



Working together to plan for the future

**COMPASS BOARD OF DIRECTORS' MEETING
JUNE 21, 2021 – 1:30 PM
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, IDAHO**

ZOOM CONFERENCE CALL

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

Board members can participate in the meeting in-person or via Zoom conference call. The 1st floor Board room is open for in-person attendance, but has limited capacity. In-person attendees must maintain physical distance and should wear a mask at all times in the COMPASS building, if not fully vaccinated.

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

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on June 21, 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 April 19, 2021, COMPASS Board Meeting Minutes

Page 6 *B. Receive Approved March 9 and April 13, 2021, Executive Committee Meeting Minutes

Page 11 *C. Approve List of Records for Destruction

Page 16 *D. Approve Priorities for the End-of-Year and Redistribution Program

Page 20 *E. Approve New Regional Transportation Advisory Committee Members

IV. ACTION ITEMS

1:35 **A. Executive Session – Personnel Matter, Idaho Code [74-206 (b)]**

The Board of Directors will go into executive session to receive the Executive Committee's performance evaluation and recommendation regarding the Executive Director. No action will be taken in the session.

- 1:50 **B. Consider Executive Committee’s Recommendation Regarding Executive Director**
The Board will consider the Executive Committee’s recommendation resulting from the Executive Director’s performance review.
- 1:55 ***C. Adopt Resolution Amending the FY2021-2027 Regional Transportation Improvement Program (TIP)** **Toni Tisdale**
 Page 22 *Toni Tisdale will seek adoption of a resolution amending the TIP to include balancing items from the Regional Transportation Advisory Committee in April. Recommended priorities for new funding through the FY2021 Coronavirus Response and Relief Supplemental Appropriations Act are included in this item. The amendment also includes a change in scope for an ITD culvert project.*
- 2:05 ***D. Approve Locally Favored High-Capacity Transit Alignment and Mode** **Liisa Itkonen**
 Page 43 *Liisa Itkonen will seek Board of Directors’ approval of the locally favored high-capacity transit alignment and mode.*
- 2:25 ***E. Approve Fiscal Impact Analysis Protocol** **Carl Miller**
 Page 45 *Carl Miller will review the fiscal impact analysis phase II tool and request approval of the protocol for use of the tool.*

V. INFORMATION/DISCUSSION ITEMS

- 2:45 ***A. Status Report – State and Federal Legislative Priorities** **Ken Burgess**
 Page 50 *Ken Burgess will provide a status report on state and federal legislative priorities.*
- 3:00 **B. Status Report - Travel Survey Data Study** **Mary Ann Waldinger**
Mary Ann Waldinger will provide an update on the Travel Survey Data study.
- 3:10 ***C. Review Communities in Motion 2050 Vision Process** **Carl Miller**
 Page 59 *Carl Miller will review the Communities in Motion 2050 Vision development.*
- 3:25 ***D. Review Draft FY2022-2028 Regional Transportation Improvement Program (TIP) Project List (Memo Only)** **Toni Tisdale**
 Page 60 *Toni Tisdale will seek Board of Directors’ review of the Draft FY2022-2028 TIP, prior to the public comment period.*

VI. EXECUTIVE DIRECTOR’S REPORT (INFORMATION ONLY) (3:25)

- Page 68 ***A. Staff Activity Reports**
- Page 69 ***B. Status Report – Current Air Quality Efforts**
- Page 83 ***C. Status Report – Regional Transportation Advisory Committee Attendance**
- Page 84 ***D. Status Report – Project Milestone Report**
- Page 109 ***E. Administrative Modifications**

VII. ADJOURNMENT (3:30)

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

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 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.

COMPASS BOARD OF DIRECTORS' MEETING APRIL 19, 2021 ZOOM CONFERENCE CALL

****MINUTES****

ATTENDEES: Kelli Badesheim, Valley Regional Transit, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Rod Beck, Commissioner, Ad County, via telephone
Elaine Clegg, Councilmember, City of Boise, **Immediate Past Chair**, via telephone
Ryan Davidson, Commissioner, Ada County, via telephone
Matt Edmond for John Brunelle, Capital City Development Corporation, via telephone
John Evans, Mayor, City of Garden City, via telephone
Jay Gibbons, Commissioner, Canyon Highway District No. 4, via telephone
Jim Hansen, Commissioner, Ada County Highway District, via telephone
Kendra Kenyon, Commissioner, Ada County, via telephone
Debbie Kling, Mayor, City of Nampa, **Vice Chair**, via telephone
Kurt Kopadt, City of Greenleaf, via telephone
Caleb Lakey, Idaho Transportation Department – District 3, via telephone
David Lincoln, Commissioner, Golden Gate Highway District No. 3, via telephone
Mary May, Commissioner, Ada County Highway District, **Secretary-Treasurer** via telephone
Dave McKinney, Commissioner, Ada County Highway District, via telephone
Lauren McLean, Mayor, City of Boise, via telephone
Garret Nancolas, Mayor, City of Caldwell, **Chair**, 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
Keri Smith, Commissioner, Canyon County, via telephone
Joe Stear, Mayor, City of Kuna, **Chair Elect**, via telephone
Matt Stoll, Executive Director, Community Planning Association, Ex officio, via telephone
Marlene Tromp, Boise State University, via telephone
Leslie Van Beek, Commissioner, Canyon County, via telephone
Holli Woodings, Councilmember, City of Boise, via telephone
Nikole Zogg, Southwest District Health, Ex officio, via telephone

MEMBERS

ABSENT:

Trevor Chadwick, City of Star
Chelsie Johnson, City of Wilder
Angie Lee, City of Parma
Cory Pickard, Mayor, City of Melba
Jason Pierce, Mayor, City of Eagle
David Porterfield, Mayor, City of Notus
Victor Rodriguez, Councilmember, City of Nampa
Steve Rule, Mayor, City of Middleton
Pam White, Commissioner, Canyon County

OTHERS:

Bre Brush, City of Boise, via telephone
Ken Burgess, Veritas Advisors, via telephone
Julie DeLorenzo, Idaho Transportation Department, via telephone
Jimmy Hallyburton, Councilmember, City of Boise, 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
Justin Lucas, Ada County Highway District, via telephone
Amy Luft, Community Planning Association, via telephone
Dan McElhinney, Idaho Transportation Department, via telephone
Carl Miller, Community Planning Association, via telephone
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, via telephone

CALL TO ORDER:

Chair Garret Nancolas called the meeting to order at 1:33 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Chair Garret Nancolas announced that he will be absent for the next 4-6 weeks due to surgery. Board members should send performance reviews for Executive Director Matt Stoll to Chair Elect Joe Stear, who will take over meetings in the Chair's absence.

CONSENT AGENDA

- A. Approve February 22, 2021, COMPASS Board Meeting Minutes**
- B. Receive Approved February 9, 2021, Executive Committee Meeting Minutes**
- C. Receive Approved December 17, 2020, Finance Committee Meeting Minutes**
- D. Approve List of Records for Destruction**
- E. Ratify Resolutions Amending *Communities in Motion 2040 2.0* and the FY2021-2027 Regional Transportation Improvement Program (Amendment #4)**
- F. Ratify Resolutions Amending *Communities in Motion 2040 2.0* and the FY2021-2027 Regional Transportation Improvement Program (Amendment #5)**
- G. Approve Project Delivery Extensions**
- H. Approve New Regional Transportation Advisory Committee Members**

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

ACTIONS ITEMS

A. Accept 2021 Population Estimates

Carl Miller reviewed and sought COMPASS Board of Directors' acceptance of the 2021 population estimates for Ada and Canyon counties and cities.

After discussion, **Keri Smith moved and Joe Stear seconded the acceptance of the 2021 population estimates for Ada and Canyon counties and cities. Motion passed unanimously.**

B. Approve FY2022 Membership Dues

Meg Larsen reviewed and sought COMPASS Board of Directors' approval of the proposed membership dues for FY2022.

After discussion, **Keri Smith moved and Mary May seconded to approve the proposed membership dues for FY2022. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Status Report - State and Federal Legislative Issues

Ken Burgess provided a status report on state and federal legislative issues.

B. Review Development of *Communities in Motion 2050*

Liisa Itkonen reviewed progress on developing *Communities in Motion 2050*.

C. Review "All Aboard!" Survey Results

Rachel Haukkala reviewed the results of the third public survey for *Communities in Motion 2050*.

D. Review Park and Ride Study

Rachel Haukkala reviewed the Park and Ride Study.

ADJOURNMENT

The meeting was adjourned at 3:09 p.m.

Approved this 21st day of June 2021.

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

Attest:

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

**EXECUTIVE COMMITTEE MEETING
MARCH 9, 2021
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES:

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

MEMBERS ABSENT: Jason Pierce, Mayor, City of Eagle, via telephone

OTHERS PRESENT:

Ken Burgess, Veritas Advisors, via telephone
Jim Hansen, Commissioner, Ada County Highway District, via telephone
Destinie Hart, Community Planning Association, via telephone
Liisa Itkonen, Community Planning Association, via telephone
Meg Larsen, Community Planning Association, via telephone
Justin Lucas, Ada County Highway District, via telephone
Amy Luft, Community Planning Association, via telephone
Matt Stoll, Executive Director, Community Planning Association, via telephone
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, via telephone

CALL TO ORDER:

Chair Garret Nancolas called the meeting to order at 1:34 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Garret Nancolas welcomed new Commissioners Keri Smith and Rod Beck to the Executive Committee.

CONSENT AGENDA

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

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

ACTION ITEMS

A. Establish April 19, 2021, COMPASS Board Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-19 for the April 19, 2021, COMPASS Board of Directors' meeting.

After discussion, Keri Smith moved and Joe Stear seconded approval of Agenda Items 1-19 for the April 19, 2021, COMPASS Board of Directors' meeting as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.

B. Adopt Resolutions to amend *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 Regional Transportation Improvement Program (TIP)

Liisa Itkonen reviewed proposed amendments to CIM 2040 2.0 and the FY2021-2027 TIP to add a project for operational improvements on I-84, as requested by the Idaho Transportation Department.

After discussion, Debbie Kling moved and Mary May seconded to adopt Resolution 8-2021, amending *Communities in Motion 2040 2.0*, and Resolution 9-2021, amending FY2021-2017 TIP, to widen the westbound I-84 off-ramp at State Highway 44 (Exit 25) to reestablish uniform shoulder width, install traffic signals and queue detection on the westbound off-ramp, and excavate the slope to improve sight distance. Motion passed unanimously.

C. Status Report – State and Federal Legislative Issues

Ken Burgess provided a status report on 2021 state and federal legislative issues.

INFORMATION/DISCUSSION ITEMS

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

B. Reminder – Executive Director's Annual Review at May 11, 2021, Executive Committee Meeting (Notice Only)

ADJOURNMENT

Chair Garret Nancolas adjourned the meeting at 2:35 p.m.

Approved this 13th day of April 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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Working together to plan for the future

EXECUTIVE COMMITTEE MEETING APRIL 13, 2021 ZOOM CONFERENCE CALL

MINUTES

ATTENDEES:

Rod Beck, Commissioner, Ada County, via telephone
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone
Debbie Kling, Mayor, **Vice Chair**, City of Nampa, via telephone
Mary May, Commissioner, **Secretary-Treasurer**, Ada County Highway District, via telephone
Garret Nancolas, Mayor, **Chair**, City of Caldwell, via telephone
Jason Pierce, Mayor, City of Eagle, via telephone
Steve Rule, Mayor, City of Middleton, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Keri Smith, Commissioner, Canyon County, via telephone

MEMBERS ABSENT: Elaine Clegg, Councilmember, **Immediate Past Chair**, City of Boise
Joe Stear, Mayor, **Chair Elect**, City of Kuna

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

CALL TO ORDER:

Chair Garret Nancolas called the meeting to order at 1:32 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Garret Nancolas announced that he will be out on medical leave for the next 4-6 weeks and Chair Elect Joe Stear, will be acting in his place during the absence. Additionally, Garret Nancolas announced that he will not be running for reelection in the fall of 2021.

CONSENT AGENDA

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

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

ACTION ITEMS

A. Adopt Resolutions Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed proposed amendments to CIM 2040 2.0 and the FY2021-2027 TIP to add two projects requested by Valley Regional Transit. An amendment only to the FY2021-2027 TIP is also requested to significantly change the scope of work on an Idaho Transportation Department project.

After discussion, Jason Pierce moved and Rod Beck seconded to adopt Resolution 10-2021, amending *Communities in Motion 2040 2.0* to add two projects requested by Valley Regional Transit. Motion passed unanimously.

Keri Smith moved and Mary May seconded to adopt Resolution 11-2021, amending the FY2021-2027 TIP to add two projects requested by Valley Regional Transit and significantly change the scope of work on an Idaho Transportation Department project. Motion passed unanimously.

B. Status Report – State and Federal Legislative Issues

Ken Burgess provided a status report on 2021 state and federal legislative issues. No action was taken.

INFORMATION/DISCUSSION ITEMS

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

ADJOURNMENT

Steve Rule moved and Mary May seconded to adjourn the meeting at 2:07 p.m.

Approved this 11th day of May 2021.

By: 

Joe Stear, Chair Elect
Community Planning Association of
Southwest Idaho

Attest:

By: 

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

BOARD AGENDA ITEM III-C

Date: June 21, 2021

Topic: Records for Destruction

Request/Recommendation:

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

Background/Summary:

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

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

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

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

Implication (policy and/or financial):

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

More Information:

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

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

Description of record	When created	Retention period for this record in years	Expiration of retention period	Date of request for Board approval	Destruction date
FY2009 Data request to Idaho Department of Health and Welfare to support mobility management demonstration projects	9/30/2009	Temporary	9/30/2009	6/21/2021	
FY2009 Copies of Valley Regional Transit Communities in Motion Update draft policy statements	9/30/2009	5	9/30/2014	6/21/2021	
FY2009 Priority Corridor AA - Phase 1 RTAC Subgroup meeting packets	9/30/2009	5	9/30/2014	6/21/2021	
FY2009 Copy of analysis of future transportation revenue and expenditures prepared by Honey Creek Resources for Communities in Motion	9/30/2009	5	9/30/2014	6/21/2021	
FY2009 Correspondence to and from Idaho legislature regarding 2009 transportation funding proposal	9/30/2009	Temporary	9/30/2009	6/21/2021	
FY2009 Memo to Board re: transportation funding talking points	9/30/2009	10	9/30/2019	6/21/2021	
FY2009 Correspondence from US House re American Recovery and Reinvestment Act of 2009 requesting information about funds suballocated	9/30/2009	Temporary	9/30/2009	6/21/2021	

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
FY2009 Letter of support for ITD Board appointment	9/30/2009	Temporary	9/30/2009	6/21/2021	
FY2009 Correspondence to Idaho delegation regarding programmatic recissions and FY2010 appropriations application packet	9/30/2009	5	9/30/2014	6/21/2021	
FY2009 Correspondence from US House requesting information on High Priority Projects	9/30/2009	Temporary	9/30/2009	6/21/2021	
FY2009 Correspondence from ITD regarding High Priority Projects	9/30/2009	Temporary	9/30/2009	6/21/2021	
FY2009 Correspondence regarding legislative reception	9/30/2009	Temporary	9/30/2009	6/21/2021	
FY2009 and FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 705, Transportation Liaison Services	9/30/2009	1	9/30/2010	6/21/2021	
FY2009 and FY2010 Complete Count Committee Forum meeting sign in sheets	9/30/2010	5	9/30/2015	6/21/2021	
FY2009 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 620, Growth & Transportation System Monitoring	9/30/2009	1	9/30/2010	6/21/2021	
FY2009 Treasure Valley High Capacity Transit Study Downtown Policy Advisory Committee meeting packets and sign in sheets	9/30/2009	5	9/30/2014	6/21/2021	

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
FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 701, General Membership Services	9/30/2010	1	9/30/2011	6/21/2021	
FY2010 VRT/COMPASS Appropriations Application for Federal Transit Administration funding for fiscal year 2011	9/30/2010	5	9/30/2015	6/21/2021	
FY2009 Treasure Valley High Capacity Transit Study Downtown Policy Advisory Committee meeting packets and sign in sheets	9/30/2009	5	9/30/2014	6/21/2021	
FY2006 COMPASS Appropriations Application packet for FY2007	9/30/2006	5	9/30/2011	6/21/2021	
FY2006 COMPASS Legislative Relations Committee packet and sign in sheets	9/30/2006	5	9/30/2011	6/21/2021	
FY2006 Annual Lobbying Report for 2005 from Givens Pursley	9/30/2006	5	9/30/2011	6/21/2021	
FY2000 Copy of report on Survey of Trail Users Ridge to Rivers Trail System issued 6/3/2000	9/30/2000	Temporary	9/30/2000	6/21/2021	
FY2006 COMPASS Board of Directors Legislative Position Statement	9/30/2006	10	9/30/2016	6/21/2021	
FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 661, <i>Communities in Motion</i>	9/30/2009	1	9/30/2010	6/21/2021	
FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 661, <i>Communities in Motion</i>	9/30/2010	1	9/30/2011	6/21/2021	
FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 672, Rural Mobility Management	9/30/2010	1	9/30/2011	6/21/2021	
FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 671, Mobility Management Strategies	9/30/2010	1	9/30/2011	6/21/2021	
FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 610, SH44 Corridor Preservation Study	9/30/2010	1	9/30/2011	6/21/2021	
FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 611, US 20/26 Corridor Preservation Study	9/30/2010	1	9/30/2011	6/21/2021	

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
FY2010 "Reading" files; these files include copies of correspondence issued during the fiscal year related to Program 601, UPWP	9/30/2010	1	9/30/2011	6/21/2021	

BOARD AGENDA ITEM III-D

Date: June 21, 2021

Topic: End-of-Year and Redistribution Program Priorities

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' approval of End-of-Year and Redistribution Program priorities, provided in Attachment 1. The Regional Transportation Advisory Committee (RTAC) recommended approval on May 26, 2021.

Background/Summary:

Federal highway funding not obligated within its program year must be returned to the Federal Highway Administration at the end of the fiscal year. To ensure Idaho does not have to return funding, the Idaho Transportation Department (ITD) develops an End-of-Year Program to reprogram unobligated funds to other projects in the state. Redistribution to Idaho of unobligated funds from other states is also included in this program. ITD divides available funding from the End-of-Year and Redistribution Program based on Idaho Transportation Board Policy 4028:

- 12.6% of available funding provided to local agencies
 - Urban entities receive one-half of the local funding
 - Large Urban areas (the Boise Urbanized Area) receive one-half of the urban funds
 - Small Urban areas (including the Nampa Urbanized Area) receive one-half of the urban funds
 - Rural entities receive one-half of the local funding

Metropolitan planning organizations submit local prioritized needs to ITD for inclusion in the End-of-Year and Redistribution Program, as funding becomes available. COMPASS staff keeps an ongoing list of needs and budgets additional funding as cost savings on other projects are realized. Any remaining needs, as well as opportunities to advance projects, are added to the End-of-Year and Redistribution Program priority list.

Projects receiving funding through the End-of-Year and Redistribution Program must be in the transportation improvement program and ready to obligate funds immediately. There is not enough time to transfer funds from the Federal Highway Administration to the Federal Transit Administration in this process; therefore, some public transportation projects are ineligible for these funds.

Priorities:

COMPASS staff recommended priorities for the End-of-Year and Redistribution Program to RTAC on May 26, 2021, based on the COMPASS Board Policy Balancing Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP), approved by the COMPASS Board of Directors on February 22, 2021. This policy includes the following priority criteria:

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/project 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

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 policy in its entirety is available online:

www.compassidaho.org/documents/prodserv/trans/FY21/BalancingPolicy_FINAL_210222.pdf.

RTAC recommended the priorities in Attachment 1 for COMPASS Board of Directors' approval. COMPASS staff will present needs in the Nampa Urbanized Area to the Urban Balancing Committee on July 8, 2021, for additional prioritization statewide.

Next Steps:

- July 8, 2021 – Urban Balancing Committee determines priorities for small urban areas
- Mid-August 2021 – Idaho Transportation Board approves priorities statewide
- Mid-September 2021 – ITD staff will notify COMPASS of available funds and actions taken

Implication (policy and/or financial):

Approval of End-of-Year and Redistribution Program priorities by the COMPASS Board of Directors makes the projects eligible for obligation of funds, if funding becomes available. COMPASS policy allows all actions related to approved priorities to occur via administrative modification, which will occur in September 2021.

More Information:

- 1) Attachment 1: Draft COMPASS FY2021 End-of-Year and Redistribution Program Priorities
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org.

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COMPASS FY2021 End-of-Year and Redistribution Program Priorities
 RTAC Recommendation May 26, 2021

Priority	Key Number	Project	Sponsor	Current Program	Phase/ Amount Needed	Comments
Overall						
1	Increase all program obligation authority to 100% of allocation. (STBG-TMA \$1,378,891; STBG-Urban- \$1,002,000; TAP-TMA - \$56,305)					
Boise Urbanized Area (TMA) (STBG and TAP)						
1	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	STBG-TMA	CN/\$473,000	To cover original cost of project. Short due to obligation authority limitation. Funded in FY2022 through Advance Construction.
2	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	STBG-TMA	CE/\$127,000 CN/\$953,000	Needs additional construction funds to cover current engineer's estimate.
3	20091	Capital Maintenance, Phase 3, Boise Area - FY2019	ACHD	STBG-TMA	CC/\$23,000	Needs additional construction inspection funds due to new materials testing requirements.
4	19887	Capital Maintenance, Phase 2, Boise Area - FY2020	ACHD	STBG-TMA	CC/\$60,000	Needs additional construction inspection funds due to new materials testing requirements.
5	19847	Capital Maintenance, Phase 3, Boise Area - FY2020	ACHD	STBG-TMA	CC/\$17,000	Needs additional construction inspection funds due to new materials testing requirements.
6	20729	Commuteride, ACHD - FY2022	ACHD	STBG-TMA	CN/\$220,000	Advance construction project for early start.
7	20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	ACHD	STBG-TMA	RW/\$10,000	Needs right-of-way funds to cover new design standards.
8	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Eagle	STBG-TMA / TAP-TMA	PC/\$80,000	Needs additional PC
9	19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	STBG-TMA	PC/\$180,000	Needs additional design to cover new design standards.
10	20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	ACHD	STBG-TMA	PC/\$300,000	Needs additional design to cover new design standards.
11	19920	COMPASS Planning - FY2022	COMPASS	STBG-TMA	PC/\$232,000	Advance planning project for early start.
12	20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	ACHD	Local	PC/\$75,000	Convert local to federal for design costs.
13	23095	Five Mile Road Overpass and Widening, NEPA, Boise	ACHD	Local	PC/\$1,550,000	Convert local to federal for design. Scored #3 in recent ranking process. (Partially funded in FY2022)
Nampa Urbanized Area (Urban) (STBG)						
1	22438	Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	Nampa	STBG-U	PE/\$5,000 PC/\$128,000 PL/\$38,000	Advance design, currently budgeted in FY2023.
2 18	23025	Pathway, Grimes City Pathway Extension, Nampa	Nampa	STBG-U	PE/\$1,000 PC/\$66,000 PL/\$10,000	Advance design, currently budgeted in PD and recommended in FY2023 in the Update.

Priority	Key Number	Project	Sponsor	Current Program	Phase/ Amount Needed	Comments
3	20260	Commuteride, ACHD – FY2022 (Canyon County)	ACHD	STBG-U	CN/\$55,000	Advance construction project for early start.
4	19920	COMPASS Planning – FY2022	COMPASS	STBG-U	PC/\$99,000	Advance planning project for early start.

