000	0.05%	TECM	2021	Increase CN by \$14,000.	To cover a non-participating change order.
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	ITD	\$6,410,000	\$6,410,000	0.00%	TECM	2021	Increase PC by \$50,000 and PL by \$200,000.	TIP showed funds obligated in FY2020 that did not occur. Correction to match OTIS.
						Previous	N/A	Decrease by \$250,000.	
13387	SH-55, Snake River Bridge, Marsing	ITD	\$17,964,000	\$18,079,000	0.64%	HB132 & 312	2021	Increase LP by \$5,000, CE by \$75,000, PC by \$20,000, and CC by \$20,000. Decrease CN by \$5,000.	To transfer funds from CN to LP to cover work that has been removed from the contract, additional CE to cover expenditures, additional PC to cover Cultural Mitigation work, and additional CE to cover expenditures.

ACHD = Ada County Highway District
 CC = Construction Engineering Consultant
 CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 HB = House Bill

I = Interstate
 ITD = Idaho Transportation Department
 KN = Key Number
 LP = Land Purchase
 PC = Preliminary Construction
 SH = State Highway

STBG = Surface Transportation Block Grant
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 U = Urban

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

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

Date: 11/20/2021

COMPASS BOARD AGENDA ITEM VI-E

Date: February 22, 2021

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 2021 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 – Trip Report
- 3) Attachment 2b – Yearly Alternative Transportation Trip Report
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

TT: T:\FY21\600 Projects\685 TIP\Milestone\210222mmoBdStatus.docx

Project Milestone Report

As of 2/11/21; not all projects have updated information.

Reporting obligations for FY2021, projects in FY2021-2027 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
Bicycle Improvements, Signs and Pavement Markings, Ada County (KN 22995)	ACHD	2020	\$200,000	2021	N/A	2021
ACHD Commission scheduled to review State/Local agreement on February 10, 2021.		\$82,000			N/A	
Capital Maintenance, Phase 1, Boise Area - FY2020 (KN 18728)	ACHD	2015	\$4,834,000	2018	N/A	2020-2021
Construction is expected to be complete in spring 2021.		\$6,259,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2021 (KN 18701)	ACHD	2014	\$5,442,000	2019	N/A	2021
Construction State/Local agreement to be approved in early 2021.		\$6,259,000		Obligated	N/A	
Capital Maintenance, Phase 2, Boise Area - FY2020 (KN 19887)	ACHD	2017	\$1,682,000	2018	N/A	2020
Construction to being in spring 2021.		\$2,489,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 2, Boise Area - FY2021 (KN 20129)	ACHD	2017	\$2,363,000	2019-2020	N/A	2021
Construction State/Local agreement to be approved in early 2021.		\$2,334,000		Obligated	N/A	
Capital Maintenance, Phase 3, Boise Area - FY2019 (KN 20091)	ACHD	2016	\$588,000	2017	N/A	2019-2020
Construction to begin in spring 2021.		\$320,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 3, Boise Area - FY2020 (KN 19847)	ACHD	\$2,017	\$467,000	2018	N/A	2020
Construction to begin in spring 2021.		\$350,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 3 Boise Area - FY2021 (KN 20159)	ACHD	2017	\$705,000	2019	N/A	2021
Construction State/Local agreement to be approved in early 2021.		\$320,000		Obligated	N/A	
Commuteride, Rideshare Program, Boise and Nampa Areas (KN CPA3 - 20260)	ACHD	2019	\$1,650,000	N/A	N/A	2020-PD
Project funds \$220,000 each year in the Boise Urbanized Area and \$55,000 each year in the Nampa Urbanized Area. (FY2021 funds were advanced to FY2020)		\$1,650,000		N/A	N/A	2020 Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Commuteride, Van Replacements, Boise Area - FY2019 (KN 20046)	ACHD / VRT	2016	\$331,000	N/A	N/A	2019
Funds converted to Federal Transit Administration. Purchased four vans in FY2019 and contributed to one van purchase in FY2020.		\$326,000		N/A	N/A	Funds Transferred to FTA (Obligated)
Commuteride, Van Replacements, Canyon County - FY2019-2021 (KN 20136a)	ACHD / ITD-PT	2019	\$1,062,000	N/A	N/A	2019-2022
Existing grant agreement extended on September 16, 2020 for FY2021.		\$1,062,000		N/A	N/A	2019-2021 Obligated
Commuteride, Van Replacements, Nampa Area - FY2018 (KN 20153)	ACHD / VRT	2017	\$270,000	N/A	N/A	2019
Purchased six vehicles in FY2020. Remaining funds (\$50,053)		\$759,000		N/A	N/A	Obligated
Eagle Road, Amity Road to Victory Road, Meridian (RD207-33)	ACHD	2016	\$5,555,000	2018	2019	2021-2022
Finalizing the Right-of-Way acquisitions. Construction is began in fall 2020.		\$3,350,000		Obligated	Obligated	2021 Obligated
Eagle Road, Lake Hazel Road to Amity Road, Meridian (RD216-04)	ACHD	2020	\$6,972,000	2021-2022	2021-2022	2023
Design began in January 2021.		\$5,555,000		2021 Obligated		
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian (RC0133)	ACHD	2021	\$3,052,000	2021-2022	2021-2022	2023
Currently in design (75%) (as of February 2021)		\$3,052,000		2021 Obligated		
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County (RD207-29)	ACHD	2020	\$6,666,000	2021-2022	2021-2023	2025
Design began in January 2021.		\$7,269,000		2021 Obligated		
Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)	ACHD	2013	\$5,251,000	2013-2019	2018	2020
Construction is expected to be complete in spring 2021.		\$1,936,000		Obligated	Obligated	Obligated
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (RD209-28)	ACHD	2020	\$7,705,000	2021-2023	2021-2022	2024
Currently in design (30%) (as of February 2021)		\$6,100,000		2021 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	\$6,066,000	2019-2021	2022-2023	2023-2024
Currently in design (as of October 2020)		\$5,228,000		Obligated		
Pavement Preservation and ADA, Local, Boise Area - FY2022 (KN 20006)	ACHD	2017	\$380,000	2020	N/A	2022
Design is underway.		\$320,000		Obligated	NA	
Pavement Preservation and ADA, Phase 1, Boise Area - FY2022 (KN 19465)	ACHD	2016	\$5,971,000	2020	N/A	2022
Design is underway.		\$6,341,000		Obligated	NA	
Pavement Preservation and ADA, Phase 2, Boise Area - FY2022 (KN 20122)	ACHD	2017	\$2,559,000	2020	N/A	2022
Design is underway.		\$2,380,000		Obligated	NA	
Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (KN 20549)	ACHD	2018	\$218,000	2021	N/A	2023
ACHD Commission scheduled to review State/Local agreement on February 10, 2021.		\$209,000				
Railroad Crossing, Benjamin Lane, Boise (KN 20537)	ACHD / ITD	2018	\$330,000	2021	N/A	2022
Design/Construction State/Local agreement to be approved in early 2021		\$320,000				
Roadway and ADA Improvements, Part 1, Boise Area - FY2023 (KN 20259)	ACHD	2017	\$5,917,000	2020	N/A	2023
Design is underway.		\$5,552,000		Obligated		
Roadway and ADA Improvements, Part 2, Boise Area - FY2023 (KN 19993)	ACHD	2017	\$2,536,000	2020	N/A	2023
Design is underway.		\$2,380,000		Obligated		
Roadway and ADA Improvements, Part 3, Boise Area - FY2023 (KN 20080)	ACHD	2017	\$380,000	2020	N/A	2023
Design is underway.		\$300,000		Obligated		
Ustick Road, Ten Mile Road to Linder Road, Meridian (KN RD207-24)	ACHD	2021	\$3,717,000	2021-2022	2023	2025
Project concept will begin spring 2021.		\$3,717,000				

