



Working together to plan for the future

COMPASS BOARD OF DIRECTORS' MEETING PACKET

December 20, 2021

Community Planning Association of Southwest Idaho 2021 COMPASS Board of Directors

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

MAKING A MOTION:

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

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

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

TABLE OF RULES RELATING TO MOTIONS:

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



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2022 COMPASS BOARD MEETING DATES

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
February 28, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Confirm Finance Committee Membership • Approve Extension of Delivery Deadlines on Local Federal-Aid Projects • Adopt Resolution Amending the FY2022-2028 Regional Transportation Improvement Program (TIP) • Approve Revisions to the COMPASS Employment Policies • Approve Revisions to the COMPASS Records Policy • Approve Updated Transportation Improvement Program (TIP) Policies
April 18, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Accept 2022 Population Estimates • Approve FY2022 General and Special Membership Dues
June 20, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Consider Executive Committee’s Recommendation Regarding the Executive Director’s Annual Performance Evaluation • Approve End-of-Year Program and Redistribution Priorities • Approve FY2024-2030 COMPASS Funding Application Guide
August 15, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Approve FY2023 <i>Communities in Motion</i> (CIM) Implementation Grants and Project Development Program Projects • Approve FY2023 Resource Development Plan • Adopt Resolution Approving the FY2023 Unified Planning Work Program and Budget (UPWP) • Approve COMPASS Workgroup Charters
October 17, 2022 1:30 pm – 3:30 pm	COMPASS 700 NE 2nd Street Meridian, Idaho	<ul style="list-style-type: none"> • Establish 2023 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting • Adopt Resolution Approving FY2023-2029 Regional Transportation Improvement Program (TIP) and Associated Air Quality Conformity Demonstration • Adopt Resolution Approving Rural Application Prioritization
December 19, 2022 Holiday Luncheon 12:00 pm Annual Meeting 1:30 pm – 3:30 pm	Nampa Civic Center 311 3rd Street South Nampa, Idaho	<ul style="list-style-type: none"> • Confirm 2023 Board Officers: Chair, Chair Elect, Vice Chair, Immediate Past Chair. Elect Secretary-Treasurer • Confirm Regional Transportation Advisory Committee Membership • Approve 2023 Federal Transportation Policy Positions • Approve 2023 Idaho Legislative Session Position Statements • Adopt Resolution Approving Revision 1 of the FY2023 Unified Planning Work Program and Budget (UPWP)



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**COMPASS BOARD OF DIRECTORS' MEETING
DECEMBER 20, 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>
(Subject to availability and functionality of connection.)

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

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

Written comments may be submitted by email to info@compassidaho.org. Comments can also be left by voicemail. Please call 208-475-2232 to record comments. Commenters must provide their name for the record. Comments identified by name that are received by 10:00 am on December 20, 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. SPECIAL ITEMS

1:35 A. Leadership in Motion Award Presentation

The Board Chair and Executive Director will present the 2021 COMPASS Leadership in Motion awards.

IV. CONSENT AGENDA

Page 7 ***A. Approve October 18, 2021, COMPASS Board Meeting Minutes**

Page 11 ***B. Receive Approved September 14 and October 12, 2021, Executive Committee Meeting Minutes and August 19, 2021, Finance Committee Meeting Minutes**

Page 18 ***C. Confirm Regional Transportation Advisory Committee (RTAC) Membership**

Page 20 ***D. Approve Amendment to the COMPASS Funding Application Guide FY2023-2028**

V. ACTION ITEMS

- 1:55** *A. **Adopt Resolution Approving Revision 1 of the FY2022 Unified Planning Work Program and Budget (UPWP)** **Megan Larsen**
Page 30 *Meg Larsen will seek approval of Revision 1 of the FY2022 UPWP.*
- 2:10** *B. **Confirm 2022 Board Officer Slate** **Matt Stoll**
Page 58 *COMPASS Bylaws require the Board of Directors confirm ascension of new Board officers and election of new Secretary-Treasurer.*
- 2:20** *C. **Approve 2022 Federal Transportation Position Statements** **Ken Burgess**
Page 60 *Ken Burgess will seek COMPASS Board of Directors' approval of 2022 federal transportation position statements.*
- 2:35** *D. **Approve 2022 Idaho Legislative Session Positions Statements** **Ken Burgess**
Page 62 *Ken Burgess will seek COMPASS Board of Directors' approval of 2022 Idaho legislative position statements.*
- 2:50** *E. **Adopt Resolutions Amending Communities in Motion 2040 2.0 (CIM 2040 2.0) and the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs (TIPs)** **Liisa Itkonen**
Page 64 *Liisa Itkonen will seek COMPASS Board of Directors' adoption of resolutions to amend CIM 2040 2.0 and the FY2021-2027 and FY2022-2028 TIPs at the request of ITD, ACHD, Boise State University, and City of Nampa.*
- 3:00** *F. **Adopt the COMPASS Complete Network Policy** **Liisa Itkonen**
Page 78 *Liisa Itkonen will seek COMPASS Board of Directors' adoption of the COMPASS Complete Network Policy.*

VI. INFORMATION ITEMS

- 3:15** **A. Status Report – Finance Committee** **Mary May**
The Finance Committee Chair will provide a status report on the Finance Committee Meetings.