Acronym Key:

ACHD = Ada County Highway District
 ADA = Americans with Disabilities Act
 CN = Construction
 COMPASS = Community Planning Association
 CPA = Community Planning Association (combined key number)
 FY = Fiscal Year
 PE = Preliminary Engineering (ITD's design review)
 PC = Preliminary Engineering Consultant (consultant services for design)
 PL = Preliminary Engineering (LHTAC oversight)
 RW = Right-of-Way
 STBG-TMA = Surface Transportation Block Grant – Transportation Management Area (Boise Urbanized Area)
 STBG-U = Surface Transportation Block Grant – Urban (Nampa Urbanized Area)
 TAP-TMA = Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)

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Hailey Townsend

From: Richard Beck <rbeck@adacounty.id.gov>
Sent: Monday, May 17, 2021 1:43 PM
To: Matt Stoll
Cc: Hailey Townsend
Subject: Ada County - David Corcoran RTAC Replacement

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Matt,

Hope all is well. We hired Stacey Yarrington to replace David Corcoran, and I wanted to request that she be added to the County's roster for RTAC in the place of David Corcoran. Wasn't sure if this email would be sufficient, or if you need me to have the Board of Ada County Commissioners send something.

Thanks!



Richard Beck
Director
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7915 *office*
(208) 287-7909 *fax*

Hailey Townsend

From: Office of County Commissioners <OoCC@canyonco.org>
Sent: Monday, May 24, 2021 1:50 PM
To: Matt Stoll
Cc: Hailey Townsend
Subject: Canyon County's representatives for RTAC

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Director Stoll:

Please note the following employees will serve as Canyon County's representatives on the COMPASS Regional Transportation Advisory Committee:

- Steve Fultz, DSD Director
- Kate Dahl, Planner III
- Dan Lister, Planner III

Thank you,

Canyon County Commissioners' Office
1115 Albany Street
Caldwell, ID 83605
208.454.7507
bocc@canyonco.org





BOARD AGENDA ITEM IV-C

Date: June 21, 2021

Topic: Amendment to the FY2021-2027 Regional Transportation Improvement Programs (TIP)

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors’ adoption of Resolution 12-2021 (Attachment 1) amending the FY2021-2027 TIP. On April 28, 2021, the Regional Transportation Advisory Committee (RTAC) recommended a balancing plan for new funding received in the Boise Urbanized Area in FY2021. The plan, which includes a combination of staff administrative modifications and Board administrative modifications, was approved by the COMPASS Executive Committee on May 11, 2021. The staff administrative modifications have been processed; the action today includes the Board administrative modifications, as well as an amendment to the TIP, as recommended by RTAC on May 26, 2021.

Background/Summary:

COMPASS Policy 2020-01, COMPASS Regional Transportation Improvement Program (TIP) Amendments and Board Administrative Modifications, requires COMPASS Board of Directors’ approval under the following situations and public involvement on the marked criteria:

No.	Criteria	Public Involvement
Amendment		
1	Add new project	X
2	Remove project	X
3	Significant change to project termini or scope	X
4	Change that affects air quality conformity demonstration	X
Board Administrative Modification		
5	Advance or delay funds across fiscal years outside the first four years of the program	
6	Transfer funding from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA) or vice versa	
7	Increase in project cost, if project total increases >30% (minimum change > \$50,000 for local projects or \$500,000 for state projects) or \$2,000,000, whichever is less.	
8	Conversion of funds from local to federal using limitations in #7	

A summary of the action in Amendment #6, requested today, is provided below, including a reference to the criteria number requiring an amendment from the table above. Financial details are provided in the resolution.

Amendment #6

The Idaho Transportation Department (ITD) requests to change the scope of a culvert replacement project on US 20/26 (Chinden Boulevard) near Northside Boulevard and Prescott Lane in Canyon County. Originally, two culverts were to be replaced; however, the work cannot be completed within existing right-of-way, making this a more complex project than originally anticipated. Therefore, ITD is requesting to change the project scope to remove the two culvert replacements and instead repair six culverts on US 20/26 between Knott Lane and CanAda Road in Canyon County and one culvert on State Highway 44 (Main Street) near Cemetery Road in the City of Middleton to preserve the infrastructure. The project cost will not change. (TIP amendment criteria #3)

The two culverts in the original scope will be budgeted for replacement in the future.

A public comment period on the proposed change was held May 3 through May 17, 2021. Verbatim comments are provided in Attachment 2. Thirteen comments were received. Staff does not recommend changes based on public comment.

Board Administrative Modification #1

The requested Board Administrative Modification #1 includes action on seven projects.

During the February Milestone Report update, staff found a discrepancy in cost for a public transportation project for rural vehicle replacements sponsored by Treasure Valley Transit in FY2021. After researching the issue, it was determined there was not a change to the project, but that the amount was entered incorrectly in the TIP. The dollar amount needs to be changed to correct the error. However, since the change to the amount shown in the TIP to correct the error is a 199% increase, Board approval is needed. (TIP amendment criteria #7) This change was recommended by RTAC on May 26, 2021.

The remaining changes address budget decreases and increases and were recommended by RTAC on April 28, 2021, and approved by the COMPASS Executive Committee on May 11, 2021.

The available budget for federal programs fluctuates yearly based on limits to the obligation authority (OA) set by the US Department of Transportation. This year, the OA limitation is impacting federal-aid programs more than most years, causing a significant shortfall. At the same time, additional funding is available through the FY2021 Highway Investment Program (HIP) and the FY2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which can be used to fill that gap. Additional information on these funding sources and issues is available in Attachment 3. RTAC reviewed all needs and developed a strategic funding plan for the available funding in its April 28, 2021, meeting. RTAC's plan was approved by the COMPASS Executive Committee on May 11, 2021, to allow immediate action on FY2021 changes that could be processed through staff administrative modification. The remaining items are summarized below and all but one are included in Board Administrative Modification #1. A summary of all balancing actions is provided in Attachment 4.

- The Capital Maintenance, Phase 2 Boise Area – FY2021 project for the Ada County Highway District (ACHD) was affected by the OA limitation. The RTAC balancing recommendation covered the original shortfall. However, the final engineer's estimate is also a little over \$1M more than the budgeted amount, resulting in a 43.5% overall increase for the project. (TIP amendment criteria #7)
- The Bicycle and Pedestrian Bridge of North Channel of Boise River in the City of Eagle has a large cost increase. Originally, the estimated cost was based on a bicycle and pedestrian bridge being "scabbed" onto the roadway bridge. However, once design started, it was determined that a separate facility was needed, which was a large increase. The city

requested \$2.4M, with a minimum of \$1.1M in order to keep the project viable. The action includes an increase of \$1,603,000 in federal funds, resulting an increase of 74.7%. (TIP amendment criteria #7)

- The Transit Rolling Stock, Infrastructure, and Technology projects funded through the Surface Transportation Block Grant program for FY2022 and FY2023 would be converted to CRRSAA funding in FY2022. This provides a slight amount of additional funding for the project because the balancing plan was design based on inflated costs in the draft FY2022-2028 TIP. The bigger benefit is that it allows more flexibility in purchasing large capital equipment. (Included for transparency – use of CRRSAA funds)
- The Roadway and Americans with Disabilities (ADA) Improvement (part 1) projects were recently upgraded by the ACHD Commission to include a focus on accessibility, which added sidewalk, crosswalk, and sidewalk ramp improvements to the ACHD roadway “maintenance” projects, increasing the cost. The action for the project in FY2022 would partially convert local funds to available Transportation Alternatives Program funds (\$136,000) for part of the need for additional sidewalk design. (Included for transparency – conversion of local funds to federal funds)
- The Five Mile Road Overpass and Widening project was added to the TIP in FY2021 by ACHD and ITD to begin preliminary design and the National Environmental Policy Act environmental review process using local and state funding. ACHD applied through the FY2022 COMPASS application process to convert local and state funds to federal funds. The application ranked #3. When additional funding became available, this project was considered for partial funding due to the high ranking, and is proposed to receive \$552,000 in federal funds. (Included for transparency – convert local funds to federal funds)
- The Pathway, Rail with Trail project in the City of Meridian is realizing difficulty in obtaining property for the project, scheduled for construction in the Transportation Alternatives Program in FY2022. The city was in process of requesting to remove the project from the federal-aid program when the new funding became available. The project is recommended for \$529,000 in CRRSAA funding, which has additional flexibility to allow construction to delay until FY2024, and includes special provisions to design to local standards, rather than federal standards. (Included for transparency – delay project and use of CRRSAA funds)

No public comment was necessary for these actions.

One additional project, Garden Street Multi-Use Pathway, Cassia Park to Albion in the City of Boise, was considered for funding as part of this process. The City of Boise had applied for funding for this project in the FY2022 COMPASS application process, and the application was ranked #4 by RTAC. Due to the high ranking, especially with the special provision to design to local standards, RTAC recommended the project to receive \$1,212,729 in CRRSAA funds. Since this project is new, it will be added to the draft FY2022-2028 TIP, which will include a public comment period in August 2021.

Implication (policy and/or financial):

This amendment and Board administrative modification will change the scope of one project, increase funding for three projects, change the funding source for four projects, and remove one project from the FY2021-2027 TIP to program all available funding allow projects to be ready for obligation.

More Information:

- 1) Attachment 1: Resolution 12-2021
- 2) Attachment 2: Verbatim Public Comments
- 3) Attachment 3: Additional Funding Information

- 4) Attachment 4: Balancing Plan Approved by COMPASS Executive Committee
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

TT: T:\FY21\600 Projects\685 TIP\FY2127TIP\Amend\Amend6\210526mmoRTACTIPamend6.docx

RESOLUTION NO. 12-2021

**FOR THE PURPOSE OF AMENDING THE 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 the Transportation Improvement Program 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, a public comment period was held between May 3 and 17, 2021, and comments were shared with the COMPASS Board of Directors for consideration;

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

WHEREAS, the Community Planning Association of Southwest Idaho developed this amendment to the FY2021-2027 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Executive Committee approves the amendment to the FY2021-2027 Regional Transportation Improvement Program.

ADOPTED this 21st day of June 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 #6 for the
FY2021-2027 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department April 12, 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22258	US 20/26 and SH-44, Culvert Replacements Repair, Canyon County	2021					23	237	260
	Funding Source: State	2022							0
		2023							0
	Update and replace deficient culverts on US 20/26 between Knott Road and Northside Boulevard (milepost 28.975) and east of Prescott Road (milepost 30.862) Clean and line six culverts on US 20/26 (Chinden Boulevard) near Knott Lane, Northside Road, Madison Road, Prescott Lane (2), and CanAda Road in Canyon County; and one culvert on State Highway 44 (Main Street) near Cemetery Road in the City of Middleton to preserve and maintain the roadway infrastructure. (Federal = \$0)	2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	23	237	260
Change name, locations, and scope. No change to total cost.									

COMPASS Board Administrative Modification #1 for the
FY2021-2027 Regional Transportation Improvement Program (TIP)

Idaho Transportation Department, February 10, 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20136b	Transit – Vehicle Replacements, Rural Areas, TVT	2021						158 473	158 473
	Funding Source: FTA 5339 R	2022							0
		2023							0
	Purchase replacement transit vehicles that are currently operating fixed route and demand response services within rural areas of District 3. Additional details about this program are included in ITD's programming documents. (Federal = \$378,000)	2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	158 473	158 473
Correction to the project to match the dollar amount in ITD's program. The scope did not change, but the TIP had an incorrect amount. (199% increase)									

Regional Transportation Advisory Committee, April 28, 2021
 COMPASS Executive Committee, May 11, 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	2021					276	412 553	688 829
	Funding Source: STBG-TMA	2022						0 473	0 473
	Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive and Glacier Drive to State Highway 21; and Edna Street, Five Mile Road to Patton Avenue. (Federal = \$96,000)	2023							
		2024							
		2025							
		PD							
		SUM	0	0	0	0	276	412 1026	688 1302
Increase CN by \$141,000 in FY2021 and \$473,000 in FY2022 to partially cover the shortfall created by the obligation authority limitation.									
Previously obligated: \$242,000 Overall total project cost: \$3,390,000 Total percent change: 43.5%									
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	2021						153	153
	Funding Source: STBG-TMA (2020 HIP)	2022							0
	Same as above. (Federal = \$11,000)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0		153
No change.									
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	2021						1226 1081	1226 1081
	Funding Source: Local Participating	2022							0
	Same as above. (Federal = \$0)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0		1226 1081
Original local funds converted to federal funding. Increase local funds by \$1,081,000 to cover the final engineer's estimate.									
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	2021						0 612	0 612
	Funding Source: STBG-TMA (2021 HIP)	2022							0
	Same as above. (Federal = \$45,000)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0		0 612
Increase CN by \$612,000 to partially cover the shortfall created by the obligation authority limitation.									

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							SUM	
		Cost year	PE	PC	RW	UT	CE	CN		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2021							0	
	Funding Source: STBG-TMA	2022							0	
	Design and construct a bicycle and pedestrian bridge over the north channel of the Boise River adjacent to the State Highway 55 (Eagle Road) Bridge. The bicycle and pedestrian bridge will provide critical link between the Boise River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle. (Federal = \$118,000) Increase CN by \$1,523,000 in FY2023 to partially cover a large cost increase. Previously obligated: \$659,000 (adjusted) Overall total project cost: \$3,704,000 Total overall cost change: 74.7%	2023						80	80	
		2024						1603	1603	
		2025							0	
		PD							0	
		SUM	0	0	0	0	0	80	1603	80
						1603	1603			
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2021							0	
	Funding Source: Local Participating	2022							0	
	Same as above. (Federal = \$0) Decrease PC by \$248,000 and increase CN by \$248,000 in FY2023 to correct an error.	2023			248			121	419	790
		2024			0				667	0
		2025								0
		PD								0
		SUM	0	248	0	0	121	419	667	790
			0							
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2021							0	
	Funding Source: TAP-TMA	2022							0	
	Same as above. (Federal = \$3,000)	2023							35	35
		2024								0
		2025								0
		PD								0
		SUM	0	0	0	0	0	35		35
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	2021							0	
	Funding Source: TAP-State	2022		0					0	
	Same as above. (Federal = \$45,000) Increase PC by \$80,000 in FY2022 to cover additional design work.	2023			80				537	537
		2024								0
		2025								0
		PD								0
		SUM	0	0	80	0	0	537		537
								617		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	2021							0
	Funding Source: STBG-TMA	2022						1533 508	1533 508
	Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2022 in the Boise Urbanized Area. (Federal = \$37,000)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	1533 508
Convert \$1,025,000 from formula STBG-TMA to CRRSAA funds in FY2022. Slight increase in cost due to balancing plan designed using inflated costs in the draft FY2022-2028 TIP.									
Previous obligations: \$0 Total overall cost: \$3,056,000 Total percent change: 0.7%									
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	2021							0
	Funding Source: STBG-TMA (2021 CRRSAA)	2022						0 2548	0 2548
	Same as above. (Federal = \$187,000)	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	0 2548
Convert part of FY2022 and FY2023 formula funds to CRRSAA funds in FY2022. No change to overall cost, but allows more flexibility in purchasing large capital equipment.									
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	2021							0
	Funding Source: STBG-TMA	2022							0
	Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2022 in the Boise Urbanized Area. (Federal = \$0)	2023						1502 0	1502 0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	1502 0
Funds moved to KN 19763. No change to overall cost.									
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	2021							
	Funding Source: STBG-TMA	2022							
	Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining	2023					702	4677	5379
		2024							
		2025							
		PD							

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Allumbaugh Street, Franklin Road to Fairmont Street; Cole Road, Ustick Road to Mountain View Drive; Edgewood Road, Harvey Street to Floating Feather Road; Goldenrod Avenue, western terminus to Cloverdale Road; McDermott Road, McMillan Road to Chinden Boulevard; Orchard Street, Emerald Street to Fairview Avenue and Fairview Avenue to Chinden Boulevard.. (Federal = \$395,000) No change to this funding source. Previously obligated: \$538,000 Overall total project cost: \$6,217,000 Total percent change: 0%	SUM	0	0	0	0	702	4677	5379
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	2021							0
	Funding Source: TAP-TMA	2022		0 136					0 136
	Same as above. (Federal = \$10,000) Increase PC by \$136,000 in FY2022. Funds may only be used for sidewalk design.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0 136	0	0	0	0	0 136
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023	2021							0
	Funding Source: Local Participating	2022		300 164					300 164
	Same as above. (Federal = \$0) Convert \$136,000 in local funds to TAP-TMA funds.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	300 164	0	0	0	0	300 164
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2021	5	245					250
	Funding Source: Local Participating	2022							0
	To begin preliminary design and National Environmental Policy Act (NEPA) environmental review to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. (Construction is considered "unfunded.") (Federal = \$0)	2023		1204 652					1204 652
		2024			565				565
		2025			566				566
		PD							
		SUM	5	1449 897	1131	0	0	0	2585 2033

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
	Convert \$552,000 in PC funds from local to federal. No change to total. Previously obligated: \$0 Overall total project cost: \$2,686,000 Total percent change: 0%								
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2021							0
	Funding Source: STBG-TMA	2022		ϕ <u>552</u>					ϕ <u>552</u>
	Same as above. (Federal = \$41,000) Convert \$552,000 in PC funds from local to federal.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	ϕ <u>552</u>	0	0	0	0	ϕ <u>552</u>
23095	Five Mile Road Overpass and Widening, NEPA, Boise	2021		101					101
	Funding Source: State	2022							0
	Same as above. (Federal = \$0) No change to this funding source.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	101	0	0	0	0	101
13918	Pathway, Rail with Trail, Meridian	2021			120 <u>0</u>				120 <u>0</u>
	Funding Source: Local Participating	2022			ϕ <u>120</u>		138 <u>0</u>	138 <u>120</u>	
	Construct a multi-use pathway in the City of Meridian parallel to the railroad tracks for approximately ½ mile west towards Linder Road from Meridian Road. (Federal = \$0) Delay ROW from FY2021 to FY2022. Delay construction from FY2022 to FY2024 and convert to CRRSAA funds. This allows more flexibility in design and timing of project. No change to overall cost of the project. Previously obligated: \$75,000 (local) Overall total project cost: \$724,000 Total cost change: 0%	2023						0	
		2024						0	
		2025						0	
		PD						0	
		SUM	0	0	0	0	0	0	258 <u>120</u>
13918	Pathway, Rail with Trail, Meridian	2021					46 <u>0</u>	345 <u>0</u>	391 <u>0</u>
	Funding Source: STBG-TMA	2022							0
	Same as above. (Federal = \$0) Convert formula funds to CRRSAA funds.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	46 <u>0</u>	345 <u>0</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
13918	Pathway, Rail with Trail, Meridian	2021							0
	Funding Source: STBG-TMA (CRRSAA)	2022							0
	Same as above. (Federal = \$39,000) Convert local and formula construction funds to CRRSAA funds and delay construction to FY2024. This allows more flexibility in design and timing of project.	2023							0
		2024					0	0	0
		2025					46	575	529
		PD							0
		SUM	0	0	0	0	46	575	529

5339 = Bus and Bus Facilities Program
 ADA = Americans with Disabilities Act
 CE = Construction Engineering
 CN = Construction
 CRRSAA = Coronavirus Response and Relief Supplemental Appropriations
 FTA = Federal Transit Administration
 FY = Fiscal Year
 HIP = Highway Improvement Program

ITD = Idaho Transportation Department
 NEPA = National Environmental Policy Act
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 PD = Preliminary Development
 R= Rural
 RW = Right-of-Way
 SH = State Highway
 STBG = Surface Transportation Block Program

TAP = Transportation Alternatives Program
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 TVT = Treasure Valley Transit
 US = United States Highway
 UT = Utilities

Public Comments Received (Verbatim)

For amendments to: FY2021-2027 Regional Transportation Improvement Program

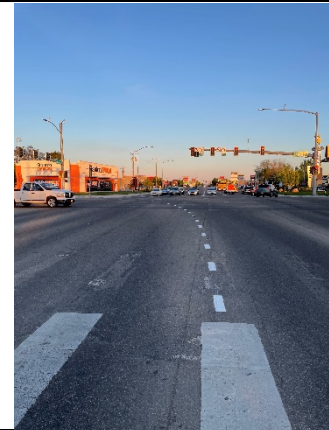
Public Comment Period: May 3 through 17, 2021
Total number of comments received by COMPASS: 13

Topic: Significantly change the scope of an Idaho Transportation Department project to replace two culverts on US 20/26 (Chinden Boulevard) into a preventive maintenance project to repair six culverts on Chinden Boulevard and one on State Highway 44 (State Street)

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

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
ITD, Why would you want our comments? You're just like Gov't, you don't listen to us and haven't for the past 10 years. Look at the mess on hwy 55 which I've been commenting on for the past 10 yrs; you didn't listen then and won't now so why bother. Your organization has absolutely no forward planning at all and every time it doesn't happen, you use \$ as an excuse.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	(Caldwell) Chuck Stadick	Email
Has anyone ever thought about a car pool lane, encourages car pooling and motorcycles. Thank you for your time	Thank you for your comments; they will be shared with the COMPASS Board of Directors. Regarding your question, yes, carpool lanes have been discussed for various corridors in the region. However, while carpool lanes, or high-occupancy vehicle lanes, can provide many benefits, they are currently not allowed in Ada or Canyon Counties, per state statute. Removing this restriction is one of the COMPASS Board of Directors' legislative priorities.	(Nampa) Dusty	Email
I am 100% behind any effort to improve our east to west transportation in Boise. I would love to see a light rail from east Boise out to Caldwell. It would ease up the traffic on I-84 tremendously.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Kevin Dougherty	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>Dear loved ones, It seems to me as this: YES - on preventative, and YES to additional access points for commuters. But NO to the majority of these being solely placed on the Chinden Blvd area. State street corridor is long, even unto Middelton. I am not sure of the numbers, but one maintenance covert on each stretch (Chinden and State St). And a more even divide of additional coverts for each stretch (Chinden and State St). I will let you decide on the comparison of numbers of coverts per stretch, but it had seemed to me as being off in balance. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>Can we get the doted turning lane from karcher heading south turning left onto caldwell boulevard repainted. I see so many drivers start on the outside lane of karcher end up on the inside lane of caldwell boulevard because they turn to early or sharp. Many close calls. It's sad no one can drive without lines any more. Please and thank you.</p> <p>*** Thank you so much. I greatly appreciate you taking care of this. I drive this intersection in a semi 3 times a day.</p>	<p>I forwarded your request to ITD and received this response: In response to this concern, our paint crew was able to adjust their schedule in order to get the intersection of Karcher Rd. and Caldwell Blvd. completed yesterday evening. Please see the attached photo. Thank you for your comment!</p>	<p align="center">(Nampa) Dusty</p>	<p align="center">Email</p>
<p>My 2 comments 1) do it once. Make the culvert changes so they are compatible with the coming road widening projects. 2) fast track this. We are years behind on road improvements. We need to start catching up!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Middleton) Steve Flora</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 fully support this amendment to the FY2021-2027 Regional Transportation Improvement Program. Completing preventative maintenance work by doing culvert repairs now while other work is already scheduled to be performed will reduce future restrictions to traffic along these corridors. *** I am generally in favor of any fiscally responsible projects that improve traffic flow, safety, road wear, and add more public transportation options. We are woefully behind on public transportation and have been for decades. Yes, change the scope of work at the intersection of State Highway 44 and State Highway 55 to a traditional intersection if studies show that it will improve traffic flow. Additionally, this valley cannot wait 20 more years for a light rail system. In addition to high traffic, low parking, and the safety issues caused by them, our valley is missing out on vast amounts of commerce. Large corporations want to move to areas like the Treasure Valley, but when they review our mass transit system to get their employees to their locations, they find we basically don't have one. We have a subsidized private bussing system that covers about half the routes that it should at this point in our Valley's development. No light rail means no major corporations moving their headquarters here and bringing thousands of high-paying jobs with them. The lack of public transportation also greatly increases the current housing crisis that we face. Without effective public transportation, every adult in this valley must have a car to get where they are going. Having a car becomes a much bigger burden when living in high-density housing as there are parking costs and restrictions involved. Improving our mass transit systems in the short-term will go a long way toward improving both our housing shortage and improve our economic outlook. I don't like taxes anymore than anyone else, which is one reason that I love Idaho. But we must do something in the Treasure Valley to address this mass-transit issue today. If that means a special transportation tax for all Treasure Valley residents, I am for it. I know that our legislature must change laws for that to happen, but it is time for somebody to step up and lead that charge. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors. *** Thank you for your additional comments, they will also be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>I'm OK with this</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>These look like justified projects to improve traffic and public safety. Full speed ahead. Best Wishes,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ron</p>	<p align="center">Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>I'm hopeful as a bus passenger and walker that this part of town becomes safer for that population I also feel like in the future there should be a north south route bus that goes to kuna eagle and meridian and a more regular chinden route that more people know about this will help with the transportation and it will be helpful to have it walkable walkability is lacking in chinden and I know that because of frequent times at the fairgrounds at memorial stadium at the special Olympics office and riverside hotel at the bowling alley and on the garden city greenbelt thanks for your time I hope to hear from the other statements soon</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>We did receive your comments submitted on April 8, 2021, about the transit projects on State Street. Thank you. They were provided to the COMPASS Board of Directors, and the Board did vote to add the projects to the regional long-range transportation plan and transportation improvement program (budget of federally funded transportation projects). You can find the updated long-range plan here and the updated transportation improvement program here.</p> <p>In addition, you can find all comments submitted in recent public comment periods, as well as results from the survey we conducted earlier this year on high-capacity transit, on the COMPASS website at https://www.compassidaho.org/comm/comments.htm#Comm.</p> <p>If you are looking for additional information, or response from us regarding a question that we missed, please let me know and I'll be happy to get you what you are looking for.</p>	<p>Ian Bott</p>	<p>Email</p>
<p>I support the change of plan to include the two now scheduled into the upcoming upgrade of six more. The only concern is to not delay more than six months as that might lead to destructive deterioration.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p>Email</p>
<p>The proposed amendment to the FY2021-2027 TIP to provide for adding 6 culverts on US20/26 (Chinden Blvd), and adding 1 culvert on State Highway 44 (State St.) is very needed. Both these roads are heavily used, melting snow or heavy rains can cause serious problems. I personally use Chinden Blvd. frequently. It will be much safer for everyone when these needed improvements are made.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Just to clarify, the proposed change is to repair seven culverts instead of replacing two. With the change, no new culverts will be added at this time, but the repair will extend the overall life of the existing infrastructure.</p>	<p>83704 (Boise) Betty Brigante</p>	<p>Email</p>
<p>I believe that to address further growth, etc. that the 6 culverts should be added rather than just two.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Just to clarify, the proposed change is to repair seven culverts instead of replacing two. With the change, no new culverts will be added at this time, but the repair will extend the overall life of the existing infrastructure.</p>	<p>Gary Martin</p>	<p>Email</p>

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Additional Funding Information

Attachment 3

The available budget for federal programs fluctuates yearly based on limits to the obligation authority (OA) set by the US Department of Transportation. This year, the OA limitation is impacting federal-aid programs more than most years, causing a significant shortfall. At the same time, additional funding is available through the FY2021 Highway Investment Program (HIP) and FY2021 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds, which can be used to fill that gap. The issues and the recommended programming are provided in the information below.