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Bicycle Parking, Covered Bicycle Facility, Boise State (KN 21913)	Boise State	2018	\$42,000	2019	N/A	2019 & 2021
Awaiting State/Local agreement amendment(s) from ITD, then Boise State University and LHTAC will work on the advertisement for KN 21913 and 20095 together.		\$30,000		Obligated	N/A	Obligated
Bicycle Parking, Secure Bicycle Facilities, Boise State (KN 20095)	Boise State	2017	\$126,000	2019	N/A	2018-2021
Awaiting State/Local agreement amendment(s) from ITD, then Boise State University and LHTAC will work on the advertisement for KN 21913 and 20095 together.		\$72,000		Obligated	N/A	Obligated
10th Avenue ITS and Overlay, Caldwell (KN 13905)	Caldwell	2014	\$1,477,000	2018	N/A	PD
Design is underway.		\$1,196,000		Obligated	N/A	
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	2013	\$3,980,000	2014-2021	N/A	2023
Design is almost complete. Awaiting permits and crossing design input from the railroad.		\$2,231,000		2014-2021 Obligated	N/A	
Middleton Road and Ustick Roundabout, Caldwell (KN 13487)	Caldwell	2013	\$2,982,000	2014-2018	2021	2025
Design is underway.		\$950,000		2014-2018 Obligated		
Pedestrian Improvements and Widening, Montana Avenue, Caldwell (KN 22018)	Caldwell	2019	\$656,000	2020	N/A	PD
		\$598,000		Obligated	N/A	
South 4th Avenue, Indian Creek Bridge, Caldwell (KN 22593)	Caldwell	2020	\$1,773,000	2020-2021	N/A	2021
		\$1,775,000		Obligated	N/A	
Ustick Road, Lake Avenue to I-84, Caldwell (KN CAL01)	Caldwell	2021	\$5,000,000	N/A	N/A	2021
		\$5,000,000		N/A	N/A	
Highway 30, Sand Hollow Road to SH-44, Canyon County (KN 19951)	Canyon Highway District	2017	\$3,089,000	2018-2019	2021	PD
Design is underway. The Concept Report is complete.		\$2,434,000		2018-2019 Obligated		

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Homedale Road, Curve Improvements, Canyon Highway District (22878)	Canyon Highway District	2021	\$999,000	2021	2023	2024
		\$999,000				
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County (KN 22016)	Canyon Highway District / Caldwell	2019	\$1,459,000	2019-2021	N/A	PD
Design is underway.		\$1,279,000		Obligated	N/A	
Old Highway 30, Plymouth Street Bridge, Caldwell (KN 13494)	Canyon Highway District / Caldwell	2013	\$11,013,000	2015-2019	2021	2023
Alternatives and environmental analysis, including ethnographic study, is underway. Project is in Tribal Consultation.		\$9,104,000		Obligated		
Planning, Communities in Motion Update, COMPASS (KN 19571)	COMPASS	2016	\$725,000	2019-2020	N/A	N/A
Study is underway. Expect completion in December 2022.		\$232,000		2019-2020 Obligated	N/A	N/A
Planning, Metropolitan Planning Funds, COMPASS (KN CPA2)(KN19144 and 19258)	COMPASS	2021	\$7,650,000	2021-2025	N/A	N/A
Project is underway. Remaining obligations pending obligation authority.		\$7,650,000		2021 Partially Obligated	N/A	N/A
Planning, Travel Survey Data Collection, COMPASS (KN 19303)	COMPASS	2018	\$850,000	2020-2021	N/A	N/A
Request for proposals was delayed due to Covid. Expect contract to begin in spring 2021.		\$850,000		2020 Obligated	N/A	N/A
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle (KN 20841)	Eagle	2018	\$2,144,000	2018-2020	N/A	2023
Design is underway.		\$1,299,000		Obligated	N/A	
Peckham Road, US-95 to Notus Road, Canyon County (KN 13964)	Golden Gate HD	2014	\$4,301,000	2016	2019	2022
Project delayed to 2022. Right-of-way purchases are complete. Plans, specifications, and engineer's estimate to be updated in FY2021. Construction State/Local agreement submittal and bidding are expected in late FY2021, with construction expected to begin in early summer 2022.		\$2,194,000		Obligated	Obligated	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Peckham Road Intersections, Canyon County (KN 22101)	Golden Gate HD	2019	\$434,000	2020	N/A	2022
Project will be companioned with KN 13964 (above) with construction expected in 2022. Environment update to KN 13964 approved. Design Study report Addendum submitted for review/approval.		\$399,000		Obligated	N/A	
Bridge Rehabilitation, Ada and Canyon Counties - FY2019 (KN 19442)	ITD	2015	\$3,967,000	2016	N/A	2019
Project is in winter shutdown. Expect completion in spring of 2020. (no update received)		\$3,575,000		Obligated	N/A	Obligated
Culvert Replacements, Canyon County (KN 22258)	ITD	2019	\$274,000	2020	N/A	2021
Design is underway.		\$188,000		Obligated		
ITS, Port of Entry License Plate Readers, Ada County (KN 20288)	ITD	2016	\$816,000	N/A	N/A	2017
Technology project.		\$500,000		N/A	N/A	Obligated
I-84, Blacks Creek Road Interchange, Ada County (KN 19874)	ITD	2017	\$15,714,000	2018-2019	N/A	2019
Construction began September 25, 2019. Expect completion in September 2020. (no update received)		\$12,100,000		Obligated	N/A	Obligated
I-84, Bridge Repairs, District 3 - FY2021 (KN 20251)	ITD	2020	\$1,194,000	2017-2018	N/A	2021
Construction is scheduled to begin in July 2021.		\$1,252,000		Obligated	N/A	
I-84, Bridge Repairs, District 3 - FY2022 (KN 20405)	ITD	2021	\$1,760,000	2018-2020	N/A	2022
Plans, specifications, and engineer's estimate is delivered. Project is awaiting advertisement for FY2022 construction.		\$1,760,000		Obligated	N/A	
I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise (KN 20738)	ITD	2017	\$2,249,000	2018-2021	N/A	2021
Design is complete.		\$1,760,000		Obligated	N/A	
I-84, East Boise Port of Entry Ramps, Ada County (KN 22237)	ITD	2020	\$546,000	2020	N/A	2021
Construction was delayed from FY2020 to FY2021.		\$457,000		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, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore Counties (KN 20203)	ITD	2019	\$2,022,000	2017-2019	N/A	2020-2021
Sealcoat project that will advertise bidding in fall 2019 for summer 2020 construction. (no update received)		\$2,168,000		Obligated	N/A	Obligated
I-84, Franklin Boulevard to Northside Boulevard, Nampa (KN 20798)	ITD	2018	\$76,912,000	2018	N/A	2018-2019
Design is shown under KN 20315. Construction is underway. Expect completion in summer 2021.		\$87,600,000		Obligated	N/A	Obligated
I-84, Franklin Interchange to Karcher Interchange, Canyon County (KN 22196)	ITD	2019	\$11,200,000	2019	2021	N/A
Design is underway. (split from KN 20351) (construction moved to KN 23079, 23080, and 23081)		\$169,697,000		Obligated		N/A
I-84, Franklin Road Interchange to Karcher Interchange - East, Canyon County (KN 23081)	ITD	2020	\$55,000,000	N/A	N/A	2021
Design is shown under KN 22196. Construction is expected to begin in 2021.		\$55,000,000		N/A	N/A	
I-84, Franklin Road Interchange to Karcher Interchange - West, Canyon County (KN 23080)	ITD	2020	\$68,497,000	N/A	N/A	2021
Design is shown under KN 22196. Construction is expected to begin in 2021.		\$68,497,000		N/A	N/A	
I-84, Garrity Interchange to Ten Mile Interchange, Ada County (KN 20212)	ITD	2017	\$4,559,000	2017-2019	N/A	2021
Plans, specifications, and engineer's estimate is delivered. Project is awaiting advertisement for FY2025 construction.		\$4,770,000		Obligated	N/A	
I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (KN 20315)	ITD	2017	\$15,394,000	2017-2018	2018	2018
Construction is underway. Expect completion in late 2020. (project split into multiple KNs)		\$150,000,000		Obligated	Obligated	(Utilities) Obligated
I-84, Karcher Interchange in the City of Nampa to the City of Caldwell (KN 20351)	ITD	2017	\$3,981,000	2018-2021	N/A	N/A
In the design phase. Project will be broken into multiple KNs at a later date.		\$1,000,000		Obligated	N/A	N/A