Obligation Authority Limitation:

Each year, Congress passes an appropriations bill for a full fiscal year of funding; however, our budget process starts months prior to the bill being passed. COMPASS and Idaho Transportation Department (ITD) staff budget funds based on an estimated total carried forward from the prior year's appropriations, consistent with the transportation authorization bill. COMPASS budgets up to 100% of the estimated amount. It is normal for the US Department of Transportation to limit OA near the middle of the fiscal year, historically to 94% to 97% of original estimates. In a typical year, the difference in estimates and the OA limitation is made up, in whole or in part, at the end of the fiscal year, through the End-of-Year and Redistribution Plan with funds from other areas of Idaho or other states.

TMA Shortfall:

This year, the effective OA limitation is 88.53%, resulting in a federal funding shortfall of over \$1.4 million (Table 1). The shortfall amount includes required local match.

Table 1.

	Planning Allocation	Actual Available	Difference (shortage)
Surface Transportation Block Grant (STBG) – Transportation Management Area (TMA)	\$10,888,000	\$9,509,109	(\$1,378,891)
Transportation Alternatives Program (TAP) – TMA	\$480,000	\$423,695	(\$56,305)
Total	\$11,368,000	\$9,932,804	(\$1,435,196)

The funding shortfall does not affect projects that are already obligated. In the March RTAC meeting, action was taken to reduce federal funding for two projects to balance the current programs to available funding. The shortfall was replaced with local funds until additional federal funds could be budgeted:

- STBG-TMA
 - Key Number 20129 - Capital Maintenance, Phase 2, Boise Area - FY2021

- Federal funding reduced by \$1,378,891
 - Available FY2020 HIP carryover funds of \$153,000 offset part of the reduction for a new shortfall total of \$1,225,891.
- TAP-TMA
 - Key Number 20245 - SR2S, VRT, Ada County - FY2021 and FY2022
 - Federal funding reduced by \$56,305

New Available Funding:

For FY2021, two additional funding sources are available (Table 2):

- FY2021 HIP
 - Total available (including required match): \$612,261
 - Eligibility is the same as STBG funds
 - Funds must be obligated by September 30, 2024
- FY2021 CRRSAA
 - Total available (including match): \$4,289,729
 - Eligibility is the same as STBG funds
 - A special provision is also available that allows more flexibility
 - Examples: projects may be on local roads and/or designed to local standards in certain cases
 - Funds are from the general budget, rather than the Highway Trust Fund
 - This will create additional documentation and possible audit through the Office of Inspector General, rather than the Department of Transportation
 - Match is not required by CRRSAA; however, ITD is the direct recipient of the funds and is requiring the same match rate as STBG funds (7.34%)
 - Funds must be obligated by September 30, 2024
- FY2022 TAP-TMA Unbudgeted
 - These funds are not new, but available to use for budgeting

Table 2.

	FY2021 HIP	FY2021 CRRSAA	FY2022 TAP-TMA Unbudgeted	New Total Available
STBG-TMA	\$612,261	\$4,289,729	\$0	\$4,091,990
TAP-TMA	\$0	\$0	\$216,000	\$216,000
Total	\$612,261	\$4,289,729	\$216,000	\$5,117,990

Due to numerous possibilities of using these funds, COMPASS staff reviewed all current funding needs and how they fit in the COMPASS Balancing Policy. After consideration of all needs and lengthy discussion, RTAC recommended the funding plan, which was later reviewed and approved by the COMPASS Executive Committee.

Summary of the recommendation:

- Shortfall from OA limitation for the ACHD and VRT projects listed above are budgeted to the full original amounts.

- Since the TAP-TMA program did not receive additional funding, the TAP-TMA shortfall is covered using STBG-TMA funds.
- The City of Eagle bicycle pedestrian bridge project includes an additional \$80,000 for additional design, plus \$1.5M of the \$2.44M requested for construction.
- Valley Regional Transit's rolling stock, infrastructure, and technology projects have almost \$2.6M converted from formula funds to CRRSAA funds, which allows more flexibility in timing; however no additional funding.
- ACHD's FY2023 roadway and ADA (Americans with Disabilities Act) project receives \$136,000 of the \$300,000 requested for additional design, and \$552,000 is budgeted for the design of the Five Mile Road overpass project to convert local funds to federal. This project scored #3 in the recent COMPASS application process.
- The City of Meridian Rail with Trail pathway project was originally planned to be removed from the federal program; however, with CRRSAA funds, the project has more flexibility in timing and will also be able to use local design standards.
- A new project is recommended for the City of Boise for a multi-use pathway along Garden Street using CRRSAA funds, which allows the project to use local design standards. The project scored #4 in the recent COMPASS application process.

End-of-Year and Redistribution Plan:

The End-of-Year and Redistribution Plan is anticipated to bring in approximately \$1.4M, although there is no guarantee of funding. RTAC made a recommendation for the priorities in the End-of-Year and Redistribution Plan on May 26, 2021. This recommendation will be provided to the COMPASS Board of Directors for approval in June. Additional funding through this plan will provide additional funding opportunities.

Since the new funding availability is not within normal expectations, and some of the RTAC recommendations do not follow COMPASS Board of Directors' guidance for regular balancing in order to take advantage of new available funding, staff requested COMPASS Executive Committee approval of the balancing plan prior to bringing the action to the full COMPASS Board of Directors.

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Balancing Plan Approved by COMPASS Executive Committee

Attachment 4

Agency	Project	Project	Proposal	Funding Recommendation	Source(s)
ACHD	19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	release \$197K in design funds per ACHD.	(\$197,000)	FY2021 STBG-TMA
VRT	20245	SR2S. VRT. Ada County - FY2021	covers OA shortfall	\$56,000	FY2021 STBG-TMA
ACHD	20129	Capital Maintenance, Phase 2, Boise Area - FY2021	covers OA shortfall. Creates advance construction with construction over 2 years.	\$1,226,261	FY2021 STBG-TMA, FY2021 HIP, FY2022 STBG-TMA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	covers design request	\$80,000	FY2022 TAP-TMA
Eagle	20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	covers \$1.5M of construction request (total \$2.44M)	\$1,523,000	FY2023 STBG-TMA
VRT	19763 19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2021-2023	changes funds from STBG-TMA to CRRSAA - allowing flexibility in funding timing/amounts of funding large bus purchase, or other TAM Plan needs (total \$2,548,000)	\$0	FY2021 CRRSAA
ACHD	20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	covers part of the additional design cost for new design standards. (TAP funds may only be used for the bike/ped portion of design)	\$136,000	FY2022-TAP-TMA
ACHD	23095	Five Mile Road Overpass and Widening, NEPA, Boise	partial conversion of local to federal for design no limits on modes	\$552,000	FY2022 STBG-TMA
Meridian	13918	Rail with Trail Pathway, Meridian	allows project to delay to a later year, otherwise it will be removed. Could also allow design to local standards through special provision.	\$529,000	FY2021 CRRSAA
Boise	NEW	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	add project, can only move forward at local design level allowed through CRRSAA special provision	\$1,212,729	FY2021 CRRSAA
Total				\$5,117,990	

Process
Staff Administrative Modification #11
Amendment #6 / Board
Administrative Modification #1
FY2022-2028 TIP Update

Total per agency	
ACHD	\$1,717,261
Boise	\$1,212,729
Eagle	\$1,603,000
Meridian	\$529,000
VRT	\$56,000
	\$5,117,990

BOARD AGENDA ITEM IV-D

Date: June 21, 2021

Topic: Locally Favored High-Capacity Transit Option

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' approval of the "locally favored" high-capacity transit option for alignment and mode as recommended by the Regional Transportation Advisory Committee on May 26, 2021.

Background/Summary:

COMPASS hosted a series of three public surveys from 2019 – 2021 to inform development of *Communities in Motion 2050* (CIM 2050). The first two surveys ("A lot can change in 30 years" and "Where do we grow from here?") focused on future conditions and regional growth patterns. In both surveys, respondents demonstrated an interest in high-capacity transit for the region.

In July 2020, COMPASS and AECOM completed an update to a 2009 *Treasure Valley High-Capacity Transit Study*. The study (linked below) was presented in the August 2020 COMPASS Board of Directors' meeting. It recommended further evaluation of four modes and four alignments for a future high-capacity transit system.

The third survey, conducted early this year, focused on public needs, preferences, and likely destinations for a potential future high-capacity transit system. Survey results (linked below) were compared to the characteristics of each of the modes and alignments recommended in the study (see attached analysis). Using that information, COMPASS staff and the Public Transportation Workgroup identified the high-capacity transit alignment and mode that best fit the public's preferences. Together, these are recommended as the "locally favored" option. The survey results and proposed locally favored option were both initially shared with the COMPASS Board of Directors on April 19, 2021.

The recommended locally favored option is regional rail on the Boise Cutoff alignment. Regional rail is a hybrid between commuter rail and light rail, using commuter rail technology coupled with light rail features, providing service throughout the day with more stations than traditional commuter rail. The locally favored option will be reflected in multiple parts of *Communities in Motion 2050*, including the CIM 2050 Vision and the overall public transportation system for 2050.

Implication (policy and/or financial):

The decision about the locally favored high-capacity transit alignment and mode allows the CIM 2050 Vision to be finalized and the dependent planning to move forward.

More Information:

- 1) Link to *Treasure Valley High-Capacity Transit Study 2020 Update*:
www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf
- 2) Link to survey results:
www.compassidaho.org/documents/prodserv/CIM2050/Input/AllAboardResults.pdf
- 3) Link to all open-ended comments:
www.compassidaho.org/documents/prodserv/CIM2050/Input/All_Aboard_OpenEndedComments.pdf
- 4) Attachment: Summary of high-capacity transit mode and alignment analysis
- 5) For more information contact Liisa Itkonen at litkonen@compassidaho.org.

Key features	Alignments				Modes				NEW
	Fairview/Cherry	Boise Cutoff*	Franklin	Interstate 84	Light rail	Commuter rail	BRT Exclusive	BRT Mixed traffic	Regional Rail*
Invest in quality system for success									
Ample and well-placed stops for access**									**
Separation**									**
Flexibility in route changes									
Flexibility in capacity increase									
Destinations									

*Recommendation for "locally favored" option

**Most important factors based on survey results and constraints

Best
Middle
Lower Middle
Worst

BOARD AGENDA ITEM IV-E

Date: June 21, 2021

Topic: Fiscal Impact Analysis Use Policy

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of the Fiscal Impact Tool (FIT) Use Policy (Board Policy 2021-02), as recommended by the Regional Transportation Advisory Committee (RTAC) on May 26, 2021.

Summary:

Fiscal impact analyses estimate public revenues and expenditures associated with development proposals and land use scenarios. In July 2019, RTAC established a fiscal impact subcommittee to oversee the work to develop a regional FIT. The FIT was developed under contract with TischlerBise, Inc.

The FIT shows difference in revenues and costs by type of land use and geographic area. The tool determines revenues by considering tax rates and calculates fees based on land use "prototypes" for residential and non-residential development and representative real estate values. In addition, it computes the impact of new development on the public capital and operating expenses of public education (K-12), public safety and emergency services, public parks, and more.

The FIT was developed in two phases. The first phase focused on regional impacts and was used by COMPASS to evaluate different transportation and growth scenarios for a *Communities in Motion 2050* public involvement survey in summer 2020. The second phase was designed to allow for more local analyses, and included additional geographic sensitivity, more land use "prototypes," and more marginal cost analyses.

The FIT Use Policy (attached) will establish how and when COMPASS will use the FIT as a member service. This policy identifies the analysis triggers for applying the FIT and establishes how COMPASS will report results. It also establishes COMPASS member agency use through a web-based interface.

COMPASS will be hosting FIT training for member agency staff during June 2021. Later this summer and fall, COMPASS will conduct stakeholder outreach to planning and zoning commissions, developer groups, neighborhood groups, elected officials, and more.

Implication (policy and/or financial):

This tool and policy will enable COMPASS and its member agencies to have the ability to consider the fiscal impact of land use, demographic, budgetary, or policy decisions.

More Information:

- 1) Attachment: Fiscal Impact Tool Use Policy
- 2) For more information contact Carl Miller at cmiller@compassidaho.org.

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POLICY STATEMENT

No. Board Policy 2021-02

Adopted: XX, 2021
By: COMPASS Board of Directors
Last Revised: None

Policy Statement:

COMPASS Fiscal Impact Tool Use Policy

1. Background

The Treasure Valley has experienced considerable growth over the last several decades and more growth is anticipated. Growth brings about potential revenues in property taxes and development fees, but obligates public agencies to provide infrastructure and services. COMPASS has developed a fiscal impact tool (FIT) to better estimate expected revenues and costs to local governments as a result of new development so that decision-makers can better manage growth.

The FIT software is proprietary; thus, the tool itself will not be shared with the public. However, the inputs and methodology of the tool are provided in the COMPASS FIT report on the COMPASS website at: www.compassidaho.org/prodserv/fiscalimpact.htm. Contact COMPASS staff for additional information.

2. COMPASS Fiscal Impact Tool Use

The FIT was developed as a resource for member agencies to support local decision-making. COMPASS will run analyses for member agencies for large-scale development proposals including subdivisions, annexations, rezones, scenario planning, comprehensive plan changes, and other member agency requests, based on the triggers listed on the following page.

Proposals or other requests not meeting these thresholds may be reviewed for approval upon written request by a COMPASS Board member to the COMPASS Executive Director or as requested by the COMPASS Executive Director.

COMPASS member agencies may opt out of receiving fiscal impact reports, either in general or for specific development applications, via written request by a COMPASS Regional Transportation Advisory Committee member and submitted to the COMPASS Executive Director.

Fiscal Impact Tool Use Triggers

Application Type	Trigger	Reporting
Subdivision	Receipt of a development application for 50 residential units or more	COMPASS Development Checklist
	Receipt of a development application for 100,000 square feet or more of retail or office or 250,000 square feet or more of industrial space or Any combination of residential units or retail, office, or industrial space that generates the same equivalent trips as 100,000 square feet or more of retail	COMPASS Development Checklist
	Receipt of a development application for any application that generates the same equivalent daily trips as 50 residential units or more	COMPASS Development Checklist
Annexation and/or Rezones	Receipt of a development application for any application that generates the same equivalent daily trips as 50 residential units or more	COMPASS Development Checklist
Scenario Planning	Upon Request	As negotiated by COMPASS and recipient
Comprehensive Plan Updates	Upon Request	As negotiated by COMPASS and recipient

COMPASS staff will determine the amount of residential and non-residential development in the evaluation. It is imperative that requestors provide clear and accurate information in development proposals to ensure highest quality results.

3. Reporting

COMPASS will report FIT results for subdivisions, annexations, and rezones via the COMPASS Development Checklist. An example of the FIT report is shown on the following page.

Fiscal Impact Analysis

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Capital costs, projected in the model reflect the potential cost to serve new growth, regardless of whether the resources are available to cover the costs and assumes that the jurisdiction will continue to balance their annual budgets considering financial guidelines and policies, applicable operating impacts, and available resources.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all. More information about the COMPASS Fiscal Impact Tool is available at: www.compassidaho.org/prodserv/fiscalimpact.htm

Overall Net Fiscal Impact

Net Fiscal Impact, by Agency

City 

Highway District 

Break Even: 12 Years

County 

School District 

EXAMPLE

Fiscal Impact Analysis Report included with the COMPASS Development Checklist

Oversight

The COMPASS Regional Transportation Advisory Committee will oversee the FIT input data assumptions and outputs on a periodic basis to recommend improvements to the process and tool.

4. COMPASS Member Agency Use

COMPASS has developed a web-based interface to enable COMPASS member agencies to use the FIT tool themselves, while ensuring integrity of the mechanics and outputs. COMPASS will host periodic trainings to enable member agency personnel to participate; this training is required for each individual prior to receiving access to the online tool. All official analyses and reporting shall be provided by COMPASS; results from the web-based FIT are not official results and should not be published to maintain consistency in reporting. COMPASS will conduct fiscal impact analysis based on official triggers or upon approved written requests.

Web-based FIT Interface

The web-based graphical interface enables COMPASS member agencies to use the FIT without the obligations of maintaining the data inputs or other updates. The web-based tool can be accessed at:

www.compassidaho.org/prodserv/fiscalimpact.htm

Conditions for Release

The FIT is proprietary property of COMPASS and Tischler Bise, Inc. COMPASS member agencies using the web-based FIT interface shall agree to the conditions of release described herein:

1. The recipient designee agrees to abide by all copyright use restrictions of the FIT by Tischler Bise, Inc.
2. The recipient will not distribute the FIT or any trade secret information related to fiscal analysis, to any party without the express written permission of COMPASS and Tischler Bise, Inc.
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5. Disclaimer

The FIT is a guide and approximation of the fiscal impact of development. It should not be used as an absolute decision-making tool, but as an additional data point in the development review process to help communities understand site-specific fiscal impacts and evaluate how land use changes cumulatively impact the long-term fiscal sustainability of the community. Changing economic conditions, housing values, and development schedules could impact the results of the analysis.

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Fiscal Impact Tool (FIT)
Phase II - Community Level Analysis



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



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COMPASS Board of Directors
2021 Legislative Session Report
Week 16: Adjournment on May 12
By Ken Burgess, Veritas advisors, LLP

Legislature finally wraps up its work (sort of)

The Idaho Legislature has wrapped up the bulk of its work at the merciful end of the longest legislative session in state history. Between trying to “restore balance of powers” between the legislative and executive branches of government, killing a few education budgets, working through promised property tax and income tax relief, and taking a recess in response to COVID outbreak, this session proved to be the longest, and arguably the most frustrating for many.

The Senate adjourned Sine Die on May 12, but the House of Representatives chose to “recess” to a future date undetermined. This to presumably be able to come back into session in the event Idaho receives a large sum of federal COVID-related financial assistance. It is important to the legislature that they play a role in how that money should be spent.

On May 12, the House introduced and passed HR4, a resolution taking an unprecedented path and recessing without per diem until a date no later than December 31st. This unpaid, extended recess technically keeps them in session and allows the Speaker to call them back at any time for the remainder of this year. If the House reconvenes, the Senate will also have to return within three days. It has been a challenging session and this end without an end raises many questions. At a minimum, it keeps us on the watch until the year is done.

Worth noting, the session was so long that the Legislature had to pass HB394 to ensure proper enactment of all bills without emergency clauses on July 1, 2021. Following the passage of HB394, both bodies passed HB407, ensuring all bills from the final days of session and not included in HB394 are properly enacted. There were plenty of bills this year with over 900 pieces of legislation drafted and 628 bills introduced. In addition to having higher than average bill production, there were also a significant number of bills introduced at the tail end of session. The Senate printed 220 bills while the House printed 408 bills, with over 179 House bills printed after the transmittal date. There were a total of 54 resolutions and memorials, with only 25 being adopted.

The Idaho Legislature commenced on January 11th with Governor Brad Little delivering his second State of the State Address. In his remarks, Governor Little outlined his key policy and budget priorities, to include his new plan, Building Idaho’s Future. Building Idaho’s Future includes strengthening education, tax relief to Idahoans and investments in infrastructure such as transportation, law enforcement, broadband, agriculture, and water. Several of these strategic investments were passed by the Legislature and signed into law.

Emergency Powers

A priority for legislative leaders this session was to enact legislation addressing the balance of power between the Legislature and the Governor during emergency declarations. To ensure future legislative involvement, the House and Senate introduced multiple bills addressing sections of code relating to disaster declarations and extreme disasters. The two bills that made it to Governor Little's desk were S1136aaSaaH, and HB135aaS. Both were vetoed based on questionable constitutionality and functionality of the proposed laws. Veto override votes were attempted on both bills, with the House successfully overriding the veto on HB135aaS, but ultimately the Senate failed by one vote to override the veto of the two bills. Both, HB135aaS and S1136aaSaaH, raised concerns about functionality for business, industry, and agriculture around the state.

Following the unsuccessful veto override votes, the House introduced three bills, HB391, HB392, and HB393. Each bill contains separate provisions found in HB135aaS. HB391 declares that an Idahoan's constitutional rights cannot be suspended due to a declared emergency. HB392 clarifies that the Legislature alone has the power and authority to create and change laws and the executive branch cannot alter or suspend laws during an emergency. Lastly, HB393 declares that all jobs are essential and limits the ability to close businesses based on classification. Provisions contained in the vetoed bills that had caused business, industry, and agriculture concerns regarding the functionality of the emergency declaration processes were not included in any of these bills.

The Senate introduced S1217, which contains revised provisions found in S1136aaSaaH. S1217 limits the powers of the Governor, without concurrence by the Legislature, to 90 days when an extreme emergency is declared, and 12 or more counties are involved. The bill also prohibits a governor from unilaterally altering or suspending code but would maintain authority to not enforce code.

All four bills moved quickly through the legislative process and were sent to the Governor on May 6. Governor Little signed all four bills into law. In his transmittal letter the Governor stated that the four bills will not hinder the state's ability to respond to an emergency. He also expressed his appreciation for those willing to work with him and his office.

Taxes

Another priority for Governor Little and lawmakers this session was tax relief. One-time federal relief monies provided to Idaho businesses in 2020 were made non-taxable through HB251. This includes Idaho Small Business Grants, forgiven Paycheck Protection Program loans, and the Economic Injury Disaster Loan advance funds. This bill was signed into law by the Governor and is retroactive to January 1, 2021.

Idaho's annual tax conformity bill, HB58, updates Idaho's income tax code to the changes made to the Internal Revenue Code affecting the 2020 taxable year. Conformity this year will cost over \$100 million and was included as tax relief in Governor Little's budget. Since HB58 did not conform to the removal of noncorporate

loss limitations, HB170 was introduced to fill that gap and allows for the carrying forward of excess losses as net operating losses for up to 20 years. Both bills were signed into law by the Governor and are retroactive to January 1, 2021.

Income tax relief was signed into law this session in the form of HB380. The bill reduces the number of tax brackets to 5 and sets the top individual and corporate tax bracket to 6.5% - retroactive to January 1, 2021. A one-time sales tax rebate for Idaho taxpayers is included and is based on 9 percent of income tax paid in 2019, with a base rebate minimum of \$50 per person. Additionally, HB380 clarifies that the one-time tax relief rebate is funded by the existing Tax Relief Fund. This bill provided \$220 million in one-time rebates, and \$170 million per year in on-going income tax relief.

After multiple iterations of property tax relief and personal property tax relief bills failed to move, the House introduced HB389. HB389 is an omnibus tax bill containing multiple provisions addressing property tax relief. HB389 exempts transient personal property tax and by 2022 increases the personal property tax exemption to \$250,000 but does not include a path to elimination. Additionally, HB389 caps the new construction and annexation portion of a local government's budget and reduces the amount of foregone revenue a taxing district may take. Lastly, HB389 raises the homeowner's exemption from \$100,000 to \$125,000 and increases the circuit breaker. HB389 drew criticism from an array of groups and legislators. Those in opposition expressed that this bill will not provide significant property tax relief to Idahoans and may even unintentionally move some low-income Idahoans off the circuit breaker. Governor Little signed the bill into law on May 12. In his transmittal letter he expressed concern that it may not provide as significant property tax relief as intended and pledged to work with the Legislature on the issue into the 2022 session.

Transportation Infrastructure Funding

Funding for road maintenance and repair also continues to be a critical priority in Idaho. House Bill 362 carried support from both the House and Senate Transportation Committee Chairs as well as Governor Little and House and Senate leaders. It increases the sales tax distribution to transportation from 1% of total sales tax to 4.5% and dedicates the first \$80 million to the state for bonding. Any funds in excess of \$80 million will be distributed to local governments. Very little excess is anticipated during the first few years of implementation but is expected to grow thereafter.

As part of the Governor's Building Idaho's Future plan, \$126 million of this year's surplus funds were dedicated to one-time transportation projects. This included \$71 million to ITD for state highway projects, \$47.2 million to local highway jurisdictions, and a total of \$8 million for rail safety, child pedestrian projects, and the state aeronautics department.

Workforce Training

Workforce development continues to garner good support. The Joint Finance and Appropriations Committee (JFAC) appropriated a total of \$9.3 million to the Workforce Development Council in HB263. Additionally, S1154, appropriates \$84

million to the Division of Career Technical Education. Both appropriations were strongly supported to further advance workforce training and career readiness. Both bills passed the Legislature and were signed into law by the Governor.

Additional bills of significance were signed into law this session that are worth noting and include:

- HB149, an extension of Coronavirus liability protections provided under HB6. HB6 became law during the 2020 special session and provides liability protection for business, education, higher education, and local government entities with respect to exposure to the coronavirus. HB149 extends the sunset date for Covid-19 transmission liability protections to June 30, 2022.
- S1041, updates Idaho's Consumer Protection Act. The bill clarifies that excessive increased prices applies to the consumer and retail pricing, not the margin between wholesale and retail prices.
- S1110, a bill changing the signature requirement for ballot initiatives and referendums. S1110 requires that signatures for a voter initiative must be obtained by 6% of registered voters in all 35 legislative districts (previously 18 legislative districts).
- SJR102, a constitutional amendment allowing the Legislature to call themselves into session. The measure will be placed on the November 2022 general election ballot. Should the voters approve this measure, the Legislature will be able to call themselves back into session when 60% of the members of each body make a request to their respective leadership to do so. The Legislature will only be permitted to legislate on the topics included in the request for a special session.

For the third consecutive year the Legislature failed to authorize administrative rules for the state. The Senate introduced and passed SCR108, on administrative fee rules, and SCR109, extending all temporary rules. Both concurrent resolutions would have extended temporary administrative rules and fee rules that weren't rejected by the Legislature until the end of the 2022 session. The resolutions stalled in the House State Affairs Committee. The Governor will likely again re-issue all rules as temporary rules to ensure state agencies, departments, boards and commissions can continue to function.

Idaho is expected to receive \$1.1 billion from The American Rescue Plan Act of 2021 (ARPA). This is \$90 million less than Idaho expected to receive due to Idaho's quick economic rebound. ARPA funds must be allocated by December 31, 2024, with projects completed by year end 2026. To ensure appropriate utilization of the ARPA funds, the Legislature created an ARPA funds interim committee. The committee will review the uses of ARPA funds and make recommendations on how the money should be spent. This committee will be made up of House and Senate majority and minority leadership, Joint Finance and Appropriations Committee co-chairs, and at-large members.

Several legislative interim committees were established to meet throughout the year. The list below is complete for our 2021 interim period.

2021 Interim Committees

- Natural Resources Committee
- Property Tax Study Committee
- ARPA Funds Study Committee
- Occupational Licensing and Certification Laws Committee
- Committee on Federalism

2021 Special Committees

- Citizens' Committee on Legislative Compensation

Idaho 2021 Legislative Session Profile

- **Governor:**
- Brad Little (R)
- **Legislative Majorities:**
- Senate 28 – 7, Republican Majority
- House 58 – 12, Republican Majority
- **Legislative Leadership:**
- Senate President Pro Tem: Chuck Winder (R-Boise)
- Senate Majority Leader: Kelly Anthon (R - Burley)
- Senate Minority Leader: Michelle Stennett (D - Ketchum)
- Speaker of the House: Scott Bedke (R - Oakley)
- House Majority Leader: Mike Moyle (R - Star)
- House Minority Leader: Ilana Rubel (D - Boise)

BILL #	BILL TITLE	SPONSOR	DESCRIPTION	STATUS UPDATE	POSITION
H389	Property Taxes	Rep. Moyle, Rep. Monks, Rep. Harris	Increases Homeowner exemption from \$100,000 to \$125,000; Adjusts Circuit Breaker eligibility and increases total max break from \$1,320 to \$1,500; Limits taxing District budget growth to no more than 8% year over year; limits new construction growth to 90%; limits annexation growth to 90%; Increases business personal property tax exemption from \$100,000 per county to \$250,000	LAW. Signed by Governor on May 12. Passed Senate 19-16 on May 5. Passed House 48-20 on May 4. Introduced on May 3.	
S1108 (formerly S1048, formerly S1021)	Taxing District Budgets	Sen. Rice, Rep. Addis	Caps local taxing district budget growth to 75% of new construction, 75% of new annexation growth, and 50% of properties coming off of urban renewal.	FAILED in Senate 17-18 on March 18. Amended by Senate on March 16. Introduced on Feb 12..	OPPOSE
S1048 (formerly S1021)	Taxing District Budgets	Sen. Rice, Rep. Addis		DEAD. Introduced on February 3. Never had committee hearing. Replaced by S1108.	
S1021	Taxing District Budgets	Sen. Rice, Rep. Addis		DEAD. Introduced on January 21. Never had committee hearing. Replaced by S1048	
H308	ITD Appropriation	JFAC	Total of \$126 million additional one-time for transportation as part of Governor Little's Build Idaho Program.-\$71 million to State Highway program; \$47.2 million to local entities through HDA formula; \$4 million to State Aeronautics; \$2 million to rail safety; \$2 million to child pedestrian program.	LAW. Signed by Governor on March 23. Passed Senate 35-0 on March 15. Passed House 59-9 on March 10.	
H133	Trans Funding, Sales Tax	Rep Palmer, Sen DenHartog	Increases from 1% to 3% and not less than \$45 million the amount of total sales tax that is distributed to the Transportation Enhancement Congestion Mitigation (TECM) fund. TECM fund may be used for debt payments on potential bonding of large projects. Allows for local transportation entities to bond for projects.	DEAD for the year, replaced by H314. Introduced in House Transportation Committee on Feb 11.	

H314	Trans Funding Sales Tax Distribution	Rep. Palmer	Increases from 1% to 4.5% and not less than \$67 million the amount of total sales tax dedicated to Transportation Enhancement Congestion Mitigation (TECM) fund. Allows for local transportation entities to bond for projects.	DEAD for the year, replaced by H342. Passed by House transportation committee on March 11. Returned to committee on March 17.	SUPPORT
H342	Trans Funding Sales Tax Distribution (formerly H314)	Rep. Palmer	Increases from 1% to 4.5% the amount of total sales tax dedicated to Transportation Enhancement Congestion Mitigation (TECM) fund. 3% dedicated to ITD use, 1.5% for local transportation entities to pool funds for projects.	DEAD for the year, replaced by H362. No hearing in Senate Transportation. Passed House 63-4 on March 17.	SUPPORT
H362	Trans Funding Sales Tax Distribution (formerly H342, formerly H314)	Rep Palmer	Increases from 1% to 4.5% the amount of total sales tax dedicated to Transportation Enhancement Congestion Mitigation (TECM) fund. Minimum of \$80 million to TECM for state projects and to be used for debt service on future bonding for large projects. Remainder over \$80 million goes to local entities (est to be \$4 million in 2021)	LAW. Signed by Governor on May 10. Passed Senate 29-6 on May 3. Passed House 59-11 on April 8.	SUPPORT
H326	ITD Annual Appropriations	JFAC	Fiscal Year 2022 original appropriation to Idaho Transportation Department. Appropriates total amount of \$813,174,100.	LAW. Signed by Governor on April 9. Passed Senate 35-0 on April 6. Passed House 67-0 on March 15.	
H005	Hands Free Devices	Rep Palmer	Clarifies that the use of global positioning satellites or navigation feature of a mobile electronic device is permissible provided the use is hands-free.	LAW. Signed by the Governor on March 8. Passed Senate 19-15 on March 2. Passed House 39-28 on January 29.	
H130	Railroad Grade Crossings	ACHD	Makes it the responsibility of railroads to construct and maintain roadways and crossings within the full width of their right-of-way.	DEAD for the year. Introduced in House Transportation Committee on Feb 11. Never had a hearing in Committee.	
H131	Sidewalks, Width	ACHD	Allows County Commissioners and Highway District Commissioners to develop or construct sidewalks or walking paths greater than 8 feet in width outside of city limits.	LAW. Signed by Governor on April 13. Passed Senate 35-0 on April 7. Passed House 68-0 on March 1.	

S1100	Highways, Public Transportation, Pedestrian	ACHD	Amends the definition of "highways" to incorporate pedestrian and bicycle facilities or bus pullouts/bus stops. Would allow road-building entities to incorporate such designs into their facilities when warranted.	DEAD for the year. Did not receive hearing in House Transportation committee. Passed Senate 34-0 on February 25.	
S1101	Vacation, Rights of Way	ACHD	Provides for the vacation or abandonment of unimproved or undeveloped platted public right-of-way in exchange for the dedication of new public right-of-way without compensation.	LAW. Signed by Governor on April 13. Passed House 69-0 on April 7. Passed Senate 34-0 on Feb 25.	
S1106	State, Local Transportation Systems	ACHD	Extends to local highway districts an exception to the applicability of local land use plans currently allowed for Idaho Transportation Department. Would require land use agencies to "take into account the plans and needs" of local highway districts when changing local land use plans.	DEAD for the year. Held in Senate local Government committee on Feb 15.	
S1107	Highway Districts, Urban Renewal	ACHD	Corrects an ambiguity regarding a county wide highway district's obligation to pay for projects within an urban renewal district boundary without an agreement between the City, the highway district, and the urban renewal district..	LAW. Signed by Governor on April 22. Passed House 66-0 on April 19. Passed Senate 35-0 on April 6.	
H154	Vehicle Inspection Programs	Rep Adams	Allows a Board of County Commissioners to opt out of a vehicle emissions inspection and maintenance program under certain conditions.	DEAD for the year. Failed to have hearing in Senate Transportation committee. Passed House 51-17 on Feb 26.	
H160	Motor Vehicles, Route Designations	Eiguren, Stegner	Eliminates the sunset dates of processes and fees established in 2009 for designated routes for vehicles between 105,000 and 129,000 pounds.	LAW. Signed by Governor on April 15. Passed Senate 34-0 on April 8. Passed House 66-0 on Feb 25.	

H161	Transportation, Fee Increases	Idaho Sheriffs Association	Increases fees paid for driver's licenses and identification cards issued by county sheriffs to cover actual cost of processing. Current fees are not sufficient to cover the costs of county sheriffs acting as vendors for this service.	LAW. Signed by Governor on April 28. House concurred with Senate amendments 34-33 on April 26. Amended version passed Senate 31-3 on April 12.	
H164	Transportation, Local Jurisdictions	Rep Gestrin	Eliminates option of local jurisdictions to prohibit off highway vehicles on public roads.	DEAD for the year. Returned to committee on March 17 after being on House amending calendar for period of time.	
H360	Electronic vehicle registration	Rep. Palmer	Adds a \$29.00 processing fee for each transaction conducted by an electronic Vehicle Credentialing entity.	DEAD for the year. Introduced in House Transportation committee on April 6. Never had committee hearing.	
H361	Electric Vehicles, Fees	Rep. Palmer	Would increase registration fee on all electric vehicles from \$140 to \$300. Allow owners to choose flat registration fee or to pay 2.5 cents per-mile fee for registration.	DEAD for the year. Introduced in House Transportation committee on April 6. Never had committee hearing.	

BOARD AGENDA ITEM V-C

Date: June 21, 2021

Topic: *Communities in Motion 2050 (CIM 2050) Vision Process*

Request/Recommendation:

This is a discussion item only.

Summary:

COMPASS began work on CIM 2050 with a growth forecast of 1,075,000 people, approved by the COMPASS Board of Directors in December 2019. That growth forecast, combined with public input gathered through three public surveys, is being used to develop a regional vision for growth and transportation to the year 2050.

The CIM 2050 Vision, or preferred growth and transportation scenario, will allocate regional growth to the year 2050 by mapping the forecasted locations of new population, households, employment, activity centers, and more, across the two counties. Essentially, it will show what the region could look like in the year 2050, based on the population forecast and public input from the three surveys. It will also be compared against local land use plans to ensure the regional forecast reflects local planning efforts. The CIM 2050 Vision will establish the official demographic assumptions for CIM 2050 transportation analyses.

COMPASS used the three public involvement surveys, each building upon the lessons learned from previous feedback, to ensure the CIM 2050 Vision reflects the values of the community. The first survey, conducted in fall 2019, explored how the region may evolve over the next 30 years, considering demographic, technological, and societal changes. The second survey, conducted in summer 2020, requested feedback on regional values, growth and transportation scenarios, and implementation strategies needed to achieve the public's vision for the future. The third survey, conducted early in 2021, focused on high-capacity transit options. Combined, over 18,500 surveys were completed in the three public input opportunities.

COMPASS staff have been working with the Demographic Advisory Workgroup on the demographic allocation, and will request a recommendation of that allocation from the workgroup later this summer. The recommended allocation will be combined with other visual elements to form the full CIM 2050 Vision. The Regional Transportation Advisory Committee will review, and be asked to recommend, the full CIM 2050 Vision to the COMPASS Board of Directors in July. The recommended CIM 2050 Vision will be presented to the COMPASS Board of Directors for approval in August 2021.

More Information:

- 1) For detailed information contact Carl Miller at cmiller@compassidaho.org.

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BOARD AGENDA ITEM V-D

DATE: June 21, 2021

Topic: Draft FY2022-2028 Regional Transportation Improvement Program (TIP) Project List

Request/Recommendation:

For information only.

Background/Summary:

The TIP is a short-term (five-to-seven year) budget of federally funded and regionally significant transportation projects in Ada and Canyon Counties. It is updated annually, with a public involvement period in the summer and approval by the COMPASS Board of Directors in the fall. In preparation for public comment on the draft FY2022-2028 TIP, the draft project list is attached for your review in three formats. The first two include all projects (new, existing, and changed), while the third lists major changes (as compared to the FY2021-2027 TIP) and new projects only.

- Draft FY2022-2028 TIP Detailed Project List - provides funding details and a description of each project.
 - Provided on the COMPASS website under "supplemental information" at <https://www.compassidaho.org/people/board.htm> (70 pages).
- Draft FY2022-2028 TIP Basic Project List (Attachment 1) - provides a summarized version of each project.
- Major Changes List (Attachment 2) - provides a summary of new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, as compared to the FY2021-2027 TIP.
 - Additional changes may still occur. The Major Changes List will be updated in a red-line format and forwarded to your Regional Transportation Advisory Committee representative(s) via email prior to public comment.

In addition, COMPASS staff maintains summarized worksheets for balancing purposes for each of the following programs:

- Surface Transportation Block Grant (STBG) in the Boise and Nampa Urbanized Areas
- Transportation Alternatives Program (TAP) in the Boise Urbanized Area
- Federal Transit Administration (FTA) programs in the Boise and Nampa Urbanized Areas

These worksheets are available upon request for a detailed financial review of projects within each program.

Notes:

- Key numbers for new projects are temporary and start with the letters "ORN" (for Office of Transportation Investment reference number). Some ORN numbers are not yet available, and the key number may simply be reported as "new" until an official number is assigned.

- Some projects use local agency key numbers, as they are locally funded and not included in the Idaho Transportation Department’s tracking system, but are regionally significant. These key numbers typically start with an alphabetical reference (e.g., RD2016-05).
- When construction for a project is beyond the first five years of the TIP, the year of construction is not always known. In those cases, you will see “PD” (for “preliminary development”) instead of a specific project year. This serves as a placeholder until a project year is known.
- The “TIP Achievement” and “Regionally Significant” sections are not yet updated.

Next Steps:

- **July 16, 2021 – Deadline for member agency comments**
 - Send your comments via email to Toni or Tevrin at the email addresses below
- August 2 through 31, 2021 – Public comment period
- August 12, 2021 – Open house; time and format to be determined
- September 22, 2021 – RTAC recommendation of Board of Directors’ adoption requested on FY2022-FY2028 TIP
- September 2021 – Adoption of the FY2022-2028 Idaho Transportation Investment Program requested from Idaho Transportation Board
- October 18, 2021 – COMPASS Board action requested on FY2022-2028 TIP

The FY2022-2028 TIP will not be official until adopted by the COMPASS and Idaho Transportation Boards and approved by Federal Highway and Federal Transit Administrations. The current FY2021-2027 TIP will remain in effect until final approval of the FY2022-2028 TIP, which is expected by December 31, 2021.

Agencies with new projects or major changes to current projects in the FY2022-2028 TIP cannot act on those changes until federal approval of the FY2022-2028 TIP is obtained. However, an amendment to the FY2021-2027 TIP may be processed for actions that need to occur prior to federal approval.

More Information:

- 1) Attachment 1 – Draft FY2022-2028 TIP Basic Project List
- 2) Attachment 2 – Draft FY2022-2028 TIP Major Changes List
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org or Tevrin Fuller, Data Analyst, at tfuller@compassidaho.org.

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FY2022-2028 Regional Transportation Improvement Program



Basic Project List (All Values in Thousands of Dollars)

All costs in current dollars

Project Name	Key #	Year*	Programmed Cost
10th Avenue ITS and Overlay, Caldwell	13905	2026	\$1,993
ADA Ramps, Greenleaf	22963	2022	\$58
Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	20841	2023	\$3,260
Bicycle and Pedestrian, Permanent Automated Counters, COMPASS	23026	2023	\$39
Bicycle and Pedestrian, Permanent Automated Counters, COMPASS	NEW7	2026	\$8
Capital Maintenance, Phase 2, Boise Area – FY2021	20129	2021-2022	\$473
Centennial Way Roundabout, Caldwell	13484	2023	\$3,628
Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	22438	PD	\$1,343
Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa	22017	PD	\$1,192
Commuteride, ACHD	CPA3	2022-2027	\$1,595
Commuteride, ACHD, Van Replacements, Canyon County	20136a	2020-2022	\$584
Commuteride, Safety and Security Cameras, Ada County	NEW1	2024	\$48
Cost Increase Set-Aside	15001	2022-2024	\$3
Eagle Road, Amity Road to Victory Road, Meridian	RD207-33	2021-2022	\$483
Eagle Road, Lake Hazel Road to Amity Road, Meridian	RD216-04	2023	\$6,577
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	RC0133	2023	\$2,510
Five Mile Road Overpass and Widening	23095	2025	\$2,335
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	22102	2022	\$1,555
Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	22103	2022	\$5,488
Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	NEW10	2024	\$1,733
Highway 30, Sand Hollow Road to SH-44, Canyon County	19951	PD	\$2,710
Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	22132	PD	\$338
Homedale Road, Curve Improvements, Canyon Highway District	22878	2024	\$867
I-84 and I-184 Signage Replacement, Ada County - FY2024	ORN23181	2024	\$500
I-84 and SH-44 Interchange Replacement, Canyon County	ORN23188	2028	\$16,225
I-84, Bridge Repairs, District 3 – FY2022	20405	2022	\$1,704
I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	22746	2023	\$250
I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	20212	2025	\$2,897
I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	22712	2027	\$1,971
Indiana and Orchard Shared Roadway, Canyon County	22602	2024-2025	\$5,290
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	RD207-29	2025	\$6,216
Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	RD209-18	2024	\$8,186
Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	RD207-30	PD	\$4,889
Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	RD216-05	PD	\$4,061
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	RD209-28	2024	\$7,068
Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	RD207-19	PD	\$20,766
Microseals, Front/Myrtle/Broadway, Boise	22677	2026	\$1,589
Microseals, State/Glenwood/Chinden, Ada County	20536	2026	\$2,457
Middleton Road and Ustick Road, Roundabout, Caldwell	13487	2025	\$2,114
Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	22016	PD	\$1,189
Old Highway 30, Plymouth Street Bridge, Caldwell	13494	2023	\$8,729
Orchard Street Realignment, Gowen Road to Victory Road, Boise	RD207-01	2024-2025	\$18,656
Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	ORN23307	PD	\$1,399
Pathway, Greenbelt Completion, Boise State	22385	2026-2027	\$972

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
All Values in Thousands of Dollars