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Middleton Road and Ustick Road Overpasses, Canyon County (KN 22154)	ITD	2018	\$6,164,000	2019-2021	2020	2021
Design is complete on Middleton Overpass. Construction is underway, expect completion early 2021. Ustick Overpass will be re-designed to include a five-lane bridge structure. This project will be split into two construction KNs, KN 22618 Middleton Overpass and KN 22619 Ustick Overpass.		\$15,500,000		Obligated	Obligated	Obligated
I-84, Middleton Road Overpass, Canyon County (22618)	ITD	2020	\$7,340,000	N/A	N/A	2020-2021
Construction started August 20, 2020. Completion is anticipated late April 2021.		\$7,340,000		N/A	N/A	Obligated
I-84, Northside Boulevard to Karcher Road Interchange, Nampa (KN 20799)	ITD	2018	\$29,206,000	N/A	N/A	2019
Construction is underway. Expect completion in early 2021.		\$37,400,000		N/A	N/A	Obligated
I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon (KN 20060)	ITD	2016	\$1,847,000	2017-2019	N/A	2021
Contract is awarded. Construction is scheduled to begin in summer 2021.		\$1,015,000		Obligated	N/A	Obligated
I-84, Franklin Interchange to Karcher Interchange, Temporary Widening, Canyon (KN 23079)	ITD	2020	\$11,521,000	N/A	N/A	2021
Project has bid. Construction is scheduled to begin in summer 2021.		\$16,800,000		N/A	N/A	Obligated
I-84, Ustick Road Overpass, Canyon County (22619)	ITD	2020	\$12,112,000	N/A	N/A	2021
Design is complete. Anticipate bid in March 2021. Construction to begin in May/June 2021.		\$12,112,000		N/A	N/A	
ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County (KN 18833)	ITD / ACHD	2015	\$583,000	2015	N/A	2018-2019
ACHD staff is determining locations for interconnect traffic signals.		\$463,000		Obligated	N/A	Obligated
Microseals, Ada and Canyon Counties (KN 20536)	ITD	2018	\$2,483,000	2018	N/A	2022
Design is complete. Construction is scheduled for July/August 2022.		\$7,575,000		Obligated	N/A	
Railroad Crossing, Look Lane, Caldwell (KN 20355)	ITD/ Notus-Parma Highway District	2018	\$590,000	2018-2020	N/A	2022
Waiting for beginning of new fiscal year to bring consultant onboard. (no updated provided)		\$270,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties (KN 20788)	ITD	2018	\$98,640,000	2018-2019	2020-2021	N/A
Right-of-way need has been determined and acquisition process has begun.		\$6,200,000		Obligated	2020 Obligated	N/A
SH-21, Technology Way to Surprise Way, Boise (KN 20428)	ITD	2018	\$4,150,000	2018-2021	N/A	2022
Design is underway.		\$6,250,000		Obligated	N/A	
SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle (KN 13476)	ITD	2016	\$9,257,000	2013-2019	N/A	2021
Advertisement for construction bid is expected in late 2020, with construction scheduled in FY2021. (no update received)		\$5,750,000		Obligated	N/A	Obligated
SH-44 (State Street), Palmer Lane Intersection Improvements, Star (KN 22718)	ITD/ Private Developer	2021	\$850,000	2021	N/A	2027
		\$850,000			N/A	
SH-44 (State Street), SH-16 to Linder Road, Ada County (KN 20266)	ITD	2018	\$8,963,000	2018	N/A	2023
Design is underway. Construction scheduled May 2023.		\$10,250,000		Obligated	N/A	
SH-44 (State Street), Star Road to SH-16, Ada County (KN 20574)	ITD	2018	\$13,025,000	2018-2021	2021	2024
Design is underway.		\$8,700,000		Obligated		
SH-44, Corridor Study, I-84 in Canyon County to Eagle Road (KN 07827)	ITD	1998	\$5,506,000	1999-2019	N/A	N/A
Study is underway. Expect completion mid to late 2021.		\$2,500,000		Obligated	N/A	N/A
SH-44, I-84 near Caldwell to Junction SH-55 North in Eagle (KN 19709)	ITD	2016	\$2,331,000	2017-2018	N/A	2019
Project is in winter shutdown. Work is expected to be complete in summer of 2020. (no update provided)		\$2,100,000		Obligated	N/A	Obligated
SH-45 and Locust Lane Intersection, Nampa (KN 22717)	ITD	2020	\$2,688,000	2021-2022	2023	2027
		\$2,688,000				
SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties (KN 21849)	ITD	2019	\$6,620,000	2020	N/A	2025
Preliminary work is underway.		\$6,500,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-55 (Eagle Road), Meridian Towne Center, Meridian (KN 13349)	ITD	2012	\$5,476,000	2014-2016	N/A	2017 & 2021
State Tax Anticipated Revenue (STAR) agreement. Adding third lane southbound on Eagle Road between Franklin Road and Leslie Drive. Anticipate construction to begin May/June 2021.		\$6,623,000		Obligated	N/A	2017 Obligated
SH-55 (Karcher Road), Indiana Avenue to Lake Avenue, Caldwell (KN 22715)	ITD	2020	\$14,721,000	2021-2022	2023	2027
Project scoping is underway.		\$14,719,000				
SH-55 (Karcher Road), Lake Avenue to Midway Road, Caldwell (KN 22716)	ITD	2020	\$14,898,000	2021-2022	2023	2027
Preliminary design and environmental study is underway.		\$14,898,000				
SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa (KN 21867)	ITD	2019	\$6,410,000	2021-2022	2021	2025
		\$6,210,000		2021 Obligated		
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation (KN 20506)	ITD	2018	\$11,714,000	2018	N/A	2023
Design is underway.		\$11,050,000		Obligated	N/A	
Study, Mores Creek Bridge Asset Plan, Ada County (KN 21968)	ITD	2019	\$275,000	2019-2020	N/A	N/A
Negotiating scope of work with consultant.		\$280,000		Obligated	N/A	N/A
Study, SH-55, Pear Lane to Middleton Road, Canyon County (KN 21906)	ITD	2019	\$2,752,000	2019	N/A	N/A