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Project Name	Key #	Year*	Programmed Cost
Pathway, Grimes City Pathway Extension, Nampa	23025	PD	\$462
Pathway, Rail with Trail, Meridian	13918	2024	\$649
Pavement Preservation and ADA, Phase 1, Boise Area – FY2022	19465	2022	\$5,427
Pavement Preservation and ADA, Phase 2, Boise Area – FY2022	20122	2022	\$2,326
Peckham Road Intersections, Canyon County	22101	2022	\$379
Peckham Road, US-95 to Notus Road, Canyon County	13964	2022	\$3,595
Pedestrian Improvements and Widening, Montana Avenue, Caldwell	22018	PD	\$636
Pedestrian Improvements, SH-55 (Eagle Road), Meridian	20542	2025	\$611
Pedestrian Improvements, SH-55, Bristol Heights to US 20/26, Boise	22931	PD	\$351
Pedestrian Improvements, Stoddard Pathway, Nampa	22944	2022	\$414
Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	20549	2023	\$165
Planning and Mobility Implementation, Boise Area, VRT	18854	2022-2026	\$6,167
Planning and Mobility Implementation, Nampa Area, VRT	18842	2022-2026	\$5,618
Planning, Communities in Motion Update, COMPASS	20271	2023-2026	\$636
Planning, COMPASS	CPA1	2022-2027	\$1,887
Planning, High Capacity Corridor Alternatives Analysis, COMPASS	13046	PD	\$1,000
Planning, Metropolitan Planning Funds, COMPASS	CPA2	2022-2025	\$6,120
Railroad Crossing, Benjamin Lane, Boise	20537	2022	\$310
Railroad Crossing, Lemp Lane, Canyon County	20358	2024	\$255
Railroad Crossing, Look Lane, Caldwell	20355	2022	\$500
Railroad Crossing, Old Fort Boise Road, Canyon County	20606	2023	\$250
Roadway and ADA Improvements, Boise Area – FY2024	20674	2024	\$8,150
Roadway and ADA Improvements, Boise Area – FY2025	21896	2025	\$8,069
Roadway and ADA Improvements, Boise Area – FY2026	22390	2026	\$8,189
Roadway and ADA Improvements, Boise Area – FY2027	22816	2027	\$7,740
Roadway and ADA Improvements, Boise Area – FY2028	NEW2	2028	\$6,155
Roadway and ADA Improvements, Part 1, Boise Area – FY2023	20259	2023	\$7,015
Roadway and ADA Improvements, Part 2, Boise Area – FY2023	19993	2023	\$3,055
Roadway and ADA Improvements, Part 3, Boise Area – FY2023	20080	2023	\$300
Safety Audit, Signalized Intersections, Nampa	ORN23293	2023	\$66
SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	20788	2019-2021	\$170,000
SH-21, Technology Way to Surprise Way, Boise	20428	2022	\$4,000
SH-44 (State Street), Palmer Lane Intersection Improvements, Star	22718	2027	\$780
SH-44 (State Street), SH-16 to Linder Road, Ada County	20266	2023	\$8,500
SH-44 (State Street), Star Road to SH-16, Ada County	20574	2024	\$10,749
SH-44, RWIS near SH-16, Ada County	ORN23182	2024	\$500
SH-45 and Locust Lane Intersection, Nampa	22717	2027	\$2,668
SH-45, SH-78 to Deer Flat Road, Canyon and Owyhee Counties	21849	2022	\$9,509
SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	22665	2022	\$9,103
SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Construction, Canyon	22715	2027	\$20,856
SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Design, Canyon	21867	2025	\$16,969
SH-55, Indiana Avenue to 10th Avenue, Canyon County	ORN23184	2028	\$23,139
SH-55, Pavement Preservation, Owyhee and Canyon Counties	ORN23163	2028	\$875
SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	20506	2023	\$11,744
SH-69, Pavement Preservation, Kuna to Meridian	22699	2027	\$2,591
SR2S, VRT, Ada County – FY2023	20493	2023	\$171
SR2S, VRT, Ada County – FY2024 and FY2025	21910	2024-2025	\$411

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
All Values in Thousands of Dollars

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Project Name	Key #	Year*	Programmed Cost
SR2S, VRT, Ada County – FY2026	22993	2026	\$218
SR2S, VRT, Ada County – FY2027	ORN23306	2027	\$281
SR2S, VRT, Canyon County – FY2022	22922	2022	\$65
SR2S, VRT, Canyon County – FY2023	22924	2023	\$65
Study, Big Data Purchase, COMPASS	22394	2025	\$150
Study, Chinden Drainage and Design Plan, Garden City	NEW5	PD	\$200
Study, Coordinate Local Waterway-Pathway Plans, COMPASS	NEW6	PD	\$120
Study, Fiscal Impact Analysis, COMPASS	22395	2025	\$60
Ten Mile Road, Victory Road to Overland Road, Meridian	RC0299	2022-2023	\$2,984
Transit - Acquisition of Service, Boise Area, VRT	19691	2022-2026	\$2,015
Transit - Acquisition of Service, Canyon County, VRT	19464c	2021-2022	\$63
Transit - Acquisition of Service, Nampa Area, VRT	19464a	2022-2026	\$1,680
Transit - Fixed Line Service, Rural Areas, TVT	19983	2021-2022	\$800
Transit - Nampa Facility Renovations, TVT	NEW8	2022	\$56
Transit - Nampa Property Acquisition, TVT	20136c	2022	\$1,940
Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	18786	2022-2026	\$9,174
Transit - Operations - Mobility Management, Boise Area, VRT	19041	2022-2026	\$3,570
Transit - Preventive Maintenance and Demand Response, Nampa Area, VRT	18914	2022-2026	\$2,898
Transit - Preventive Maintenance and Paratransit, Boise Area, VRT	19137	2022-2026	\$18,409
Transit - Purchase of Service, Rural Areas, TVT	19464b	2021-2022	\$177
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	18788	2022-2026	\$1,591
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	19122	2022-2026	\$3,320
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	19763	2022	\$3,077
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	20659	2024	\$1,491
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2025	21903	2025	\$1,461
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2026	22393	2026	\$1,431
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2027	22815	2027	\$1,431
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	18781	2022-2026	\$2,094
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	20136e	2023-2026	\$1,424
Transit - Support Vehicle Replacement, TVT	NEW9	2022	\$45
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	22165	2022	\$37,399
US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	20367	2023	\$7,078
US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian	20227	2023	\$3,652
US-95, Parma North City Limit to I-84, Canyon and Payette	ORN23167	2028	\$7,145
US-95, Pavement Preservation, Canyon County	ORN23162	2028	\$1,104
Ustick Road, Ten Mile Road to Linder Road, Meridian	RD207-24	2025	\$3,617
Western Heritage Byway, Swan Falls Road, ACHD	22600	2024-2025	\$5,372

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Major Changes List

Draft FY2022-2028 Regional Transportation Improvement Program (TIP)

For the purpose of this report, "major changes" are defined as new or removed projects, advanced or delayed construction, or the scope changed significantly as compared to the FY2021-2027 TIP. Projects are listed in alphabetical order of project name by funding program.

Bridge Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23188	I-84 and SH-44 Interchange Replacement, Canyon County	FY2028	\$16,225,000

Highway Local Partnerships

Key Number	Project	Year of Funding	Total Programmed Cost
New			
NEW10	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise (also includes federal funds)	FY2024	\$1,733,000
Removed			
20006	Pavement Preservation and ADA, Phase 3, Boise Area – FY2022	FY2022	\$300,000
20683	Roadway and ADA Improvements, Part 3, Boise Area – FY2024	FY2024	\$380,000
21902	Roadway and ADA Improvements, Part 3, Boise Area – FY2025	FY2025	\$380,000
22392	Roadway and ADA Improvements, Part 3, Boise Area – FY2026	FY2026	\$380,000
22927	Roadway and ADA Improvements, Part 3, Boise Area – FY2027	FY2027	\$380,000

Local Transportation Management Area (TMA)

Key Number	Project	Year of Funding	Total Programmed Cost
New			
NEW7	Bicycle and Pedestrian, Permanent Automated Counters, COMPASS	FY2026	\$8,000
NEW	Commuteride, ACHD	FY2027	\$220,000
NEW1	Commuteride, Safety and Security Cameras, Ada County	FY2024	\$48,000
NEW10	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise (also includes Local funds)	FY2024	\$1,733,000
ORN23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	PD	\$1,399,000
NEW	Planning, COMPASS	PD	\$232,000
NEW2	Roadway and ADA Improvements, Boise Area – FY2028	FY2028	\$6,155,000
ORN23306	SR2S, VRT, Ada County - FY2027	FY2027	\$281,000
NEW5	Study, Chinden Drainage and Design Plan, Garden City	PD	\$200,000
NEW6	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	PD	\$120,000
Advanced			
22738	Commuteride, ACHD	PD to FY2026	\$220,000
22385	Pathway, Greenbelt Completion, Boise State	PD to FY2026/2027	\$972,000
Delayed			
13918	Pathway, Rail with Trail, Meridian	FY2022 to FY2024	\$724,000
Scope Change			
20674	Roadway and ADA Improvements, Boise Area – FY2024 (combined with KN 20538)	FY2024	\$5,673,000 \$8,150,000
21896	Roadway and ADA Improvements, Boise Area – FY2025 (combined with KN 21898)	FY2025	\$5,511,000 \$8,069,000
22390	Roadway and ADA Improvements, Boise Area – FY2026 (combined with KN 22391)	FY2026	\$5,511,000 \$8,189,000

Key Number	Project	Year of Funding	Total Programmed Cost
22816	Roadway and ADA Improvements, Boise Area - FY2027 (combined with KN 22817)	FY2027	\$5,514,000 \$7,740,000
Removed			
20538	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	FY2024	\$2,431,000
21898	Roadway and ADA Improvements, Part 2, Boise Area - FY2025	FY2025	\$2,362,000
22391	Roadway and ADA Improvements, Part 2, Boise Area - FY2026	FY2026	\$2,371,000
22817	Roadway and ADA Improvements, Part 2, Boise Area - FY2026	FY2027	\$2,363,000

Local Highway Urban

Key Number	Project	Year of Funding	Total Programmed Cost
Advanced			
13905	10th Avenue ITS and Overlay, Caldwell	PD to FY2026	\$1,993,000
23026	Bicycle/Pedestrian, Permanent Automated Counters, COMPASS	PD to FY2023	\$39,000
22386	Commuteride, ACHD	PD to FY2026	\$55,000

Pavement Preservation/Restoration

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23163	SH-55, Pavement Preservation, Owyhee and Canyon Counties	FY2028	\$875,000
ORN23167	US-95, Parma North City Limit to I-84, Canyon and Payette	FY2028	\$7,145,000
ORN23162	US-95, Pavement Preservation, Canyon County	FY2028	\$1,104,000
Advance			
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	FY2027 to FY2022	\$9,103,000
Scope Change and Advance			
21849	SH-45, SH-78 to Melba Deer Flat Road, Canyon and Owyhee Counties	FY2025 to FY2022	\$9,509,000
Delayed			
22677	Microseals, Front/Myrtle/Broadway, Boise	FY2022 to FY2026	\$1,589,000
20536	Microseals, State/Glenwood/Chinden, Ada County	FY2022 to FY2026	\$2,457,000

Public Transportation*

Key Number	Project	Year of Funding	Total Programmed Cost
New FTA 5311			
NEW8	Transit - Nampa Facility Renovations, TVT	FY2022	\$56,000
New FTA 5339 Rural			
20136a	Commuteride, ACHD, Van Replacements, Canyon County	FY2022	\$228,000
20136c	Transit - Nampa Property Acquisition, TVT	FY2022	\$1,940,000
New State			
NEW9	Transit - Support Vehicle Replacement, TVT	FY2022	\$45,000

Safety

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23181	I-84 and I-184 Signage Replacement, Ada County - FY2024	FY2024	\$500,000
ORN23293	Safety Audit, Signalized Intersections, Nampa	FY2023	\$66,000
ORN23182	SH-44, RWIS near SH-16, Ada County	FY2024	\$500,000

State Highway Capacity

Key Number	Project	Year of Funding	Total Programmed Cost
New			
ORN23184	SH-55, Indiana Avenue to 10th Avenue, Canyon County	FY2028	\$23,139,000
Scope Change			
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Design (and Right-of-Way ONLY), Canyon (combines KN 22715, 22716, and 21867 into two projects with separate key number for design/right-of-way and construction)	FY2025	\$6,884,000 \$17,519,000
22715	SH-55 (Karcher Road), Indiana Avenue to Lake Avenue, Caldwell SH-55 Indiana Avenue to Middleton Road, Construction (ONLY), Canyon (combines KN 22715, 22716, and 21867 into two projects with separate key number for design/right-of-way and construction)	FY2027	\$14,721,000 \$21,328,000
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties (Preliminary engineering, and right-of-way acquisition, and construction only on to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Construction projects will be split out once the phasing is determined. Funds will be used to update the environmental reevaluation, preliminary design through final design, and right-of-way acquisition. (Right-of-way is partially funded and construction is considered "unfunded.")	FY2022	\$133,282,000 \$303,282,000
Remove			
22716	SH-55 (Karcher Road), Lake Avenue to Midway Road, Caldwell	FY2027	\$14,898,000

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APRIL 2021 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p>UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Collected staff input and began development of FY2022 UPWP, including allocating workdays and developing program worksheets. • 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>DEMOGRAPHICS AND GROWTH MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Completed 9 development checklists for Boise, Canyon County, Eagle, Nampa, and Star. • Presented the 2021 population estimates for acceptance by the COMPASS Board of Directors on April 19, 2021.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 11 Facebook messages, 11 Tweets, 11 Instagram messages, and 8 LinkedIn posts. • Tracked issues related to COMPASS and transportation in the news media; distributed one news release, facilitated one interview, and responded to one request for data. • Met with two journalists new to the area to provide an overview of COMPASS on April 28 and 29, 2021. • Updated the COMPASS website. • Hosted a Public Participation Workgroup meeting on April 20, 2021. • Presented on COMPASS to the Nampa Lions Club on April 27, 2021. • Continued the process to update the COMPASS participation plan, due in August 2021. • Began preparing for a public comment period on the updated participation plan, scheduled to begin May 19, 2021. • Presented the draft updated COMPASS participation plan to the Freight Advisory and Environmental Review Workgroups on April 1 and 2, 2021, respectively. • Met with Vince Trimboli, Idaho Transportation Department (ITD), to discuss ITD's podcasts on April 23, 2021.

PROGRAM NO.	
661	<p data-bbox="310 163 716 195">LONG-RANGE PLANNING</p> <p data-bbox="1256 201 1511 233" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="329 237 1511 978" style="list-style-type: none"> • Hosted a Freight Advisory Workgroup meeting on April 1, 2021. • Hosted an Environmental Review Workgroup meeting on April 2, 2021. • Hosted a Regional Transportation Advisory Subcommittee on the Communities in Motion 2050 Funding Policy on April 6, 2021. • Hosted Active Transportation Workgroup meeting on April 9, 2021. • Continued work with a consultant on graphics for <i>Communities in Motion 2050</i>. • Updated CIM 2040 2.0 map of funded projects to reflect the amendments to the plan. • Continued developing the financial analysis for <i>Communities in Motion 2050</i>. • Met with FTA and FHWA about the high-capacity transit project on April 14, 2021. • Hosted a Public Transportation Workgroup meeting on April 16, 2021. • Presented about the Coordinated Plan at the Valley Regional Transit Regional Advisory Council meeting on April 20, 2021. • Hosted the Foundation for Ada/Canyon Trail Systems (FACTS) meeting on April 28, 2021. • Installed and uninstalled one pyro-box counter for Garden City. • Installed and uninstalled one pneumatic tube counter for Garden City. • Replaced "989" batteries on ten (10) permanent Multi-Counters (Eco-Counter).
685	<p data-bbox="310 1016 915 1047">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1052 1511 1083" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="329 1087 1511 1862" style="list-style-type: none"> • Prepared for and attended an Urban Balancing Committee meeting on April 8, 2021. • Attended a quarterly meeting for coordination between staff representing the Idaho Transportation Department (ITD) Public Transportation, Valley Regional Transit, and Ada County Highway District Commuteride on April 22, 2021. • Processed one administrative modification and one amendment to the transportation improvement program. • Met with member agency staff regarding project-specific issues and programming updates. • Developed funding options for a Regional Transportation Advisory Committee recommendation related to new funding through the FY2021 Appropriations and the Coronavirus Response and Relief Supplemental Appropriations Act in the Boise Urbanized Area. • Started the update to the Milestone Report for the June Board packet. • Started developing the draft FY2022-2028 Regional Transportation Improvement Program. • Began working with ITD on a 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application. • Coordinated with the City of Nampa to assist with a 2021 RAISE grant application. • Opened 2021 Local Programs Grants for member agency submissions.

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="329 239 1511 730" style="list-style-type: none"> • Attended COMPASS/VRT quarterly meeting on April 12, 2021. • Attended a stakeholder meeting for the Holly Street realignment project, hosted by the City of Nampa on April 14, 2021. • Attended an advisory committee for the City of Kuna 4th Street improvements on April 14, 2021; however, attendance was cut short due to technical difficulties. • Attended a Transit Provider Meeting, hosted by Valley Regional Transit, on April 16, 2021. • Participated in Boise Economic Development Strategy – Infrastructure/Built Environment focus group on April 20, 2021. • Participated in an Ada County zoning ordinance rewrite / listening session on April 27, 2021. • Met with Ada County Emergency Management & Community Resilience to discuss evacuation plan update.
702	<p data-bbox="310 730 719 764">AIR QUALITY OUTREACH</p> <p data-bbox="1349 768 1515 802" style="text-align: right;">AMY LUFT</p> <ul data-bbox="329 806 1511 1087" style="list-style-type: none"> • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. • Continued placement of billboards and posters on the exterior and interior of Valley Regional Transit buses; these will remain in place through September 2021. • Prepared for the May 1, 2021, start to the “summer” air quality campaign, which will include radio ads, roadside billboards, and targeted digital banner ads. The summer campaign will run through September 30, 2021.
703	<p data-bbox="310 1087 769 1121">GENERAL PUBLIC SERVICES</p> <p data-bbox="1130 1125 1515 1159" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1163 1490 1304" style="list-style-type: none"> • Responded to questions from the public. • Completed five special model runs for proposed developments. Two located in Ada County and three located in Canyon County, thus bringing the total for this fiscal year to 41.
704	<p data-bbox="310 1304 756 1337">AIR QUALITY OPERATIONS</p> <p data-bbox="1300 1341 1515 1375" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 1379 1466 1543" 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.

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 1515 905" style="list-style-type: none"> • Gave presentation to the YMCA Strategy and Community Planning Committee on April 1, 2021. • Attended the Valley Regional Transit Executive Board and Board meetings on April 5, 2021. • Hosted the Caldwell Chamber Transportation Committee meeting on April 5, 2021. COMPASS staff serves as the Chair for this committee. • Attended the Meridian Transportation Commission on April 5, 2021. • Met with Shandy Lam, Ada County Highway District's new Chief Communication Officer, on April 6, 2021. • Attended the Valley Regional Transit State Street Technical Team meeting on April 8, 2021. • Attended the Valley Regional Transit Regional Vanpool Study meeting on April 13, 2021. • Attended a Boise Chamber Transportation Committee meeting on April 15, 2021. • Attended the Idaho Transportation Board meeting on April 22, 2021. • Presented to the Project Management Institute on April 28, 2021. • Prepared an award nomination for the National Association of Regional Councils.
760	<p data-bbox="310 905 703 938">LEGISLATIVE SERVICES</p> <p data-bbox="1304 942 1515 976" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 980 1515 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. • Participated in National Association of Regional Councils' (NARC) Executive Directors virtual meeting on April 9, 2021. Purpose of the meeting was to discuss upcoming conferences and policy and legislative issues facing MPOs, councils of governments (COGs) and regional councils. • Participated in Intermountain West COG/MPO Executive Directors' virtual meeting on April 23, 2021. Purpose of the meeting was to identify and discuss common policy challenges facing COGs and MPOs in the Intermountain West (Arizona, Colorado, Idaho, Utah, Nevada, New Mexico) with the goal of pursuing joint legislative efforts.
761	<p data-bbox="310 1581 675 1614">GROWTH INCENTIVES</p> <p data-bbox="1312 1619 1515 1652" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 1656 873 1684" 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 1045" style="list-style-type: none"> • Participated in the Leadership Boise program. • Attended an Eno Center for Transportation "Rapid Response Webinar: Biden's American Jobs Plan and Transportation" on April 1, 2021. • Attended TRB virtual "Measuring and Managing Freight System Resilience" workshop on April 6-8, 2021. • Attended FEMA Region 10 webinar "Land Use Solutions to Support Mitigation Planning in Idaho" on April 15, 2021. • Attended Streetlight webinar "Western Street Light Projects" on April 20, 2021. • Attended FHWA webinar, "Rail Freight Growth Opportunities and Challenges" on April 21, 2021. • Attended Bentley webinar "CUBE Land for Integrated Land Use and Transportation Modeling" on April 29, 2021. • Attended FHWA virtual "Annual International Urban Freight Roundtable" on April 27, 2021. • Attended APA webinar "Planning for Infrastructure Resilience: From Aging Infrastructure to Climate Change" on April 30, 2021. • Attended "The Conference for Administrative Assistants," April 29 and 30, 2021. • Attended a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) "How to Apply" training on April 28, 2021. • Attended MPO Forum on Technology and Transportation sponsored by AMPO on April 29, 2021.
820	<p data-bbox="310 1050 675 1083">COMMITTEE SUPPORT</p> <p data-bbox="1300 1087 1511 1121" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 1125 1430 1188" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p data-bbox="310 1192 899 1226">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1130 1230 1511 1264" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1268 1479 1650" 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. • Developed and provided the Interagency Consultation Committee the draft project list in preparation for air quality conformity demonstration for the Regional Transportation Improvement Program (applies to northern Ada County only). • Conducted special model runs, the benefit-cost analysis, and updated the written summary for the Linder Road Overpass project. • Continued to review and update key inputs needed to update the regional travel demand model.
838	<p data-bbox="310 1654 678 1688">TRAVEL DATA SURVEY</p> <p data-bbox="1130 1692 1511 1726" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 1730 1487 1764" style="list-style-type: none"> • Completed the scope of work and initiated the contract with the consultant.

PROGRAM NO.	
842	<p data-bbox="310 163 938 195">CONGESTION MANAGEMENT PROCESS</p> <p data-bbox="1130 201 1515 233" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="329 237 1466 373" style="list-style-type: none"> • Completed the draft of the 2020 Treasure Valley Congestion Management Annual Report. • Reviewed the existing condition memo for the I-84 Operations Study. • Met with the I-84 Operations stakeholder group on April 23, 2021.
860	<p data-bbox="310 415 1281 447">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE</p> <p data-bbox="1243 453 1515 485" style="text-align: right;">ERIC ADOLFSON</p> <ul data-bbox="329 489 1503 1050" 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. • Developed an online mapping tool to assist in looking up fiscal impact analysis "areas". • Developed a prototype online version of the fiscal impact calculator. • Delivered the building footprints and vegetation data from Lidar project. • Compared ways to identify activity centers using the regional travel demand model outputs and employment levels. • Continued work on <i>Communities in Motion 2050</i> Vision map. • Delivered data to City of Boise and Canyon County. • Began work on updated Current Land Use layer. • Continued to provide development checklist reports. • Sold four sections of contour and orthophotography. • Completed maps for Golden Gate Highway District No. 3.
991	<p data-bbox="310 1056 761 1087">SUPPORT SERVICES LABOR</p> <p data-bbox="1300 1094 1515 1125" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 1129 1498 1262" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency. • Continued work to update COMPASS' Environmental Justice, Limited English Proficiency, and Title VI plans.

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MAY 2021 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="297 216 1409 279">UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT AND FEDERAL ASSURANCES</p> <p data-bbox="1304 285 1511 310" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 317 1490 520" style="list-style-type: none"> • Continued development of the draft FY2022 UPWP, including allocating workdays and developing program worksheets. • 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="297 531 1057 556">DEMOGRAPHICS AND GROWTH MONITORING</p> <p data-bbox="1295 569 1511 594" style="text-align: right;">CARL MILLER</p> <ul data-bbox="329 600 1490 772" style="list-style-type: none"> • Completed 10 development checklists for Boise, Caldwell, Eagle, Meridian, Middleton, Nampa, and Star. • Continuing development of the CIM 2050 demographic allocation. • Reviewed the CIM 2050 Vision process with the Regional Transportation Advisory Committee (RTAC) on May 26, 2021.
653	<p data-bbox="297 783 894 808">COMMUNICATION AND EDUCATION</p> <p data-bbox="1352 821 1511 846" style="text-align: right;">AMY LUFT</p> <ul data-bbox="329 852 1511 1306" style="list-style-type: none"> • Posted 11 Facebook messages, 11 Tweets, 11 Instagram messages, and 8 LinkedIn posts. • Tracked issues related to COMPASS and transportation in the news media; distributed one news release, facilitated one interview, and responded to one request for information from the news media. • Updated the COMPASS website. • Hosted a Public Participation Workgroup meeting on May 4, 2021. • Opened a public comment period on the draft updated COMPASS Participation Plan on May 19, 2021. The public comment period will remain open through July 5, 2021. • Met with Rosemary Curtin, RBCI, to discuss podcasts on May 3, 2021. • Participated in an Association of Metropolitan Planning Organizations (AMPO) Public Involvement Working Group "coffee chat" on May 11, 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 1511 1331" style="list-style-type: none"> • Met with ACHD, Boise, Caldwell, Meridian, Nampa, and VRT staff to discuss a locally favored high-capacity transit option. • Hosted a Regional Transportation Advisory Subcommittee on the <i>Communities in Motion 2050</i> Funding Policy on May 4, 2021. • Hosted Active Transportation Workgroup meeting on May 10, 2021. • Hosted APBP Webinar on May 19, 2021. • Continued work with a consultant on graphics for <i>Communities in Motion 2050</i>. • Continued developing the financial analysis for <i>Communities in Motion 2050</i>. • Presented on the COMPASS counter program to the Nampa Bicycle and Pedestrian Advisory Committee on May 13, 2021. • Hosted a Public Transportation Workgroup meeting on May 17, 2021. • Presented about the Pathways and Waterways project proposal to the Garden City Waterways and Park Committee on May 25, 2021. • Hosted the Foundation for Ada/Canyon Trail Systems (FACTS) meeting on May 26, 2021. • Installed three TrafX infrared counters for Boise Parks & Rec. • Installed three PyroBox counters for the City of Nampa. • Installed, uninstalled, and processed one time-lapse camera counter for Garden City. • Participated in an interview with the Transit Cooperative Research Program for a case study on the coordination of public transportation investments with affordable housing policies on May 10, 2021. • Developed an outline for the web-based <i>Communities in Motion 2050</i> plan and began writing technical documents. • Hosted a meeting of the Fiscal Impact Subcommittee on May 11, 2021. Requested recommendation of the COMPASS Fiscal Impact Tool (FIT) User Policy from the Regional Transportation Advisory Committee (RTAC) on May 26, 2021. • Hosted a meeting of the Complete Network RTAC Subcommittee on May 19, 2021. Reviewed the Complete Network policy RTAC on May 26, 2021.
685	<p data-bbox="310 1331 915 1365">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1369 1511 1402" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="329 1407 1511 1860" style="list-style-type: none"> • Processed three administrative modifications and one amendment to the regional transportation improvement program. • Met with member agency staff regarding project-specific issues and programming updates. • Completed the update to the Milestone Report for the June Board packet. • Continued developing the draft FY2022-2028 Regional Transportation Improvement Program. • Worked with ITD, Garden City, and Nampa on 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant applications. • Closed 2021 Local Programs Grants for member agency submissions and began the paired comparison period, ending May 24, 2021. • Held optional RTAC workshop to introduce Local Programs grant application projects.

PROGRAM NO.	
701	<p data-bbox="310 163 870 195">GENERAL MEMBERSHIP SERVICES</p> <p data-bbox="1256 201 1511 233" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="329 237 1495 407" style="list-style-type: none"> • Met with ITD to discuss SH-55 north of SH-44/State Street on May 3, 2021. • Participated in the ITD/COMPASS quarterly meeting on May 12, 2021. • Developed a fact sheet on the value of COMPASS membership. • Attended a Transit Provider Meeting, hosted by Valley Regional Transit, on May 21, 2021.
702	<p data-bbox="310 415 719 447">AIR QUALITY OUTREACH</p> <p data-bbox="1349 453 1511 485" style="text-align: right;">AMY LUFT</p> <ul data-bbox="329 489 1511 726" style="list-style-type: none"> • Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. • Continued placement of billboards and posters on the exterior and interior of Valley Regional Transit buses; these will remain in place through September 2021. • Began the summer air quality outreach campaign on May 1, 2021. The summer campaign will run through September 30, 2021.
703	<p data-bbox="310 735 769 766">GENERAL PUBLIC SERVICES</p> <p data-bbox="1122 772 1511 804" style="text-align: right;">MARY ANN WALDINGER</p> <ul data-bbox="329 808 1490 936" style="list-style-type: none"> • Responded to questions from the public. • Completed four special model runs for proposed developments; three located in Ada County and one located in Canyon County, bringing the total for this fiscal year to 45 special model runs.
704	<p data-bbox="310 945 756 976">AIR QUALITY OPERATIONS</p> <p data-bbox="1300 982 1511 1014" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 1018 1495 1220" style="list-style-type: none"> • Worked with software vendor to begin implementing updates to the process for receiving and updating data in the AQB system with data received from the ITD GEM software system so that testing notifications can be properly processed. • 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 1515 235" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 239 1515 978" style="list-style-type: none"> • Attended the Valley Regional Transit Executive Board meeting on May 3, 2021. • Hosted the Caldwell Chamber Transportation Committee meeting on May 3, 2021. COMPASS staff serves as the Chair for this committee. • Attended the Meridian Transportation Commission on May 3, 2021. • Attended ACHD Bicycle Advisory Committee on May 3, 2021. • Attended ACHD Pedestrian Advisory Group meeting on May 20, 2021. • Attended Nampa Bicycle and Pedestrian Advisory Group on May 13, 2021. • Attended Boise State Hazard and Climate Resilience Institute monthly meeting on May 14, 2021. • Attended the Valley Regional Transit Regional Advisory Committee meeting on May 18, 2021. • Attended the Valley Regional Transit State Street Technical Team meeting on May 18, 2021. • Attended the Idaho Transportation Board meeting on May 20, 2021. • Attended a Boise Chamber Transportation Committee meeting on May 20, 2021. • Attended a Boise City Club Virtual Conversation, "Idaho's Longest Legislative Session: The Aftermath," on May 26, 2021. • Attended a WTS "lunch and learn" presentation on the value of diversity in the workplace on May 25, 2021.
760	<p data-bbox="310 1010 703 1043">LEGISLATIVE SERVICES</p> <p data-bbox="1304 1050 1515 1083" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 1087 1515 1367" 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 1367 675 1400">GROWTH INCENTIVES</p> <p data-bbox="1312 1407 1515 1440" style="text-align: right;">MATT STOLL</p> <ul data-bbox="329 1444 873 1478" style="list-style-type: none"> • No significant activity this month.
801	<p data-bbox="310 1472 667 1505">STAFF DEVELOPMENT</p> <p data-bbox="1304 1512 1515 1545" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 1549 1515 1864" style="list-style-type: none"> • Participated in the Leadership Boise program. • Attended an FHWA webinar "Engaging Traditionally Underserved Communities using Virtual Public Involvement" on May 4, 2021. • Attended virtual American Planning Association's National Planning Conference on May 5-7, 2021. • Attended a Department of Transportation webinar "Preparing a Benefit Cost Analysis for a RAISE Application" on May 6, 2021. • Attended an HDR webinar, "The Great Public Engagement Shift," on May 27, 2021.
820	<p data-bbox="310 1864 672 1898">COMMITTEE SUPPORT</p> <p data-bbox="1304 1904 1515 1938" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="329 1942 1433 2003" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.

PROGRAM NO.	
836	<p>REGIONAL TRAVEL DEMAND MODEL</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Continued to provide modeling assistance to member agencies. • Began development of the model networks for air quality conformity demonstration for the Regional Transportation Improvement Program (applies to northern Ada County only). • Completed travel demand model runs for the 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for US 20/26, I-84 to Middleton. • Developed the base and future year model networks for the new “feedback” model.
838	<p>TRAVEL DATA SURVEY</p> <p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> • Attended the Travel Data Survey kick-off meeting with the consultant team.
842	<p>CONGESTION MANAGEMENT PROCESS</p> <p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> • Updated the Congestion Management Toolkit. • Shared the Congestion Management Toolkit with the Public Transportation Workgroup. • Developed draft goals and strategies for the I-84 Corridor Operations Plan.
860	<p>GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE</p> <p style="text-align: right;">ERIC ADOLFSON</p> <ul style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Continued Complete Streets Network Policy project mapping and data support. • Continued work on <i>Communities in Motion 2050</i> Vision map. • Continued work on updated Current Land Use layer. • Continued to provide development checklist reports. • Updated the Regional Impact Area Data. • Filled three Lidar orders. • Filled one contour/orthoimagery data order. • Continued to update the bike/ped network (for example: new sidewalks) • Attended the Building Footprints meeting with the Cities of Boise and Meridian. • Filled three data requests – VRT/Fairview, Ada County TAP, Canyon Highway District. • Began Regional Data Center Software Updates.
991	<p>SUPPORT SERVICES LABOR</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency. • Continued work to update COMPASS’ Environmental Justice, Limited English Proficiency, and Title VI plans.

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BOARD AGENDA ITEM VI-B

Date: JUNE 21, 2021

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

April Air Quality Monitoring:

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

Moderate Category:

- Two days were attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County.
- One day was attributable to fine particulate matter (PM_{2.5}) recorded in Canyon County and Ozone (O₃) recorded in Ada County.
- One day was attributable to coarse particulate matter (PM₁₀) recorded in Canyon County

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	248	97	21	366
2021	100	20	0	120

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

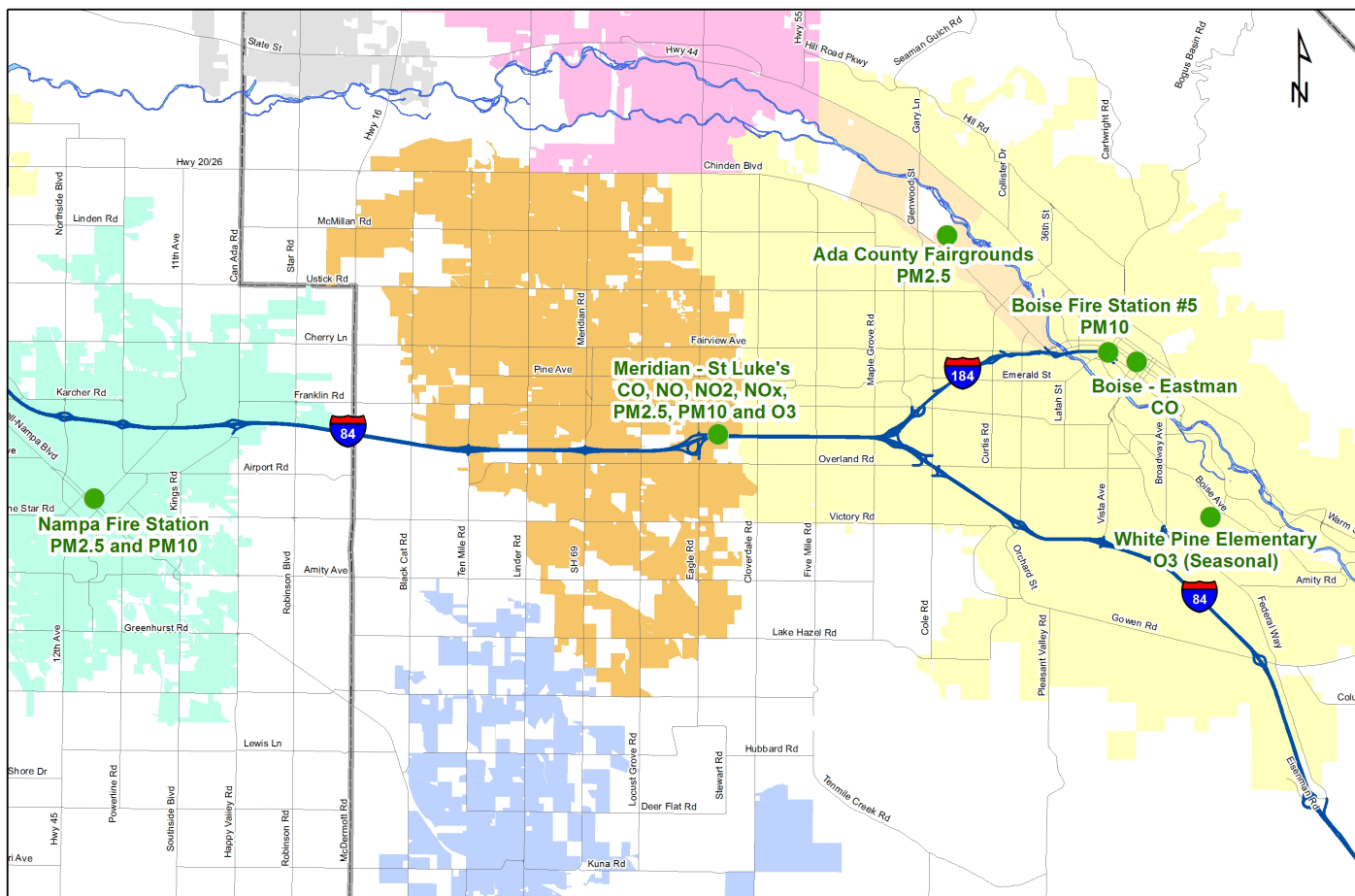


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

- 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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BOARD AGENDA ITEM VI-B

Date: JUNE 21, 2021

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

May Air Quality Monitoring:

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

Moderate Category:

- One day was attributable to fine particulate matter (PM_{2.5}) recorded in Ada County.
- One day was attributable to Ozone (O₃) recorded in Ada County.
- One day was attributable to coarse particulate matter (PM₁₀) recorded in Canyon County.

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	248	97	21	366
2021	128	23	0	151

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

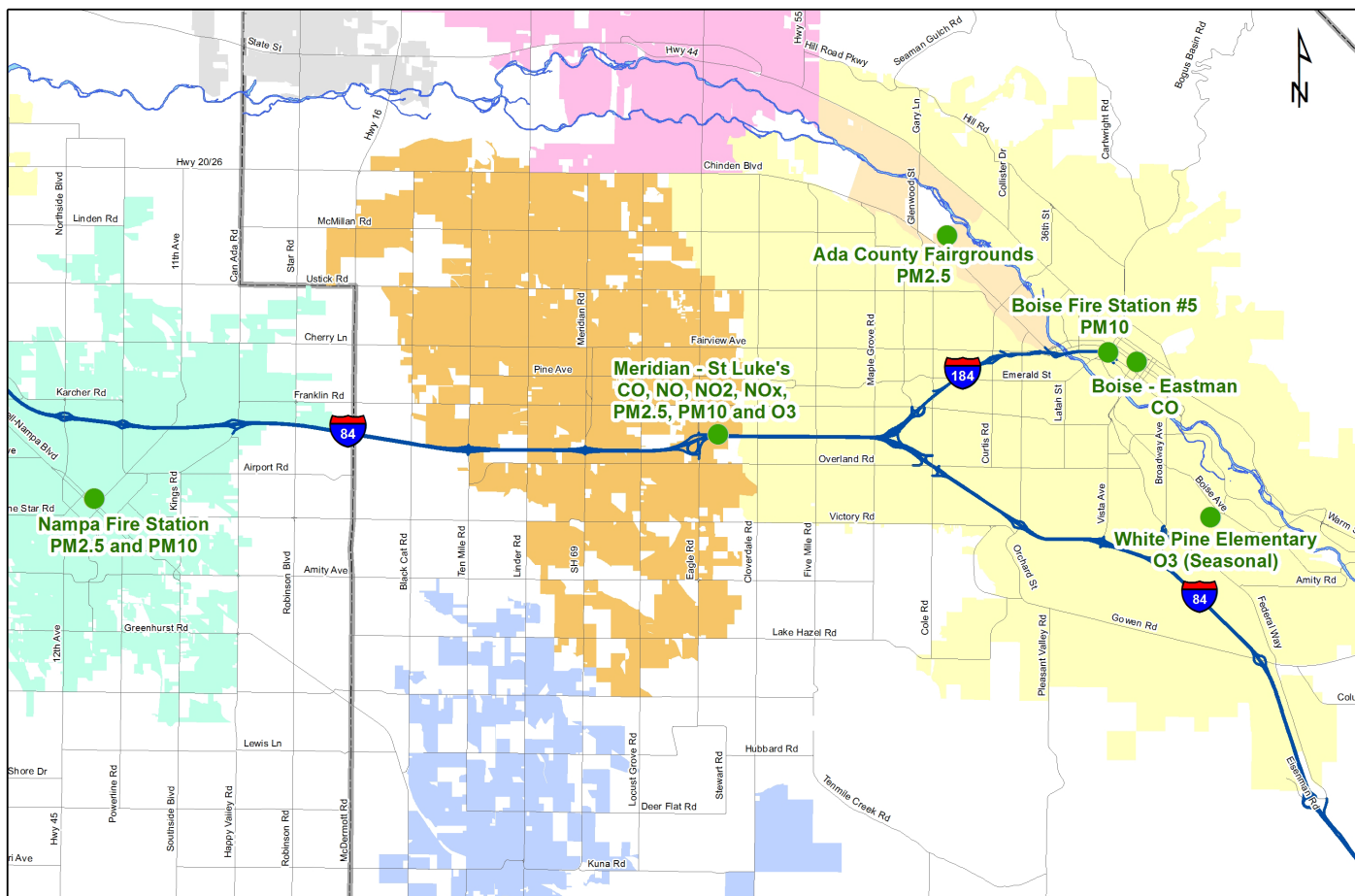


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

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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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	1	1	1								5
<i>Ada County/J. Boal/B.Moore/S.Yarrington</i>	1	1	1	1	1								5
<i>Boise State/D. Alexander</i>	1	1	1	1	0								4
<i>Canyon County/K.Dahl/S.Fultz/D.Lister</i>	1	0	1	0	1								3
<i>Canyon Highway District #4/L. Riccio</i>	1	1	0	1	1								4
<i>City of Boise/K. Gallagher/B. Brush</i>	1	1	1	1	1								5
<i>City of Caldwell/A. Lively</i>	1	1	1	1	1								5
<i>City of Eagle/N. Baird Spencer/B. Vaughan</i>	1	1	1	1	1								5
<i>City of Garden City/J. Thornborrow</i>	1	0	0	0	0								1
<i>City of Greenleaf L. Belt</i>	1	0	1	1	1								4
<i>City of Kuna/J. Hellman</i>	1	1	1	1	1								5
<i>City of Melba/D. Romine</i>	1	1	1	0	0								1
<i>City of Meridian/C. Hood/B. McClure/A.Christy</i>	1	1	1	1	1								5
<i>City of Middleton/B. Crofts</i>	1	1	0	0	1								3
<i>City of Nampa/J. Barnes/C. Bowman/R. Ashby</i>	1	1	1	1	1								5
<i>City of Notus/TBD</i>	0	0	0	0	0								0
<i>City of Parma/A. Lee</i>	0	0	0	0	0								0
<i>City of Star/S. Nickel</i>	0	1	0	0	1								2
<i>City of Wilder/TBD</i>	0	0	0	0	0								0
<i>Golden Gate Highway District. # 3/TBD</i>	1	1	1	0	0								3
<i>IDEQ/M. Toole</i>	1	1	1	1	1								5
<i>ITD/J. Coonce</i>	1	1	1	1	1								5
<i>Public Participation Committee/Lara Disney</i>	0	0	0	0	1								1
<i>Valley Regional Transit/S. Hunt</i>	0	1	1	1	1								4
<i>Central District Health/R. Howarth</i>	0	0	0	0	0								0
<i>Governor's Office/TBD</i>	1	0	0	0	0								1

BOARD AGENDA ITEM VI-D

Date: June 21, 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 October 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.

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Project Milestone Report

As of 5/24/21; 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
Design is underway.		\$82,000		Obligated	N/A	
Capital Maintenance, Phase 1, Boise Area - FY2021 (KN 18701)	ACHD	2014	\$5,442,000	2019	N/A	2021
Construction State/Local agreement is executed. Bidding process has started.		\$6,259,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 2, Boise Area - FY2020 (KN 19887)	ACHD	2017	\$1,682,000	2018	N/A	2020
Construction is underway.		\$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 June 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 is underway.		\$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 is underway.		\$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 is approved.		\$320,000		Obligated	N/A	Obligation in Process
Commuteride, Rideshare Program, Boise and Nampa Areas (KN CPA3 - 20260)	ACHD	2019	\$1,650,000	N/A	N/A	2021-PD
Project funds \$220,000 each year in the Boise Urbanized Area and \$55,000 each year in the Nampa Urbanized Area. (FY2021 funds were advanced to FY2020)		\$1,650,000		N/A	N/A	2021 Obligated
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)

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Commuteride, Van Replacements, Canyon County - FY2019-2021 (KN 20136a)	ACHD / ITD-PT	2019	\$1,062,000	N/A	N/A	2019-2022
\$275,000 will be used to purchase vans in 2021.		\$1,062,000		N/A	N/A	2019-2021 Obligated
Commuteride, Van Replacements, Nampa Area - FY2018 (KN 20153)	ACHD / VRT	2017	\$336,000	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
Construction is underway.		\$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
Started 75% design phase in May 2021.		\$5,555,000		2021 Obligated	Obligated	
Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian (RC0133)	ACHD	2021	\$3,052,000	2021-2022	2021-2022	2023
Submittal of 75% design phase scheduled for end of June 2021.		\$3,052,000		2021 Obligated	2021 Obligated	
Five Mile Road Overpass and Widening, NEPA, Boise	ACHD	2021	\$2,686,000	2021-2023	2024-2025	N/A
		\$2,686,000		2021 Obligated		N/A
Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County (RD207-29)	ACHD	2020	\$6,666,000	2021-2022	2021-2023	2025
Submittal of 75% design phase scheduled for end of June 2021.		\$7,269,000		2021 Obligated	2021 Obligated	
Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (RD209-28)	ACHD	2020	\$7,705,000	2021-2023	2021-2022	2024
Submittal of 75% design phase scheduled for end of July 2021.		\$6,100,000		2021 Obligated	2021 Obligated	
Orchard Street Realignment, Gowen Road to Victory Road, Boise (KN RD207-01)	ACHD	2018	\$6,066,000	2019-2021	2022-2023	2023-2024
Submittal of 75% design phase scheduled for end of October 2021.		\$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	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
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
Design is underway.		\$209,000		Obligated	N/A	
Railroad Crossing, Benjamin Lane, Boise (KN 20537)	ACHD / ITD	2018	\$330,000	2021	N/A	2022
Finalizing Design/Construction State/Local agreement.		\$320,000		Obligated	N/A	
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	N/A	
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	N/A	
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	N/A	
Ustick Road, Ten Mile Road to Linder Road, Meridian (KN RD207-24)	ACHD	2021	\$3,717,000	2021-2022	2023	2025
Project concept is underway.		\$3,717,000		2021 Obligated		
Bicycle Parking, Covered Bicycle Facility, Boise State (KN 21913)	Boise State	2018	\$42,000	2019	N/A	2019 & 2021
State and Local Agreements have been executed (Boise State and ITD). Both projects (KN 21913 and KN 20095) will be advertised in the coming weeks (as of mid-May 2021).		\$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
State and Local Agreements have been executed (Boise State and ITD). Both projects (KN 21913 and KN 20095) will be advertised in the coming weeks (as of mid-May 2021).		\$72,000		Obligated	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
10th Avenue ITS and Overlay, Caldwell (KN 13905)	Caldwell	2014	\$1,477,000	2018	N/A	PD
Project is currently in the preliminary design stage, and the consultant is working on the environmental documents.		\$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
Project is in the final design stage. The right-of-way plans are complete and property acquisition has begun.		\$950,000		2014-2018 Obligated	Obligation in process	
Pedestrian Improvements and Widening, Montana Avenue, Caldwell (KN 22018)	Caldwell	2019	\$656,000	2020	N/A	PD
The State/Local agreement is signed. Design will begin soon.		\$598,000		Obligated	N/A	
South 4th Avenue, Indian Creek Bridge, Caldwell (KN 22593)	Caldwell	2020	\$1,773,000	2020-2021	N/A	2021
The final design package is submitted. Still awaiting approval of the environmental report.		\$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
Project is expected to go out for bid by the end of 2021 and start construction in early 2022. Construction is expected to be complete by the fall 2022.		\$5,000,000		N/A	N/A	Obligated
Highway 30, Sand Hollow Road to SH-44, Canyon County (KN 19951)	Canyon Highway District	2017	\$3,089,000	2018-2019	2021	PD
Final permits and the plans, specifications, and engineer's estimates package are anticipated soon.		\$2,434,000		2018-2019 Obligated	Obligated	
Homedale Road, Curve Improvements, Canyon Highway District (22878)	Canyon Highway District	2021	\$999,000	2021	2023	2024
The consultant selection process is underway.		\$999,000		Obligated		