Study is underway. Expect completion in late 2021.		\$2,337,000		Obligated	N/A	N/A
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County (KN 22165)	ITD	2019	\$34,625,000	2019 & 2021	2021	2022
Design is underway.		\$34,525,000		Obligated	Obligated	
US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle (KN 20594)	ITD	2018	\$10,374,000	2018 & 2020	N/A	2020-2021
State Tax Anticipated Revenue (STAR) agreement. Irrigation work began in December 2019. Construction is underway. Anticipate completion September 2021.		\$14,350,000		Obligated	N/A	2020 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
Design nearing completion. Construction anticipated to start late 2021.		\$10,625,000		Obligated	Obligated	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County (KN 20367)	ITD	2017	\$10,158,000	2018-2021	2020-2021	2023
		\$5,550,000		Obligated	Obligated	
US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian (KN 20227)	ITD	2016	\$4,481,000	2017-2021	N/A	2023
Design is underway. To be companioned with KN 20367.		\$3,070,000		2017-2020 Obligated	N/A	
US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County (KN 20367)	ITD	2018	\$10,158,000	2018 & 2021	2021	PD
Design is underway. To be companioned with KN 20227.		\$5,550,000		Obligated	Obligated	
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (KN 20143)	Kuna	2017	\$2,130,494	2018	N/A	2020
Construction is underway.		\$1,010,000		Obligated	N/A	Obligated
Pathway, Rail with Trail, Meridian (KN 13918)	Meridian	2014	\$724,000	2016-2018	2021	2022
The City is currently pursuing a land trade to procure final right-of-way for this project. Holding until permission can be obtained.		\$575,000		Obligated		
Middleton Road and Cornell Street, Intersection Improvements, Middleton (KN 20430)	Middleton	2017	\$560,000	2020	N/A	2021
Project is ready for obligation and bid.		\$303,000		Obligated	N/A	Obligated
South Cemetery Road, SH-44 to Willow Creek, Middleton (KN 12048)	Middleton	2009	\$4,683,000	2010-2018	2019	2021
Project is ready for obligation and bid.		\$2,231,000		Obligated	Obligated	Obligated
Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa (KN 22017)	Nampa	2019	\$1,400,000	2020-2021	N/A	PD
		\$1,325,000		Obligated	N/A	
Colorado and Holly Signal and Pedestrian Improvements, Nampa (KN 13486)	Nampa	2013	\$1,507,000	2014-2015	N/A	2020
Starting construction on June 1, 2020.		\$675,000		Obligated	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa (KN 22102)	Nampa	2019	\$1,955,000	2020-2021	N/A	2022
Design is underway.		\$1,615,000		Obligated	N/A	
Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa (KN 22103)	Nampa	2019	\$5,599,000	2020	N/A	2022
Design is underway. Project will enter construction phase in 2022.		\$5,671,000		Obligated	N/A	
Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa (KN 21999)	Nampa	2019	\$1,161,000	2019	N/A	2021
Design is complete.		\$1,281,000		Obligated	N/A	
Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa (KN 22132)	Nampa	2018	\$454,000	2020-2021	N/A	PD
		\$364,000		Obligated	N/A	
Lone Star Road and Middleton Road, Intersection Improvements, Nampa (KN 20613)	Nampa	2019	\$2,656,000	2018	N/A	2020-2021
Delayed. Construction will start in the winter of 2020.		\$1,501,000		Obligated	N/A	Obligated
Pathway, Grimes Pathway, Nampa (KN 22076)	Nampa	2019	\$296,000	N/A	N/A	2020-2021
Design will be complete in early June 2020. Construction will begin in FY2021.		\$264,000		N/A	N/A	Obligated
Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa (KN 20141)	Nampa	2017	\$566,000	2018	N/A	2019
Re-design is underway at the City's expense. Expect to re-bid in the winter of 2020.		\$501,000		Obligated	N/A	Obligated
Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa (KN 22070)	Nampa	2019	\$539,000	2019	N/A	2020
Project has bid, no further updates available.		\$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 has bid, no further updates available.		\$533,000		Obligated	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa (KN 19855)	Nampa	2017	\$579,000	N/A	N/A	2019
Construction is underway.		\$579,000		N/A	N/A	Obligated
Pedestrian Improvements, Stoddard Pathway, Nampa (KN 22944)	Nampa	2020	\$492,000	2021-2022	N/A	2022
		\$492,000			N/A	
Railroad Crossing, Midland Boulevard, Nampa (KN 22034)	Nampa / ITD	2019	\$79,000	2020	N/A	2020
Design is underway; waiting on ITD documents.		\$50,000		Obligated	N/A	Obligated
Study, Northside Boulevard, Karcher Road to Birch Lane, NEPA, Nampa (KN NAM01)	Nampa	2021	\$290,000	2020-2021	N/A	N/A
		\$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
		\$405,000			N/A	N/A
Transit - Vehicle Replacement, Parma Senior Center, VRT (KN 19464e)	Parma Senior Center / ITD PT	2019	\$68,000	N/A	N/A	2020
Active agreement.		\$68,000		N/A	N/A	Obligated
Transit - Fixed Line Service, Rural Areas, TVT (KN 19983)	TVT / ITD PT	2021	\$1,600,000	N/A	N/A	2021-2022
		\$1,600,000		N/A	N/A	2021 Obligated
Transit - Nampa Transit-Oriented Development, Design and Property, TVT (KN 19380a)	TVT / ITD PT	2019	\$860,000	N/A	N/A	2021
ITD changed FTA 5311 funding to \$384,000 (needs TIP modification)		\$860,000		N/A	N/A	obligated
Transit - Nampa Transit-Oriented Development, Design and Property, TVT (KN 20136d)	TVT / ITD PT	2019	\$649,000	N/A	N/A	2020