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
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
The concept/charter is approved. Awaiting additional funds to issue the next phase of the design contract.		\$1,279,000		Obligated	N/A	
Old Highway 30, Plymouth Street Bridge, Caldwell (KN 13494)	Canyon Highway District / Caldwell	2013	\$11,063,000	2015-2019	2022	2023
The consultant is working on finalizing the environmental documents.		\$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.		\$7,650,000		2021 Obligated	N/A	N/A
Planning, Travel Survey Data Collection, COMPASS (KN 19303)	COMPASS	2018	\$850,000	2020-2021	N/A	N/A
Project is underway.		\$850,000		2020-2021 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 and scheduled for completion in October 2021.		\$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
The final design review for this project is complete. The consultant is working on revisions to the plans, specifications, and engineer's estimate packets. Right-of-way acquisition is complete. Project is companioned with KN 22101 for efficiency.		\$2,194,000		Obligated	Obligated	
Peckham Road Intersections, Canyon County (KN 22101)	Golden Gate HD	2019	\$434,000	2020	N/A	2022
Design approval was granted on March 16, 2021. The consultant is currently working on the final design plans. Project will be companioned with KN 13964 (above) for efficiency.		\$399,000		Obligated	N/A	

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Bridge Rehabilitation, Ada and Canyon Counties - FY2019 (KN 19442)	ITD	2015	\$3,967,000	2016	N/A	2019
Bridge joint work expect to complete summer 2021. This key number is not in Ada county.		\$3,575,000		Obligated	N/A	Obligated
Culvert Replacements, Canyon County (KN 22258)	ITD	2019	\$274,000	2020	N/A	2021
Scope change is underway.		\$188,000		Obligated	N/A	
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, 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	Obligated
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	Obligated
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	Obligated
I-84, Franklin Boulevard to Northside Boulevard, Nampa (KN 20798)	ITD	2018	\$76,313,000	2018	N/A	2018-2019
Design is shown under KN 20315. Construction is underway. Northside Interchange is open as of May 9, 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	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, 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	Obligated
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 July 2021.		\$68,497,000		N/A	N/A	Obligated
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	Obligated
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 summer 2021. (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
Environmental Document is complete. Franklin to Karcher will be under construction in 2021, but Centennial to Franklin does not have design/construction funds.		\$1,000,000		Obligated	N/A	N/A
I-84, Middleton Road and Ustick Road Overpasses, Canyon County (KN 22154)	ITD	2018	\$6,164,000	2019-2021	2020	2021
Construction on the Middleton Road overpass is complete as of April 2021. Ustick Overpass will be re-designed to include a five-lane bridge structure. This project will be split into two construction key numbers (KN): KN 22618 Middleton Overpass and KN 22619 Ustick Overpass.		\$15,500,000		Obligated	Obligated	Obligated
I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon (KN 20060)	ITD	2016	\$1,365,000	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
Construction has started and is expected to be complete by July 2021.		\$16,800,000		N/A	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
I-84, Ustick Road Overpass, Canyon County (22619)	ITD	2020	\$15,375,000	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	Obligated
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	
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	Obligated	N/A
SH-21, Technology Way to Surprise Way, Boise (KN 20428)	ITD	2018	\$4,150,000	2018-2021	N/A	2022
Plans, specifications, and engineer's estimate package was submitted March 31, 2021. Project is expected to be bid in fall/winter for construction in 2022.		\$6,250,000		Obligated	N/A	
SH-44 (State Street) and SH-55 (Eagle Road) Intersection Improvement, Eagle (KN 13476)	ITD	2016	\$8,949,000	2013-2019	N/A	2021
Construction is underway.		\$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	\$12,024,000	2018-2021	2021	2024
Design is underway.		\$8,700,000		Obligated		

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
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 late 2022.		\$2,500,000		Obligated	N/A	N/A
SH-45 and Locust Lane Intersection, Nampa (KN 22717)	ITD	2020	\$2,688,000	2021-2022	2023	2027
In scoping phase, design is expected to begin soon.		\$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	
SH-55 (Eagle Road), Meridian Towne Center, Meridian (KN 13349)	ITD	2012	\$5,641,000	2014-2016	N/A	2017 & 2021
State Tax Anticipated Revenue (STAR) agreement. Adding third lane southbound on Eagle Road from River Valley Street to Franklin Road in the City of Meridian. Anticipate construction to begin July/August 2021.		\$6,623,000		Obligated	N/A	2017 Obligated 2021 Partially 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	\$14,897,000	2021-2022	2023	2027
Preliminary design and environmental study is underway. See SH-55, Pear Lane to Middleton Road Corridor Study.		\$14,898,000				
SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa (KN 21867)	ITD	2019	\$6,884,000	2021-2022	2021	2025
Preliminary design and environmental study is underway. See SH-55, Pear Lane to Middleton Road Corridor Study.		\$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. (no update available)		\$280,000		Obligated	N/A	N/A

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Study, SH-55, Pear Lane to Middleton Road, Canyon County (KN 21906)	ITD	2019	\$2,772,000	2019	N/A	N/A
Study is underway. Expect completion in July 2021.		\$2,337,000		Obligated	N/A	N/A
US 20/26 (Chinden), I-84 to Middleton Road, Canyon County (KN 22165)	ITD	2019	\$35,625,000	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 July/August 2021.		\$14,350,000		Obligated	N/A	Obligated (??- can't tell in OTIS)
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
US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County (KN 20367)	ITD	2017	\$11,158,000	2018-2021	2020-2021	2023
No update available.		\$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	\$11,158,000	2018 & 2021	2021	PD
Design is underway. To be companioned with KN 20227.		\$5,550,000		Obligated	Obligated	
Pathway, Rail with Trail, Meridian (KN 13918)	Meridian	2014	\$724,000	2016-2018	2022	2024
The City is currently pursuing a land trade to procure final right-of-way for this project. Holding until permission can be obtained. Project recommended by RTAC to delay to FY2024.		\$575,000		Obligated		
Middleton Road and Cornell Street, Intersection Improvements, Middleton (KN 20430)	Middleton	2017	\$560,000	2020	N/A	2021
The pre-construction meeting was held early May 2021. Work is anticipated to begin in June 2021.		\$303,000		Obligated	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
South Cemetery Road, SH-44 to Willow Creek, Middleton (KN 12048)	Middleton	2009	\$4,683,000	2010-2018	2019	2021
All bridge work is complete, and roads are being prepared for asphalt. Anticipated completion date is in June 2021.		\$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
No update available.		\$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. (no update available)		\$675,000		Obligated	N/A	Obligated
Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa (KN 22102)	Nampa	2019	\$1,955,000	2020-2021	N/A	2022
The consultant is currently working on the concept report.		\$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
The consultant is currently working on the concept report.		\$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
Construction contract is awarded. Work is anticipated to be complete by fall 2021.		\$1,281,000		Obligated	N/A	Obligated
Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa (KN 22132)	Nampa	2018	\$454,000	2020-2021	N/A	PD
The project is in the scoping and negotiations process with the selected consultant.		\$364,000		Obligated	N/A	
Lone Star Road and Middleton Road, Intersection Improvements, Nampa (KN 20613)	Nampa	2019	\$2,659,000	2018	N/A	2020-2021
Construction is underway. The anticipated completion date is in summer 2021.		\$1,501,000		Obligated	N/A	Obligated
Pathway, Grimes Pathway, Nampa (KN 22076)	Nampa	2019	\$296,000	N/A	N/A	2020-2021
Construction contract is awarded. Work is anticipated to begin in June 2021 and be complete by fall 2021.		\$264,000		N/A	N/A	Obligated

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa (KN 20141)	Nampa	2017	\$567,000	2018	N/A	2019
The construction contract is awarded. Work is anticipated to begin in June 2021.		\$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
Construction contract is awarded. Work is anticipated to be complete by fall 2021.		\$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
Construction contract is awarded. Work is anticipated to be complete by fall 2021.		\$533,000		Obligated	N/A	Obligated
Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa (KN 19855)	Nampa/VRT	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
The design consultant was selected, and negotiations are underway.		\$492,000		Obligated	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. No update available.		\$50,000		Obligated	N/A	Obligated
Study, Northside Boulevard, Karcher Road to Birch Lane, NEPA, Nampa (KN NAM01)	Nampa	2021	\$290,000	2020-2021	N/A	N/A
Study is underway.		\$290,000		Obligated	N/A	N/A
Study, SH-45 Realignment Alternatives Analysis, NEPA, Nampa (KN 23071)	Nampa	2020	\$405,000	2020-2021	N/A	N/A
Study is underway.		\$405,000		2021 Obligated	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
No update available.		\$1,600,000		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 - Nampa Transit-Oriented Development, Design and Property, TVT (KN 19380a)	TVT / ITD PT	2019	\$860,000	N/A	N/A	2021
No update available.		\$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
No update available.		\$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
Transit - Vehicle Replacements, Rural Areas, TVT (KN 20136b)	TVT / ITD PT	2021	\$158,000	N/A	N/A	2021
No update available.		\$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. Project is still active; funds are being drawn down.		\$150,000		N/A	N/A	Obligated (Transferred to FTA)
Capital Maintenance, VRT, Boise- FY2019 (KN 18847)	VRT	2015	\$1,317,000	N/A	N/A	2019-2020
Anticipated delivery of buses: November 2021.		\$1,145,000		N/A	N/A	Obligated
Pedestrian Improvements, Historic North Nampa Pathway, Nampa (KN 19959)	VRT / Nampa	2017	\$590,000	N/A	N/A	2019
Grant dollars being spent per project scope.		\$590,000		N/A	N/A	Obligated
Planning and Mobility Implementation, VRT, Nampa Area (KN 18842)	VRT	2019	\$6,661,000	N/A	N/A	2021-2026
Grant dollars being spent per project scope.		\$2,268,000		N/A	N/A	2021 Obligated
Planning and Mobility Management, VRT, Boise Area (KN 18854)	VRT	2019	\$7,311,000	N/A	N/A	2021-2026
Grant dollars being spent per project scope.		\$6,048,000		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
SR2S, VRT, Ada County - FY2019 and FY2020 (KN 13912)	VRT	2015	\$328,000	N/A	N/A	2019
Originally started as one year of funding and later combined two projects for two years of funding. Grant dollars being spent per project scope.		\$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. Grant dollars being spent per project scope.		\$159,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2019 (KN 22029)	VRT/ITD	2019	\$65,000	N/A	N/A	2019
No update available.		\$65,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2020 (KN 22030)	VRT/ITD	2019	\$65,000	N/A	N/A	2020
No update available.		\$65,000		N/A	N/A	Obligated
SR2S, VRT, Canyon County - FY2021 (KN 22031)	VRT/ITD	2019	\$65,000	N/A	N/A	2021
Grant dollars being spent per project scope.		\$65,000		N/A	N/A	Obligated
Transit - Above and Beyond ADA Paratransit, Nampa Area (KN 20043)	VRT/TVT	2018	\$590,000	N/A	N/A	2018-2019
Grant dollars being spent per project scope.		\$1,596,000		N/A	N/A	Obligated
Transit - Acquisition of Service, Boise Area (KN 19691)	VRT/ITD PT	2020	\$2,346,000	N/A	N/A	2021-2026
Grant dollars being spent per project scope.		\$2,244,000		N/A	N/A	
Transit - Acquisition of Service, Canyon County (KN 19464c)	VRT / ITD PT	2021	\$126,000	N/A	N/A	2021-2022
Grant dollars being spent per project scope.		\$126,000		N/A	N/A	2021 Obligated
Transit - Acquisition of Service, Canyon County (KN 19464a)	VRT / ITD PT	2019	\$2,221,000	N/A	N/A	2021-2026
Grant dollars being spent per project scope.		\$889,000		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 - 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. Some grant money has been spent, some moved to the electric bus project in a pending grant with the Federal Transit Administration.		\$584,000		N/A	N/A	Obligated
Transit - Capital, Safety, and Security, Boise Area (KN 19131)	VRT	2017	\$88,000	N/A	N/A	2018-2019
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. Researching this project.		\$88,000		N/A	N/A	Obligated
Transit - Fueling Station and Parking Lot, Boise (KN 23091)	VRT	2020	\$2,675,000	N/A	N/A	2021
Design is underway. The environmental review is being updated.		\$2,675,000		N/A	N/A	2021 Obligated
Transit - Mobility Management Operations, Boise Area (KN 19041)	VRT	2021	\$4,284,000	N/A	N/A	2021-PD
Grant dollars being spent per project scope.		\$4,284,000		N/A	N/A	2021 Obligated
Transit - Operations, Fixed Route, and Mobility Management, Nampa Area (KN 18786)	VRT	2021	\$10,900,000	N/A	N/A	2021-PD
Grant dollars being spent per project scope.		\$10,900,000		N/A	N/A	2021 Obligated
Transit - Operations, Preventive Maintenance, and Paratransit, Boise Area (KN 19137)	VRT	2021	\$21,908,000	N/A	N/A	2021-PD
Grant dollars being spent per project scope.		\$21,908,000		N/A	N/A	2021 Obligated
Transit - Preventive Maintenance, Paratransit, Fixed Route, Nampa Area (KN 18914)	VRT	2021	\$3,436,000	N/A	N/A	2021-PD
Grant dollars being spent per project scope.		\$3,436,000		N/A	N/A	2021 Obligated
Transit - Purchase of Service, Rural Areas, VRT (KN 19981b)	VRT / ITD PT	2019	\$94,000	N/A	N/A	2019-2020
Grant dollars being spent per project scope.		\$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
Grant pending with the Federal Transit Administration.		\$1,160,000		N/A	N/A	Obligation Pending

Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)		
				Design	Right-of-Way	Construction
Transit Asset Management, Boise Area, VRT (KN 18788)	VRT	2021	\$2,181,000	N/A	N/A	2021-2026
Grant pending with the Federal Transit Administration.		\$2,181,000		N/A	N/A	Obligation Pending
Transit Asset Management, Boise Area, VRT (KN 22509)	VRT	2020	\$3,750,000	N/A	N/A	2020
Grant pending with the Federal Transit Administration.		\$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
Anticipated project completion date: November 31, 2021.		\$1,511,000		N/A	N/A	Obligated
Transit Asset Management, Nampa Area, VRT (KN 13906)	VRT	2020	\$159,000	N/A	N/A	2020
Obligation of funds about to start. Funds will be used for improvements to the Happy Day Transit Center.		\$159,000		N/A	N/A	Obligation Pending
Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT (KN 19122)	VRT	2020	\$5,707,000	N/A	N/A	2021-2026
Grant pending with the Federal Transit Administration.		\$5,707,000		N/A	N/A	2021 Obligation Pending
Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT (KN 18781)	VRT	2021	\$2,704,000	N/A	N/A	2021-2026
Grant dollars being spent per project scope.		\$2,704,000		N/A	N/A	2021 Obligated

Project Milestone Report

As of 5/23/21

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
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). Final reimbursable agreement amendment signed March 2020		\$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	\$6,182,000	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	\$2,503,000	2017	N/A	2019 & 2021
End Date: 9/30/2022.		\$2,383,000		Obligated	N/A	Obligated
Capital Maintenance, Phase 1, Boise Area - FY2020 (KN 18728)	ACHD	2015	\$4,834,000	2018	N/A	2020-2021
End Date: 9/30/2023.		\$6,259,000		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
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

Construction Completed - Awaiting Closeout						
				Funding Obligation Milestones (FY)		
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Design	Right-of-Way	Construction
I-84, Blacks Creek Road Interchange, Ada County (KN 19874)	ITD	2017	\$15,714,000	2018-2019	N/A	2019
No end date (state funds).		\$12,100,000		Obligated	N/A	Obligated
I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore Counties (KN 20203)	ITD	2019	\$2,022,000	2017-2019	N/A	2020-2021
End Date: 11/1/2022.		\$2,168,000		Obligated	N/A	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: 12/31/2022.		\$3,073,000		Obligated	N/A	Obligated
I-84, Karcher Interchange Modification, Nampa (KN 19814)	ITD / Nampa	2014	\$3,653,000	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	\$4,636,000	N/A	N/A	2018-2019
End date: 12/31/2021.		\$5,500,000		N/A	N/A	Obligated
I-84, Middleton Road Overpass, Canyon County (22618)	ITD	2020	\$7,340,000	N/A	N/A	2020-2021
End Date: 6/1/2022.		\$7,340,000		N/A	N/A	Obligated
I-84, Northside Boulevard to Karcher Road Interchange, Nampa (KN 20799)	ITD	2018	\$28,880,000	N/A	N/A	2019
End Date: 12/31/2025.		\$37,400,000		N/A	N/A	Obligated
I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa (KN 20796)	ITD	2018	\$5,675,000	N/A	N/A	2018-2019
End Date: 12/31/2021.		\$5,500,000		N/A	N/A	Obligated
Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)	ACHD	2013	\$4,859,000	2013-2019	2018	2020
End Date: 8/31/2023.		\$1,936,000		Obligated	Obligated	Obligated
Maintenance Yard Replacement Facilities (GARVEE), Nampa (KN 19772)	ITD	2015	\$2,006,000	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: 3/31/2022.		\$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

Construction Completed - Awaiting Closeout

				Funding Obligation Milestones (FY)		
Project/Comments	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Design	Right-of-Way	Construction
Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna (KN 20143)	Kuna	2017	\$2,130,000	2018	N/A	2020
End Date: 8/31/24.		\$1,010,000		Obligated	N/A	Obligated
Pedestrian Improvements, Middleton Heights Elementary, Middleton (KN 18954)	Middleton	2015	\$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: 12/31/2021.		\$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
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-44, Canyon Canal Bridge, Middleton (KN 18950)	ITD	2015	\$1,554,000	2015 - 2017	N/A	2018-2019
End Date: 9/30/2021.		\$720,000		Obligated	N/A	Obligated
SH-44, I-84 near Caldwell to Junction SH-55 North in Eagle (KN 19709)	ITD	2016	\$1,923,000	2017-2018	N/A	2019
End Date: 12/31/2021.		\$2,100,000		Obligated	N/A	Obligated
SH-44, Junction I-84 to Plummer Road in Star, Canyon County (KN 13463)	ITD	2012	\$6,658,000	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: 11/1/2022.		\$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	\$18,079,000	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	\$969,000	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
SH-55 (Karcher Road) and Midway Road Intersection, Nampa (KN 13025)	ITD	2011	\$2,930,000	2012	2016-2017	2017-2018
End Date: 12/31/2021.		\$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, Pride Lane in Canyon County to Middleton Road, Nampa (KN 19414)	ITD	2015	\$2,804,000	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	\$13,704,000	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	\$24,811,000	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	\$176,000	2016-2018	N/A	2019
End Date: 11/30/2020. (in final voucher)		\$670,000		Obligated	N/A	Obligated
US 20/26, Broadway Bridge, Boise (KN 11588)	ITD	2008	\$21,940,000	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: 11/30/2022. (in final voucher)		\$2,500,000		Obligated	N/A	N/A
US 20/26, Myrtle/Front/Broadway, Resurfacing, Boise (KN 19727)	ITD	2015	\$3,594,000	2016	N/A	2017
End Date: 12/31/2022.		\$555,451		Obligated	N/A	Obligated
US 95, Boise River Bridge Hydraulic Study, near City of Parma (KN 13952)	ITD	2018	\$244,000	2018-2019	N/A	N/A
End Date: 9/30/2024. (in final voucher)		\$200,000		Obligated	N/A	N/A

Trip Report

Attachment 2a

International Airport Trips and Freight

Boise Air Terminal	Mar 2021	Mar 2020	% Change
Monthly Air Passengers (inbound and outbound)	235,904	168,911	39.66%
Monthly Air Freight (inbound and outbound) (tons)	4,077	2,949	38.26%

Public Transportation Trips

Public Transportation High Ridership	Mar 2021	Mar 2020	% Change
Public Transportation Ada County Fixed Route	65,276	86,806	-24.80%
Public Transportation Medium Ridership	Mar 2021	Mar 2020	% Change
Boise State University (Bronco Shuttle)	6,435	14,698	-56.22%
Commuteride (ACHD Vanpool)	9,611	12,254	-21.57%
Public Transportation Ada County ACCESS	2,172	2,558	-15.09%
Public Transportation Canyon County Fixed Route/On Demand*	2,739	N/A	*
Public Transportation Intercounty Fixed Route	4,087	5,533	-26.13%
Sub-Total	25,044	35,043	-28.53%
Public Transportation Low Ridership	Mar 2021	Mar 2020	% Change
Boise Greenbike	**	**	**
Eagle Senior Center	720	746	-3.49%
Meridian Harvest	1,062	1,163	-8.68%
Meridian Rides 2 Wellness	482	687	-29.84%
Metro (Canyon County)	1,032	1,287	-19.81%
Shared Vehicle	61	386	-84.20%
SHiP (Supportive Housing Innovation Partnerships)	1,396	731	90.97%
Village Vans	326	996	-67.27%
Sub-Total	5,079	5,996	-15.29%
Public Transportation Very Low Ridership	Mar 2021	Mar 2020	% Change
First Mile Last Mile	242	209	15.79%
Kuna Senior Center	135	199	-32.16%
Late Night	30	29	3.45%
Meridian Senior Center	102	196	-47.96%
Parma Senior Center	198	200	-1.00%
Public Transportation Canyon County ACCESS	176	N/A	*
Star Senior Center	92	120	-23.33%
Volunteer Drivers	192	157	22.29%
Sub-Total	1,167	1,110	5.14%
Total	96,566	128,955	-25.12%

N/A - Some information was not available.