ITD changed FTA 5339 to \$1,125,000 (needs TIP amendment)		\$649,000		N/A	N/A	Pending FTA review
Transit - Purchase of Service, Rural Areas, TVT (KN 19464b)	TVT / ITD PT	2021	\$353,000	N/A	N/A	2021-2022
Project agreement is in place and active.		\$353,000		N/A	N/A	2021 obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit - Vehicle Replacements, Rural Areas, TVT (KN 20136b)	TVT / ITD PT	2021	\$158,000	N/A	N/A	2021
ITD changed amount to \$303,000 (needs TIP amendment)		\$158,000		N/A	N/A	Obligated
Capital Maintenance, VRT, Boise- FY2016 (KN 13511)	VRT	2012	\$1,369,000	N/A	N/A	2016
Vehicles are ordered. As they arrive, they are inspected before going into the public fleet.		\$150,000		N/A	N/A	Obligated (Transferred to FTA)
Capital Maintenance, VRT, Boise- FY2018 (KN 13482)	VRT	2013	\$620,000	N/A	N/A	2018-2019
Funds added to project in FY2019 for high bid (Amendment #2, December 2018)		\$934,000		N/A	N/A	Obligated
Capital Maintenance, VRT, Boise- FY2019 (KN 18847)	VRT	2015	\$1,317,000	N/A	N/A	2019-2020
		\$1,145,000		N/A	N/A	Obligated
Pedestrian Improvements, Historic North Nampa Pathway, Nampa (KN 19959)	VRT / Nampa	2017	\$590,000	N/A	N/A	2019
Pending National Environmental Policy Act (NEPA) approval.		\$590,000		N/A	N/A	Obligation in Process
Planning and Mobility Implementation, VRT, Nampa Area (KN 18842)	VRT	2019	\$6,661,000	N/A	N/A	2021-2026
		\$2,268,000		N/A	N/A	
Planning and Mobility Management, VRT, Boise Area (KN 18854)	VRT	2019	\$7,311,000	N/A	N/A	2021-2026
		\$6,048,000		N/A	N/A	
Planning, Transit Oriented Development, State Street, Boise (KN 20287)	VRT	2016	\$433,000	2017	N/A	N/A
Study is underway.		\$433,000		Obligated	N/A	N/A
SR2S, VRT, Ada County - FY2019 and FY2020 (KN 13912)	VRT	2015	\$328,000	N/A	N/A	2019
Originally started as one year of funding and later combined two projects for two years of funding.		\$156,000		N/A	N/A	Obligated
SR2S, VRT, Ada County - FY2021 and FY2022 (KN 20245)	VRT	2017	\$344,000	N/A	N/A	2021
Originally started as one year of funding and later combined two projects for two years of funding.		\$159,000		N/A	N/A	Partially obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SR2S, VRT, Canyon County - FY2019 (KN 22029)	VRT/ITD	2019	\$65,000	N/A	N/A	2019
		\$65,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2020 (KN 22030)	VRT/ITD	2019	\$65,000	N/A	N/A	2020
		\$65,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2021 (KN 22031)	VRT/ITD	2019	\$65,000	N/A	N/A	2021
		\$65,000		N/A	N/A	
Transit - Above and Beyond ADA Paratransit, Nampa Area (KN 20043)	VRT/TVT	2018	\$590,000	N/A	N/A	2018-2019
		\$1,596,000		N/A	N/A	Obligated
Transit - Acquisition of Service, Boise Area (KN 19691)	VRT	2020	\$2,346,000	N/A	N/A	2021-2026
These funds are passed through from ITD.		\$2,244,000		N/A	N/A	
Transit - Acquisition of Service, Canyon County (KN 19464c)	VRT / ITD PT	2021	\$126,000	N/A	N/A	2021-2022
These funds are passed through from ITD.		\$126,000		N/A	N/A	2021 Obligated
Transit - Acquisition of Service, Canyon County (KN 19464a)	VRT / ITD PT	2019	\$2,221,000	N/A	N/A	2021-2026
These funds are passed through from ITD.		\$889,000		N/A	N/A	2021 Obligated
Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area (KN 18884)	VRT	2016	\$75,000	N/A	N/A	2018
Funding will be used for Rolling stock replacement, air conditioning/heating system, compressed natural gas detection system rehabilitation and replacement.		\$584,000		N/A	N/A	Obligated
Transit - Capital, Safety, and Security, Boise Area (KN 19131)	VRT	2017	\$44,000	N/A	N/A	2018
Procurement will be going out for transit buses spring 2019. Buses are expected to be ordered by end of FY2019, at which point this equipment funding will be used.		\$44,000		N/A	N/A	Obligated
Transit - Fueling Station and Parking Lot, Boise (KN 23091)	VRT	2020	\$2,675,000	N/A	N/A	2021
		\$2,675,000		N/A	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit - Mobility Management Operations, Boise Area (KN 19041)	VRT	2021	\$4,284,000	N/A	N/A	2021-PD
		\$4,284,000		N/A	N/A	
Transit - Operations, Fixed Route, and Mobility Management, Nampa Area (KN 18786)	VRT	2021	\$10,900,000	N/A	N/A	2021-PD
		\$10,900,000		N/A	N/A	
Transit - Operations, Preventive Maintenance, and Paratransit, Boise Area (KN 19137)	VRT	2021	\$21,908,000	N/A	N/A	2021-PD
		\$21,908,000		N/A	N/A	
Transit - Preventive Maintenance, Paratransit, Fixed Route, Nampa Area (KN 18914)	VRT	2021	\$3,436,000	N/A	N/A	2021-PD
		\$3,436,000		N/A	N/A	
Transit - Purchase of Service, Rural Areas, VRT (KN 19981b)	VRT / ITD PT	2019	\$94,000	N/A	N/A	2019-2020
		\$94,000		N/A	N/A	Obligated
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021 (KN 18905)	VRT	2016	\$2,496,000	N/A	N/A	2021
		\$1,160,000		N/A	N/A	
Transit Asset Management, Boise Area, VRT (KN 18788)	VRT	2021	\$2,181,000	N/A	N/A	2021-2026
		\$2,181,000		N/A	N/A	
Transit Asset Management, Boise Area, VRT (KN 22509)	VRT	2020	\$3,750,000	N/A	N/A	2020
		\$3,750,000		N/A	N/A	Obligation Pending
Transit Asset Management, Boise Area, VRT (KN 19057)	VRT	2018	\$2,244,000	N/A	N/A	2020
		\$1,511,000		N/A	N/A	Pending FTA review
Transit Asset Management, Nampa Area, VRT (KN 13906)	VRT	2020	\$159,000	N/A	N/A	2020
		\$159,000		N/A	N/A	Pending Transfer

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT (KN 19122)	VRT	2020	\$5,707,000	N/A	N/A	2021-2026
FY2018 funds carried over to FY2019. Funding will be used for Rolling stock replacement, air conditioning/heating system, compressed natural gas detection system rehabilitation and replacement.		\$5,707,000		N/A	N/A	
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT (KN 18781)	VRT	2021	\$2,704,000	N/A	N/A	2021-2026
		\$2,704,000		N/A	N/A	

Project Milestone Report

As of 1/21/21

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

Green cell = obligation already occurred.

Red text = End date expired or near expiration

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
10th Avenue Bridge, Caldwell (KN 13055)	Caldwell	2011	\$3,436,000	2013	N/A	2019
End Date: 8/31/2022.		\$595,000		Obligated	N/A	Obligated
21st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell (KN 13052)	Caldwell	2011	\$2,707,000	2012	2015	2016
End Date: 6/30/2021. (at final voucher)		\$2,505,000		Obligated	Obligated	Obligated
Amity Avenue, Robinson Road to Kings Corner, Nampa (KN 10541)	Nampa	2006	\$9,336,000	2009	2012	2015
End Date: 12/31/2021.		\$10,750,000		Obligated	Obligated	Obligated
Bogus Basin Road Safety, Maintenance and Trailhead, Boise County (KN 19783)	ACHD	2016	\$5,378,000	2017-2019	N/A	2018-2019
No end date provided (through Western Federal Lands).		\$5,378,000		Obligated	N/A	Obligated
Bridge Repairs, Ada and Boise Counties - FY2017 (KN 19345)	ITD	2016	\$3,361,000	2017	N/A	2017
End Date: 11/1/2022.		\$2,585,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2017 (KN 13479)	ACHD	2012	\$7,310,000	2015	N/A	2017
End Date: 7/30/2021.		\$660,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2019 (KN 13903)	ACHD	2014	\$6,198,000	2017	N/A	2019
End Date: 9/30/2022. Closeout has started.		\$5,921,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 2, Boise Area - FY2019 (KN 20003)	ACHD	2017	\$2,180,000	2017	N/A	2019 & 2021
End Date: 9/30/2022.		\$2,383,000		Obligated	N/A	Obligated
Cloverdale Road, Camas Drive to Trutina Avenue and Overpass, Boise (KN 20842)	ITD/ACHD	2018	\$12,483,000	2019	N/A	2019
No end date provided (State and Local funds). Closeout has started.		\$6,656,000		Obligated	N/A	Obligated
Cole Road and Overland Road Intersection Improvements, Boise (KN 20294)	ACHD	2016	\$1,493,000	2017	N/A	2017
End Date: 12/31/2021.		\$736,000		Obligated	N/A	Obligated
Cole Road, West Spectrum Street to South Century Way, Medians, ACHD (KN 19685)	ACHD	2015	\$384,000	2015	N/A	2017
End Date: 12/31/2021. Closeout has started.		\$247,000		Obligated	N/A	Obligated

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Commuteride, Van Replacements, Boise Area - FY2017 (KN 20173)	ACHD / VRT	2016	\$315,000	N/A	N/A	2017
No end date (Federal Transit Administration)		\$315,000		N/A	N/A	Funds Transferred to FTA (Obligated)
Franklin Road, Black Cat Road to Ten Mile Road, Meridian (KN 12368)	ACHD	2010	\$12,220,000	2011	2014	2016, 2020
End Date: 12/31/2021. Closeout has started.		\$7,971,000		Obligated	Obligated	Obligated
I-84, Five Mile Road to Orchard Road and Ramps, Boise (KN 19289)	ITD	2016	\$2,146,000	2017	N/A	2017
End Date: 1/31/21.		\$3,073,000		Obligated	N/A	Obligated
I-84, Karcher Interchange Modification, Nampa (KN 19814)	ITD/ Nampa	2014	\$3,686,000	2016	N/A	2017
No end date provided (State funds).		\$2,210,000		Obligated	N/A	Obligated
I-84, Karcher Overpass, Nampa (KN 20797)	ITD	2018	\$5,034,000	N/A	N/A	2018-2019
End date: 12/31/2021.		\$5,500,000		N/A	N/A	Obligated
I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa (KN 20796)	ITD	2018	\$5,832,000	N/A	N/A	2018-2019
End Date: 12/31/2021.		\$5,500,000		N/A	N/A	Obligated
Maintenance Yard Replacement Facilities (GARVEE), Nampa (KN 19772)	ITD	2015	\$2,052,000	2017	2017	2017-2018
No end date provided (State funds).		\$1,910,000		Obligated	Obligated	Obligated
Pathway, Fairview Avenue Greenbelt Ramp, Boise (KN 20639)	Boise	2018	\$215,000	2018	N/A	2020
End Date: 8/31/2023		\$81,000		Obligated	N/A	Obligated
Pathway, Garden City to Americana Boulevard, Boise (KN 13514)	Boise	2012	\$3,707,000	2013	2015	2016
End Date: 3/31/2021.		\$777,000		Obligated	Obligated	Obligated
Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell (KN 20076)	Caldwell	2017	\$556,000	2017-2018	N/A	2019
End Date: 8/31/2021.		\$473,000		2017-2018 Obligated	N/A	Obligated
Pathway, Mill Creek Elementary, Middleton (KN 18838)	Greater Middleton Parks and Recreation	2014	\$300,000	2016	N/A	2017
End Date: 8/31/21.		\$316,000		Obligated	N/A	Obligated
Pedestrian Improvements, Middleton Heights Elementary, Middleton (KN 18954)	Middleton	2015	\$339,000	2015	N/A	2016
End Date: 12/31/2022.		\$329,000		Obligated	N/A	Obligated
Planning, Transportation Operations and ITS Plan Update, COMPASS (KN 18694)	COMPASS	2015	\$226,000	2019	N/A	N/A
End Date: 9/30/2021.		\$250,000		Obligated	N/A	N/A