*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

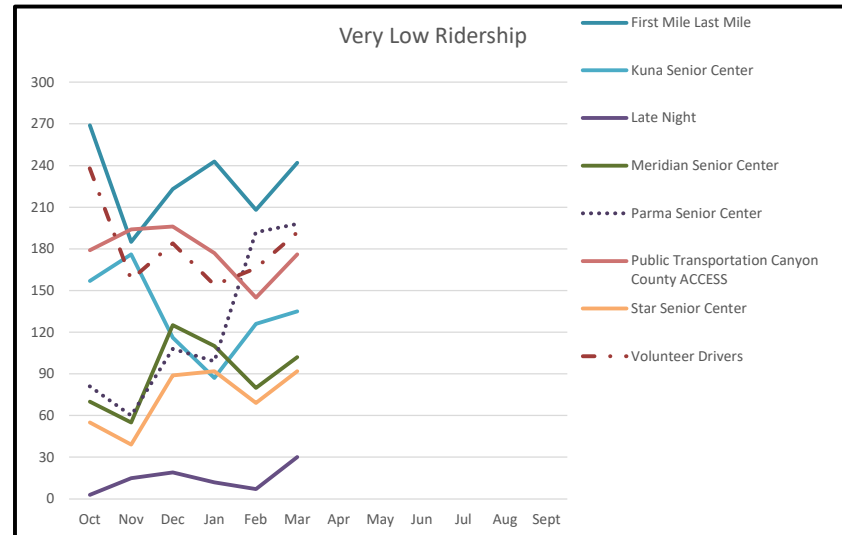
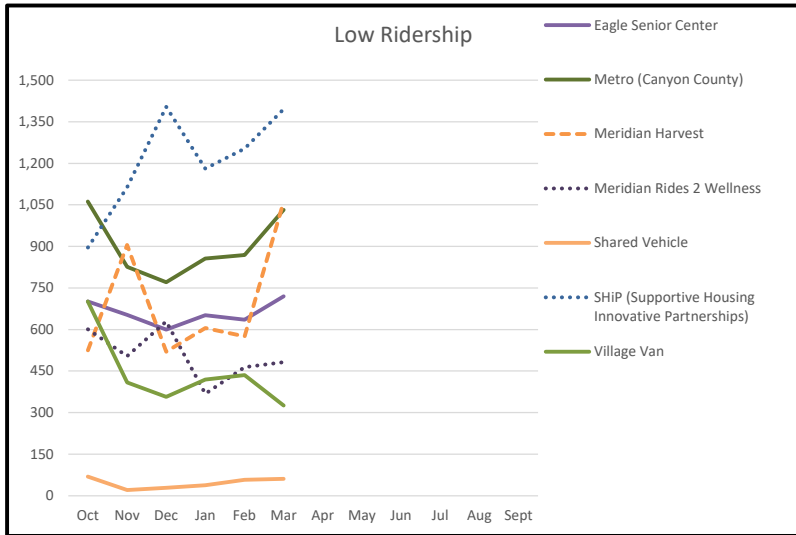
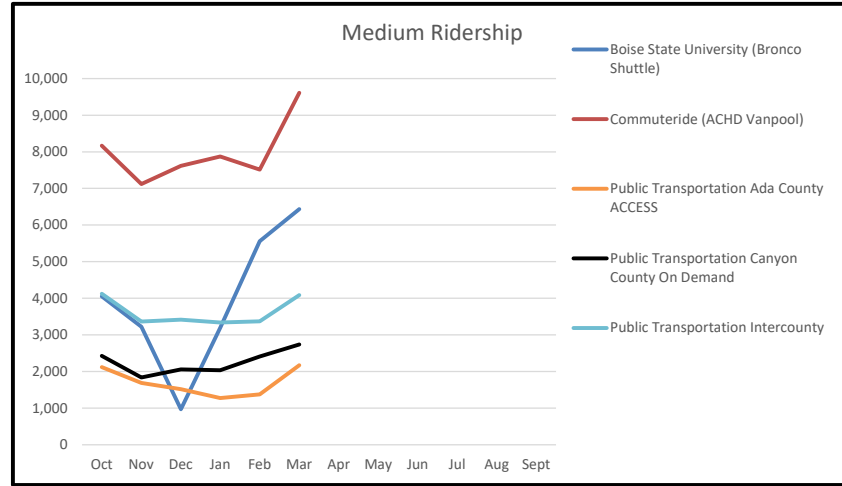
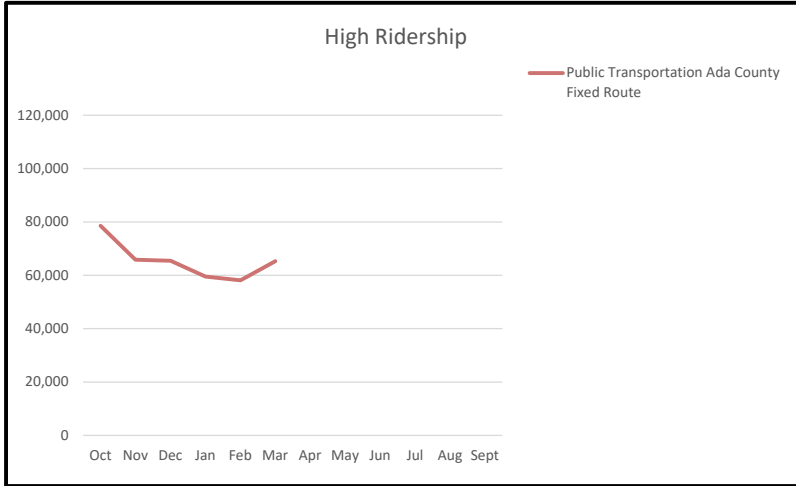
Brown highlight = information not provided

FY2021	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Mar	To Date % Change 2020-2021
Boise State University (Bronco Shuttle)	4,055	3,226	970	3,196	5,560	6,435							23,442	-83.22%
Boise GreenBike													0	
Commuteride (ACHD Vanpool)	8,166	7,120	7,616	7,875	7,513	9,611							47,901	-42.09%
Eagle Senior Center	701	653	600	652	636	720							3,962	-47.55%
First Mile Last Mile	269	185	223	243	208	242							1,370	-29.89%
Kuna Senior Center	157	176	116	87	126	135							797	-48.45%
Late Night	3	15	19	12	7	30							86	-66.67%
Metro (Canyon County)	1,062	826	771	856	869	1,032							5,416	-44.39%
Meridian Harvest	525	905	520	605	575	1062							4,192	-9.07%
Meridian Rides 2 Wellness	601	504	629	368	464	482							3,048	-33.98%
Meridian Senior Center	70	55	125	110	80	102							542	-63.89%
Parma Senior Center	81	60	108	99	192	198							738	-63.72%
Public Transportation Ada County ACCESS	2,118	1,688	1,518	1,276	1,378	2,172							10,150	-57.23%
Public Transportation Ada County Fixed Route	78,572	65,876	65,463	59,559	58,129	65,276							392,875	-38.43%
Public Transportation Canyon County On Demand	2,430	1,838	2,057	2,038	2,409	2,739							13,511	*
Public Transportation Canyon County ACCESS	179	194	196	177	145	176							1,067	*
Public Transportation Intercounty	4,124	3,366	3,417	3,339	3,370	4,087							21,703	-44.10%
Shared Vehicle	69	21	28	38	58	61							275	-94.38%
SHIP (Supportive Housing Innovative Partnerships)	896	1,113	1,404	1,181	1,253	1,396							7,243	34.28%
Star Senior Center	55	39	89	92	69	92							436	-72.10%
Village Van	701	409	357	419	435	326							2,647	-65.35%
Volunteer Drivers	238	158	184	154	166	192							1,092	3.90%
Total Ridership	105,072	88,427	86,410	82,376	83,642	96,566	0	0	0	0	0	0	542,493	-46.01%

*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 - Mar	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	139,736	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	6,745	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	82,713	117,999	-32.36%
Eagle Senior Center	1,441	1,365	1,245	1,448	1,309	746	297	398	612	663	638	696	7,554	10,858	-16.86%
First Mile Last Mile	330	319	300	400	396	209	110	168	194	142	166	201	1,954	2,935	N/A
Kuna Senior Center	303	226	277	277	264	199	0	0	67	63	171	138	1,546	1,985	-29.11%
Late Night	71	53	63	24	18	29	17	11	19	2	0	1	258	308	N/A
Metro (Canyon County)	2,074	1,347	1,536	1,856	1,639	1,287	464	526	800	900	881	973	9,739	14,283	-36.02%
Meridian Harvest	909	821	794	780	781	525	269	304	381	358	401	497	4,610	6,820	-31.59%
Meridian Rides 2 Wellness	823	795	716	856	740	687	420	417	573	462	355	494	4,617	7,338	-28.65%
Meridian Senior Center	301	280	250	238	236	196	0	0	70	61	56	52	1,501	1,740	-54.75%
Parma Senior Center	381	299	404	395	355	200	0	0	0	82	177	92	2,034	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	23,731	32,180	-37.40%
Public Transportation Ada County Fixed Route *	117,142	102,030	103,494	116,664	111,925	86,806	70,652	74,184	77,918	83,210	74,507	77,266	638,061	1,095,798	1.37%
Public Transportation Canyon County Demand Response	245	202	147	208	205	166	67	143	153	187	209	191	1,173	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	19,524	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	38,825	61,209	-29.07%
Shared Vehicle	799	769	979	239	1,721	386	54	19	77	98	128	163	4,893	5,432	-62.66%
SHIP (Supportive Housing Innovative Partnerships)	1,028	888	914	890	943	731	206	296	499	522	686	697	5,394	8,300	-11.02%
Star Senior Center	334	268	273	295	273	120	0	15	64	75	54	67	1,563	1,838	-45.64%
Village Van	1,273	1,484	1,261	1,385	1,240	996	299	95	951	792	808	747	7,639	11,331	-7.64%
Volunteer Drivers	177	160	188	188	181	157	24	95	132	180	172	188	1,051	1,842	-38.23%
Total Ridership	189,338	157,734	157,358	183,853	184,428	132,150	81,030	90,200	99,358	105,660	99,220	106,409	1,004,861	1,586,738	-33.50%

*adjusted on May 21, 2021 using automatic count data





**Community Planning Association (COMPASS)
Administrative Modification #9 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					
13903	Capital Maintenance, Phase 1, Boise Area - FY2019	ACHD	\$6,178,000	\$6,181,984	0.06%	Local Non-Participating	2021	Increase CN by \$3,984.	Increase CN using local funds to cover additional non-participating expense.
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Canyon HD/City of Caldwell	\$11,013,000	\$11,063,000	0.45%	Bridge (Local)	2021	Increase PL by \$50,000.	Increase to cover oversight for additional design work. Offset from project outside COMPASS Planning Area (KN 21983).
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County	Canyon HD	\$3,089,000	\$3,104,000	0.49%	STBG-R	2021	Increase PL by \$15,000.	Increase to cover oversight for additional design work. Offset from project outside COMPASS Planning Area (KN 21983).
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	ACHD	\$2,500,000	\$2,503,500	0.14%	Local Non-Participating	2021	Increase CN by \$3,500.	Increase CN using local funds to cover additional non-participating expense.
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	Canyon HD/City of Caldwell	\$1,459,000	\$1,459,000	0.00%	STBG-U	2021	Increase PL by \$25,000.	Correction to Administrative Modification #17/2. PL funds were inadvertently added to PD, rather than FY2021.
							PD	Decrease PL by \$25,000.	
NEW 23095	Five Mile Road Overpass and Widening, NEPA, Boise	ACHD	\$2,686,000	\$2,686,000	0.00%	N/A	N/A	N/A	To convert key number from temporary to permanent.

ACHD = Ada County Highway District
 CN = Construction
 FY = Fiscal Year
 HD = Highway District

I = Interstate
 KN = Key Number
 NEPA = National Environmental Policy Act
 PD = Preliminary Development
 PL = Preliminary Engineering (LHTAC)

R = Rural
 SH = State Highway
 STBG = Surface Transportation Block Grant
 TIP = Transportation Improvement Program
 U = Urban

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

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

Date: 4/2/2021



**Community Planning Association (COMPASS)
Administrative Modification #10 for FY2021-2027 Transportation Improvement Program (TIP)**

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
23270	I-84, Galloway Road Underpass Repair, Caldwell	ITD	\$0	\$500,000	100.00%	ITD Board Unallocated Funds	2021	Increase PE by \$20,000, CE by \$25,000, and CN by \$455,000.	To add new project using criteria #14 in the TIP Amendment Policy (Emergency Situation). The underpass was struck by a truck carrying equipment above the restricted bridge height creating weight limits on the bridge until repaired.
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	ITD	\$8,833,000	\$8,333,000	-5.66%	State	2021	Decrease PE by \$50,000 and PC by \$700,000.	To make correction to funding source (originally entered as state funds rather than federal funds). Also removed funds in FY2022, as design was advanced to FY2021.
						NHPP	2021	Increase PE by \$50,000 and PC by \$700,000.	
						NHPP	2022	Decrease PE by \$500,000.	
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	City of Caldwell	\$2,982,000	\$2,982,000	0.00%	STBG-U	2021	Decrease RW by \$560,000.	To change right-of-way and Land Purchase from formula to COVID Relief funds per Urban Balancing Meeting 4/8/2021.
						STBG-U (CRRSAA)	2021	Increase RW by \$10,000 and LP by \$550,000.	
13492	Linder Road and Deer Flat Intersection, Kuna	ACHD	\$4,859,000	\$4,912,000	1.09%	STBG-U	2021	Increase CC by \$53,000.	To add contract engineering consultant funds per Urban Balancing on 4/8/2021.
13905	10th Avenue ITS and Overlay, Caldwell	City of Caldwell	\$1,477,000	\$1,497,000	1.35%	STBG-U	2021	Increase PL by \$20,000 and PC by \$7,000.	To make correction, moving preliminary engineering Consultant funds from preliminary development to 2021. Add preliminary engineering (LHTAC oversight) funds per Urban Balancing Meeting 4/8/2021.
						PD		Decrease PC by \$7,000.	
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	ITD	\$98,640,000	\$133,281,735	35.12%	GARVEE	2021	Increase LP by \$641,375. Decrease LP by \$50,000.	To increase cost to balance the GARVEE program. Also correction to increase Previous Expenditures. There was a glitch in obtaining the correct total for the FY2021-2027 TIP update. The last total in the FY2020-2026 TIP was \$132,640,000. The real increase of this change is 0.5%.
						GARVEE	2021	Increase LP by \$50,000.	
						Previous Expenditures	N/A	Increase by \$34,000,360.	
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	Canyon HD/City of Caldwell	\$1,459,000	\$1,639,000	12.34%	STBG-U	2021	Increase PC by \$145,000.	Offset from Urban Balancing Committee meeting 4/8/2021.
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Canyon HD/City of Caldwell	\$11,063,000	\$11,063,000	0.00%	STBG-U	2021	Decrease RW by \$171,000.	To delay right-of-way from FY2021 to FY2022, per Urban Balancing Committee meeting 4/8/2021.
						STBG-U	2022	Increase RW by \$171,000.	
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County	Canyon HD	\$3,104,000	\$3,129,000	0.81%	STBG-R	2021	Decrease RW by \$55,000.	To increase the overall cost for Right-of-way and Land Purchase to meet current estimates and change to COVID Relief funds.
						STBG-R (CRRSAA)	2021	Increase RW by \$5,000 and LP by \$75,000.	
22619	I-84, Ustick Road Overpass, Canyon County	City of Caldwell/ITD	\$15,375,000	\$15,772,266	2.58%	TECM	2021	Decrease CE by \$20,336 and CC by \$121,132. Increase CN by \$436,674.	To balance State funds to equal INFRA/State 60/40 match ratio.
						INFRA	2021	Increase CC by \$101,999.	
21999	Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	City of Nampa	\$1,161,000	\$1,195,903	3.01%	HSIP (Local)	2021	Decrease PC by \$5,000, CE by \$2,769, and CL by \$1,826. Increase PL by \$7,002, CC by \$27,000, and CN by \$10,496.	To increase cost to match award. Offset from KN 15001 HSIP Contract Increase Set-Aside.
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	\$5,971,000	\$6,151,000	3.01%	Local Participating	2021	Increase PC by \$180,000.	To expedite additional design funds.

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

ADA = Americans with Disabilities Act
 CC = Construction Engineering Consultant
 CE = Construction Engineering
 CL = Construction Engineering (LHTAC)
 CN = Construction
 CRRSAA = Coronavirus Response and Relief Supplemental Appropriations Act
 FY = Fiscal Year
 GARVEE = Grant Anticipation Revenue Vehicle
 HD = Highway District
 HSIP = Highway Safety Improvement Program
 I = Interstate

ITD = Idaho Transportation Department
 ITS = Intelligent Transportation System
 KN = Key Number
 LP = Land Purchase
 LHTAC = Local Highway Technical Assistance Council
 NHPP = National Highway Performance Program
 PD = Preliminary Development
 PC = Preliminary Construction
 PE = Preliminary Engineering
 PL = Preliminary
 R = Rural

STBG = Surface Transportation Block Grant
 TIP = Transportation Improvement Program
 TECM = Transportation Expansion and Congestion Mitigation
 U = Urban
 US = United States

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval: 
 Matthew J. Stoll, Executive Director
 COMPASS

Date: 4/27/2021



**Community Planning Association (COMPASS)
Administrative Modification #11 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					
9969	SH-69, Kuna to Meridian Corridor Plan	ITD	\$248,500	\$293,500	18.11%	STBG-State (Planning and Scoping)	2021	Increase PE by \$5,000 and PC by \$40,000.	To cover supplemental #1 for additional costs. Project was originally scheduled in FY2009.
12916	SH-16, Intersection SH-44, US 20/26, and Local Roads	ITD	\$11,818,400	\$12,061,408	2.06%	State Capacity	2021	Increase CN by \$243,008.	To cover non-participating costs identified in the materials certification. Construction was originally scheduled in FY2013 and project is in closeout.
18788	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	VRT	\$2,181,000	\$2,269,750	4.07%	FTA 5307 LU	2021	Increase CN by \$88,750.	To program unallocated funds for bus stop design and construction projects, as well as a bus replacement project that is currently underway.
19122	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	VRT	\$5,707,000	\$5,911,476	3.58%	5339 LU	2021	Increase CN by \$204,750.	To program unallocated funds for the purchase of three electric buses.
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	\$5,971,000	\$6,150,700	3.01%	Local Participating	2021	Increase PC by \$179,700.	To cover additional design for a new integrated maintenance approach to all road projects with an emphasis on accessibility. Additional work on sidewalks requires additional design budget. ACHD has requested additional federal funds to replace local funds when available. ACHD also removed three segments to help offset the additional cost. The removal of segments and the additional construction costs will be shown in the FY2022-2028 TIP update.
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	ACHD	\$5,917,000	\$6,217,000	5.07%	Local Participating	2021	Increase CN by \$300,000.	To cover additional design for a new integrated maintenance approach to all road projects with an emphasis on accessibility. Additional work on sidewalks requires additional design budget. ACHD has requested additional federal funds to replace local funds when available.
20315	I-84, Karcher Interchange to Franklin Boulevard, Nampa (Design)	ITD	\$27,401,000	\$14,369,594	-47.56%	INFRA	2021	Increase PE by \$3,172 and LP by \$48,146. Decrease ROW by \$315,337.	Adjustment to match ITD's plan for corridor projects due to cost changes, as well as reductions in cost processed in the previous year (right-of-way was moved to a different key number).
						TECM	2021	Increase PE by \$97,000, RW by \$4,000, and UT by \$66,000.	
						Restoration	2021	Increase PC by \$484,000.	
						Previous	N/A	Decrease by \$13,418,387.	
20738	I-84, Broadway Avenue to Eisenman Road Mountain Home, Seal Coat, Boise	ITD	\$2,282,000	\$2,249,610	-1.42%	IM	2021	Increase PE by \$4,000, CE by \$1,000, and CC by \$100,957. Decrease CN by \$138,347.	Change title and description to add roadway segments to the project. Adjust cost to match final design estimate. Change the description to the following: Seal coat the pavement surface on Interstate 84 between Broadway Avenue and Eisenman Road and State Highway 21 from Interstate 84 to Technology Way in the City of Boise, as well as the ramps at Blacks Creek Interchange just east of the City of Boise, and the ramps at the Interstate 84 Business loop (Exit 90), American Legion Boulevard (Exit 95), and near Bennett Road (Exit 99) in the City of Mountain Home to improve ride quality and extend the life of the pavement.

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
20798	I-84, Franklin Boulevard to Northside Boulevard, Nampa	ITD	\$76,313,000	\$74,528,158	-2.34%	Local	2021	Increase CC by \$240,000.	Adjustment to match ITD's plan for corridor projects due to cost changes.
						INFRA	2021	Decrease CE by \$620,905 and CC by \$450,000.	
						TECM	2021	Decrease CC by \$540,000.	
						Restoration	2021	Decrease CE by \$413,937.	
20799	I-84, Karcher Road Interchange to Northside Boulevard, Nampa	ITD	\$28,880,000	\$28,543,806	-1.16%	INFRA	2021	Decrease CE by \$193,316.	Adjustment to match ITD's plan for corridor projects due to cost changes.
						TECM	2021	Decrease CE by \$128,878 and CN by \$14,000.	
21849	SH-45, SH-78 to Deer Flat Road, Canyon and Owyhee	ITD	\$6,620,000	\$6,580,000	-0.60%	NHPP	2021	Decrease PE by \$81,400. Increase PC by \$41,400.	Adjust funds to more closely match expenses.
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County (Design)	City of Caldwell/ITD	\$4,667,000	\$5,693,137	21.99%	Strategic Initiatives	2021	Increase LP by \$234,000.	Adjustment to match ITD's plan for corridor projects due to cost changes.
						INFRA	2021	Increase PE by \$30,000 and LP by \$843,000. Decrease PC by \$60,920.	
						TECM	2021	Increase PE by \$20,000 and UT by \$34,120. Decrease RW by \$20,000 and LP by \$328,360.	
						Restoration	2021	Increase PC by \$274,000.	
22618	I-84, Middleton Road Overpass, Canyon County	ITD	\$7,340,000	\$7,503,602	2.23%	TECM	2021	Increase CN by \$407,000.	Adjustment to match ITD's plan for corridor projects due to cost changes.
						INFRA	2021	Increase CE by \$29,029. Decrease CC by \$158,327 and \$113,809.	
22619	I-84, Ustick Road Overpass, Canyon County	City of Caldwell/ITD	\$15,375,000	\$15,580,835	1.34%	TECM	2021	Decrease CE by \$20,336, CC by \$121,132. Increase CN by \$427,521.	Adjust cost to match the detailed estimate for the construction award.
						INFRA	2021	Increase CC by \$102,000. Decrease CN by \$14,145	
						State	2021	Decrease CN by \$167,916.	
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	ITD	\$55,000,000	\$57,545,952	4.63%	GARVEE	2021	Decrease CN by \$141,631.	Adjustment to match ITD's plan for corridor projects due to cost changes. Part of overall decrease of 5.72% for I-84 corridor suite of projects.
						INFRA	2021	Increase CE by \$318,337 and CN by \$1,294,221.	
						TECM	2021	Increase CE by \$24,909 and CN by \$862,815.	
						State Mobility	2021	Increase CE by \$187,315.	
New 23178	State Street Premium Corridor, Part 1, VRT	VRT	\$1,250,000	\$1,250,000	0.00%	N/A	N/A	N/A	To change from temporary to permanent key number.
New 23179	State Street Premium Corridor, Part 2, VRT	VRT	\$5,882,000	\$5,882,000	0.00%	N/A	N/A	N/A	To change from temporary to permanent key number.
19380a	Transit - Nampa Transit-Oriented Development, Design and Property, TVT	TVT	\$860,000	\$384,000	-55.35%	FTA 5311	2021	Decrease RW by \$476,000.	To move right-of-way budget to key number 20136d per ITD. No change overall to cost of project.

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
20136d	Transit - Nampa Transit-Oriented Development, Design and Property, TVT	TVT	\$649,000	\$1,125,000	73.34%	FTA 5339 R	2021	Increase RW by \$476,000.	Make project active in TIP, as it was not previously obligated and was carried over in Administrative Modification #1 on 11/30/2020 9 (carry over was not processed correctly). Move right-of-way funds from key number 19380a to simplify right-of-way costs. No change overall to cost of project.
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	ACHD	\$2,536,000	\$2,339,000	-7.77%	STBG-TMA	2021	Decrease PC by \$197,000.	Deobligate funds to reprogram, as segments for this project were delayed from a previous and are already designed. Per RTAC Balancing April 28, 2021.
20245	SR2S, VRT, Ada County - FY2021	VRT	\$344,000	\$344,000	0.00%	STBG-TMA	2021	Increase CN by \$56,000.	Project was short due to the obligation authority limitation. Replace local funds covering the shortage with STBG-TMA funds. Per RTAC Balancing April 28, 2021, and Executive Committee concurrence May 11, 2021.
						Local Participating	2021	Decrease CN by \$56,000.	

ACHD = Ada County Highway District
 ADA = Americans with Disabilities Act
 CC = Construction Engineering Consultant
 CE = Construction Engineering
 CN = Construction
 FTA = Federal Transit Administration
 FY = Fiscal Year
 GARVEE = Grant Anticipation Revenue Vehicle

I = Interstate
 INFRA = Infrastructure for Rebuilding America
 ITD = Idaho Transportation Department
 KN = Key Number
 LU = Large Urban
 LP = Land Purchase
 PC = Preliminary Construction
 PE = Preliminary Engineering
 RTAC = Regional Transportation Advisory Committee

SH = State Highway
 SR2S = Safe Routes to School
 STBG = Surface Transportation Block Grant
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 US = United States
 UT = Utilities
 VRT = Valley Regional Transit

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

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

Date: 5/17/2021



**Community Planning Association (COMPASS)
Administrative Modification #12 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					
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	ACHD	\$705,000	\$757,570	7.46%	STBG-TMA	2021	Decrease CE by \$11,000. Increase CC by \$29,714 and CN by \$33,856.	Move \$52,570 from key number 18071 to cover the engineer's estimate. This change falls under the "suite of projects" criteria in the TIP Amendment Policy.
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	\$2,362,000	\$2,362,000	0.00%	STBG-TMA	2021	Decrease CN by \$52,570.	Move \$52,570 to 20159. Increase the local participating funds by same amount to cover the additional cost. This change falls under the "suite of projects" criteria in the TIP Amendment Policy.
						Local Participating	2021	Increase CN by \$52,570.	
22995	Bicycle Improvements, Signs and Pavement Markings, Ada County	ACHD	\$200,000	\$200,000	0.00%	Local Non-Participating	2021	Increase PC by \$26,000. Decrease CN by \$26,000.	Move funds from construction to design to cover additional contract costs, at request of ACHD. No change to total cost.

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

KN = Key Number
 PC = Preliminary Construction
 PE = Preliminary Engineering
 STBG = Surface Transportation Block Grant
 TAP = Transportation Alternatives Program

TIP = Transportation Improvement Program
 TMA = Transportation Management Area

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

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

Date: 5/21/2021