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Railroad Crossing, Academy Road, Greenleaf (KN 19461)	ITD/ Greenleaf	2018	\$61,000	2018	N/A	N/A
End Date: 12/31/2020.		\$106,000		Obligated	N/A	N/A
Railroad Crossing, Friends Road, Greenleaf (KN 19417)	ITD/ Greenleaf	2016	\$65,000	2017	N/A	2017
No end date provided (State funds).		\$85,000		Obligated	N/A	Obligated
Railroad Crossing, North Linder Road, Meridian (KN 19875)	ACHD	2017	\$612,000	2019	2019	2020
End Date: 10/1/2022. Closeout has started.		\$525,000		Obligated	Obligated	Obligated
Railroad Crossing, SH-19 and Roedel Avenue, Caldwell (KN 19627)	ITD / Caldwell	2015	\$633,000	2017	N/A	2018
End Date: 12/31/2021.		\$388,000		Obligated	N/A	Obligated
Railroad Crossing, South Black Cat Road, Ada County (KN 20014)	ITD/ACHD	2016	\$162,000	2017	N/A	2018
End Date: 12/31/2021.		\$425,000		Obligated	N/A	Obligated
Safety Improvements at 62 Intersections, Canyon County (KN 20249)	Golden Gate HD	2017	\$50,000	N/A	N/A	2019
End Date: 8/31/2021. Closeout has started.		\$39,000		N/A	N/A	Obligated
SH-19, Oregon State Line to Caldwell, Seal Coat, Canyon and Owyhee (KN 19856)	ITD	2016	\$1,062,000	2017-2018	N/A	2019
End Date: 12/31/2021.		\$1,285,000		Obligated	N/A	Obligated
SH-44, Canyon Canal Bridge, Middleton (KN 18950)	ITD	2015	\$1,669,000	2015 - 2017	N/A	2018-2019
End Date: 9/30/2021.		\$720,000		Obligated	N/A	Obligated
SH-44, Junction I-84 to Plummer Road in Star, Canyon County (KN 13463)	ITD	2012	\$7,483,000	2013	N/A	2016
End Date: 9/30/2022.		\$9,082,000		Obligated	N/A	Obligated
SH-45, Deer Flat Road to I-84B (3rd Street), Seal Coat, Nampa (KN 20225)	ITD	2016	\$966,000	2017	N/A	2017-2018
End Date: 11/1/2020.		\$1,400,000		Obligated	N/A	Obligated
SH-45, Snake River Bridge, Walters Ferry (KN 13389)	ITD	2012	\$6,857,000	2013-2016	N/A	2017
End Date: 6/30/2022.		\$6,623,000		Obligated	N/A	Obligated
SH-55, Intersection Karcher Road and Middleton Road, Nampa (KN 12046)	Nampa/ITD	2009	\$5,785,000	2009	2012	2015
End Date: 12/31/2022.		\$1,723,000		Obligated	Obligated	Obligated
SH-55, Snake River Bridge, Marsing (KN 13387)	ITD	2012	\$18,039,000	2014-2018	2016	2019-2020
End Date: 12/31/2021.		\$8,074,000		Obligated	Obligated	Obligated
SH-55 and Farmway Road Intersection, Canyon County (KN 18841)	ITD	2014	\$1,066,000	2015-2016	2017	2017
End Date: 12/30/2021.		\$3,000,000		Obligated	Obligated	Obligated
SH-55 (Karcher Road) and Lake Avenue Intersection, Canyon County (KN 12383)	ITD	2011	\$3,525,000	2011	2016-2017	2017
End Date: 4/30/2022.		\$4,600,000		Obligated	Obligated	Obligated

Construction Completed - Awaiting Closeout						
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
SH-55 (Karcher Road) and Midway Road Intersection, Nampa (KN 13025)	ITD	2011	\$2,936,000	2012	2016-2017	2017-2018
End Date: 12/31/2021.		\$4,600,000		Obligated	Obligated	Obligated
SH-55, Pride Lane in Canyon County to Middleton Road, Nampa (KN 19414)	ITD	2015	\$2,803,000	2016	N/A	2017-2018
End Date: 12/31/2021.		\$4,300,000		Obligated	N/A	Obligated
SH-69 (Meridian Road), Hubbard and Lake Hazel Roads, Signals, Kuna (KN 19997)	ITD	2017	\$962,000	2017	N/A	2018
End Date: 11/1/2020.		\$970,000		Obligated	N/A	Obligated
SH-69 (Meridian Road), Kuna to Meridian (KN 19965)	ITD	2017	\$4,137,000	2017	N/A	2018
End Date: 11/1/2020.		\$4,810,000		Obligated	N/A	Obligated
Smith Avenue and Middleton Road, Signals, Nampa (KN 20167)	Nampa	2017	\$647,000	2018	N/A	2019
End Date: 8/31/2022.		\$510,000		Obligated	N/A	Obligated
State Street and Collister Drive Intersection, Boise (KN 13481)	ACHD	2012	\$13,702,000	2015	2017	2018
End Date: 12/31/2021.		\$5,000,000		Obligated	Obligated	Obligated
State Street Lighting, 16th Street to 23rd Street, Boise (KN 20275)	ACHD	2017	\$490,000	2018	N/A	2019
End Date: 8/31/2021.		\$360,000		Obligated	N/A	Obligated
US 20/26 (Chinden), SH-16 to Linder Road, Ada County (KN 21858)	ITD	2019	\$24,745,000	2019	2019	2019-2020
Planned closeout: 2/2/2021. (STAR funds)		\$7,770,000		Obligated	Obligated	Obligated
US 20/26 Intersection Improvements, Canyon County (KN 19415)	ITD	2015	\$398,000	2016-2018	N/A	2019
End Date: 11/30/2020.		\$670,000		Obligated	N/A	Obligated
US 20/26, Broadway Bridge, Boise (KN 11588)	ITD	2008	\$21,940,000	2014	2015	2015
End Date: 12/31/2022.		\$5,950,000		Obligated	Obligated	Obligated
US 20/26, Corridor Study, Caldwell to Boise (KN 07826)	ITD	1998	\$4,113,000	1999-2018	N/A	N/A
End Date: 11/30/2020.		\$2,500,000		Obligated	N/A	N/A
US 20/26, Myrtle/Front/Broadway, Resurfacing, Boise (KN 19727)	ITD	2015	\$3,610,000	2016	N/A	2017
End Date: 11/1/2020.		\$555,451		Obligated	N/A	Obligated
US 95, Boise River Bridge Hydraulic Study, near City of Parma (KN 13952)	ITD	2018	\$287,000	2018-2019	N/A	N/A
End Date: 9/30/2024.		\$200,000		Obligated	N/A	N/A
US-95, Bridge Replacement at US 20/26 UPRR Overpass, Canyon County (KN 12886)	ITD	2010	\$6,551,000	2014	N/A	2016
End Date: 3/31/2021.		\$6,825,000		Obligated	N/A	Obligated
US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County (KN 19645)	ITD	2017	\$1,932,000	2018	N/A	2019
End Date: 12/31/2021.		\$3,135,000		Obligated	N/A	Obligated

Trip Report

International Airport Trips and Freight

Boise Air Terminal	Dec 2020	Dec 2019	% Change
Monthly Air Passengers (inbound and outbound)	178,515	372,637	-52.09%
Monthly Air Freight (inbound and outbound) (tons)	5,527	4,273	29.35%

Public Transportation Trips

Public Transportation High Ridership	Dec 2020	Dec 2019	% Change
Public Transportation Ada County Fixed Route	65,463	103,494	-36.7%
Public Transportation Medium Ridership	Dec 2020	Dec 2019	% Change
Boise State University (Bronco Shuttle)	970	18,599	-94.78%
Commuteride (ACHD Vanpool)	N/A	N/A	N/A
Public Transportation Ada County ACCESS	1,518	3,974	-61.80%
Public Transportation Canyon County Fixed Route/On Demand*	2,057	3,028	-43.84%
Public Transportation Intercounty Fixed Route	2,804	6,378	-56.04%
Sub-Total	7,349	32,614	-77.47%
Public Transportation Low Ridership	Dec 2020	Dec 2019	% Change
Boise Greenbike	**	**	**
Eagle Senior Center	600	1,245	-51.81%
Meridian Harvest	520	794	-34.51%
Meridian Rides 2 Wellness	629	716	-12.15%
Metro (Canyon County)	771	1,536	-49.80%
Shared Vehicle	28	979	-97.14%
SHiP (Supportive Housing Innovation Partnerships)	1,404	914	53.61%
Village Vans	357	1,261	-71.69%
Sub-Total	4,281	6,466	-33.79%
Public Transportation Very Low Ridership	Dec 2020	Dec 2019	% Change
First Mile Last Mile	223	300	-25.67%
Kuna Senior Center	116	277	-58.12%
Late Night	19	63	-69.84%
Meridian Senior Center	125	250	-50.00%
Parma Senior Center	108	404	-73.27%
Public Transportation Canyon County ACCESS	196	147	33.33%
Star Senior Center	89	273	-67.40%
Volunteer Drivers	184	188	-2.13%
Sub-Total	1,060	1,902	-44.27%
Total	78,181	145,455	-46.25%

N/A - Some information was not provided.

*Starting October 2020, VRT changed Canyon County Fixed Route service to On Demand Service

**Boise Greenbike service is currently on hold.

Yearly Alternative Transportation Trip Report

Attachment 2b

Black highlight = no information or not comparable

Gray highlight = Totals

Brown highlight = information not provided

FY2021	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Dec	To Date % Change 2020-2021
Boise State University (Bronco Shuttle)	4,055	3,226	970										8,251	-87.90%
Boise GreenBike													0	
Commuteride (ACHD Vanpool)	8,166	7,120											15,286	
Eagle Senior Center	701	653	600										1,954	-51.76%
First Mile Last Mile	269	185	223										677	-28.66%
Kuna Senior Center	157	105	116										378	-53.10%
Late Night	3	15	19										37	-80.21%
Metro (Canyon County)	1,062	826	771										2,659	-46.36%
Meridian Harvest	525	905	520										1,950	-22.74%
Meridian Rides 2 Wellness	601	504	629										1,734	-25.71%
Meridian Senior Center	70	55	125										250	-69.92%
Parma Senior Center	81	60	108										249	-77.03%
Public Transportation Ada County ACCESS	2,118	1,688	1,518										5,324	-59.73%
Public Transportation Ada County Fixed Route	78,572	65,876	65,463										209,911	-21.24%
Public Transportation Canyon County On Demand	2,430	1,838	2,057										6,325	*
Public Transportation Canyon County ACCESS	179	196	196										571	*
Public Transportation Intercounty	3,863	2,721	2,804										9,388	-53.82%
Shared Vehicle	69	21	28										118	-95.37%
SHIP (Supportive Housing Innovative Partnerships)	896	1,113	1,404										3,413	20.60%
Star Senior Center	55	39	89										183	-79.09%
Village Van	701	409	357										1,467	-63.49%
Volunteer Drivers	238	158	184										580	10.48%
Total Ridership	104,811	87,713	78,181	0	0	0	0	0	0	0	0	0	270,705	-39.61%

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

FY2020	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Dec	Total Annual	Annual % Change 2019-2020
Boise State University (Bronco Shuttle)	28,816	20,776	18,599	25,329	31,518	14,698	0	0	0	0	1,144	4,130	68,191	145,010	-35.63%
Boise GreenBike	1,586	1,153	527	694	875	1,910	0	1,364	1,787	2,085	1,994	1,733	3,266	15,708	-42.34%
Commuteride (ACHD Vanpool)	14,156	10,636	12,785	17,328	15,554	12,254	2,597	3,453	6,682	7,581	7,358	7,615	37,577	117,999	-32.36%
Eagle Senior Center	1,441	1,365	1,245	1,448	1,309	746	297	398	612	663	638	696	4,051	10,858	-16.86%
First Mile Last Mile	330	319	300	400	396	209	110	168	194	142	166	201	949	2,935	N/A
Kuna Senior Center	303	226	277	277	264	199	0	0	67	63	171	138	806	1,985	-29.11%
Late Night	71	53	63	24	18	29	17	11	19	2	0	1	187	308	N/A
Metro (Canyon County)	2,074	1,347	1,536	1,856	1,639	1,287	464	526	800	900	881	973	4,957	14,283	-36.02%
Meridian Harvest	909	821	794	780	781	525	269	304	381	358	401	497	2,524	6,820	-31.59%
Meridian Rides 2 Wellness	823	795	716	856	740	687	420	417	573	462	355	494	2,334	7,338	-28.65%
Meridian Senior Center	301	280	250	238	236	196	0	0	70	61	56	52	831	1,740	-54.75%
Parma Senior Center	381	299	404	395	355	200	0	0	0	82	177	92	1,084	2,385	-36.47%
Public Transportation Ada County Demand Response	5,209	4,038	3,974	4,021	3,954	2,535	787	1,037	1,561	1,622	1,750	1,692	13,221	32,180	-37.40%
Public Transportation Ada County Fixed Route	97,998	84,053	84,475	96,786	94,281	66,015	68,252	61,951	77,949	77,244	74,741	77,311	266,526	961,056	-11.09%
Public Transportation Canyon County Demand Response	245	202	147	208	205	166	67	143	153	187	209	191	594	2,123	-10.69%
Public Transportation Canyon County Fixed Route	3,887	3,302	2,881	3,321	3,359	2,774	2,187	2,107	3,618	3,484	4,063	4,333	10,070	39,316	-15.33%
Public Transportation Intercounty	8,053	6,523	5,751	7,017	6,942	4,539	2,580	5,568	3,200	3,091	3,502	4,443	20,327	61,209	-29.07%
Shared Vehicle	799	769	979	239	1,721	386	54	19	77	98	128	163	2,547	5,432	-62.66%
SHIP (Supportive Housing Innovative Partnerships)	1,028	888	914	890	943	731	206	296	499	522	686	697	2,830	8,300	-11.02%
Star Senior Center	334	268	273	295	273	120	0	15	64	75	54	67	875	1,838	-45.64%
Village Van	1,273	1,484	1,261	1,385	1,240	996	299	95	951	792	808	747	4,018	11,331	-7.64%
Volunteer Drivers	177	160	188	188	181	157	24	95	132	180	172	188	525	1,842	-38.23%
Total Ridership	170,194	139,757	138,339	163,975	166,784	111,359	78,630	77,967	99,389	99,694	99,454	106,454	448,290	1,451,996	-70.33%