VII. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (3:20)

- Page 93 *A. **Staff Activity Reports**
- Page 104 *B. **Status Report – Current Air Quality Data**
- Page 108 *C. **Status Report – Regional Transportation Advisory Committee Attendance**
- Page 109 *D. **Administrative Modifications**

VII. ADJOURNMENT (3:25)

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

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 208-475-2229 with 48 hours advance notice.

Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 208-475-2229 con 48 horas de anticipación.

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**COMPASS BOARD OF DIRECTORS' MEETING
OCTOBER 18, 2021
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, ID
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES: Kelli Badesheim, Valley Regional Transit, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Rod Beck, Commissioner, Ada County, via telephone
Elaine Clegg, Councilmember, City of Boise, **Immediate Past Chair**, via telephone
Ryan Davidson, Commissioner, Ada County, via telephone
Matt Edmond for John Brunelle, Capital City Development Corporation, via telephone
John Evans, Mayor, City of Garden City, via telephone
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
Caleb Lakey, Idaho Transportation Department – District 3, via telephone
Mary May, Commissioner, Ada County Highway District, **Secretary-Treasurer**, in person
Lauren McLean, Mayor, City of Boise, via telephone
Dave McKinney, Commissioner, Ada County Highway District, 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, in person
Steve Rule, Mayor, City of Middleton, via telephone
Aaron Scheff, Idaho Department of Environmental Quality, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Joe Stear, Mayor, City of Kuna, **Chair Elect**, via telephone
Matt Stoll, Executive Director, Community Planning Association, Ex officio, in person
Marlene Tromp, Boise State University, via telephone
Leslie Van Beek, Commissioner, Canyon County, via telephone
Pam White, Commissioner, Canyon County, via telephone
Holli Woodings, Councilmember, City of Boise, in person

MEMBERS

Trevor Chadwick, City of Star

ABSENT:

Chelsie Johnson, City of Wilder

Lee Belt for Kurt Kopadt, City of Greenleaf

Angie Lee, City of Parma

Garret Nancolas, Mayor, City of Caldwell, **Chair**

Cory Dickard, Mayor, City of Melba

Jason Pierce, Mayor, City of Eagle

David Porterfield, Mayor, City of Notus

Victor Rodriguez, Councilmember, City of Nampa

Keri Smith, Commissioner, Canyon County

Bob Watkins, Golden Gate Highway District No. 3

Nikole Zogg, Southwest District Health, Ex officio

OTHERS:

Bre Brush, City of Boise, via telephone

Chris Danley, Vitruvian Planning, via telephone

Tevrin Fuller, Community Planning Association, via telephone

Kent Goldthorpe, 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

Jeremy Maxand, Living Independence Network, via telephone

Amy Luft, Community Planning Association, via telephone

Hunter Mulhall, Community Planning Association, via telephone

Toni Tisdale, Community Planning Association, via telephone

Hailey Townsend, Community Planning Association, in person

CALL TO ORDER:

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

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced that the COMPASS household travel and onboard surveys are open and invitations to participate in the household survey have been sent to residents in the Treasure Valley. Kendra Kenyon announced that Ada County hosted the ribbon cutting ceremony for the opening of the second driver's license office on October 18, 2021.

CONSENT AGENDA

- A. Approve August 16, 2021, COMPASS Board Meeting Minutes**
- B. Receive Approved August 10, 2021, Executive Committee Meeting Minutes and July 15, 2021, Finance Committee Meeting Minutes**
- C. Approve List of Records for Destruction**
- D. Establish 2022 COMPASS Board and Executive Committee Meeting Dates and Location. Provide 30 Day Notice of Annual Meeting.**
- E. Ratify Resolution Modifying the FY2021-2027 Regional Transportation Improvement Program (Board Administrative Modification #3)**
- F. Adopt Resolution Supporting Priorities for Rural Projects**

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

SPECIAL ITEMS

A. ADA Parking Presentation

Jeremy Maxand from Living Independence Network discussed issues and opportunities regarding accessible parking in the Treasure Valley.

B. Update on Road Building and Design Effects on Speed

Chris Danley from Vitruvian Planning discussed how road design and land use affect vehicle speeds.

ACTION ITEMS

A. Adopt Resolutions Amending *Communities in Motion 2040 2.0* (CIM 2040 2.0), Amending the FY2021-2027 Transportation Improvement Program (TIP), and Approving the Draft FY2022-2028 TIP and Associated Air Quality Conformity Demonstration

Toni Tisdale requested COMPASS Board of Directors' adoption of resolutions amending CIM 2040 2.0, amending the FY2021-2027 TIP, and approving the FY2022-2028 TIP project list and associated air quality conformity demonstration.

After discussion, **Brent Orton moved and Steve Rule seconded to adopt Resolution 02-2022, amending CIM 2040 2.0, Resolution 03-2022, amending the FY2021-2027 TIP, and Resolution 04-2022, approving the FY2022-2028 TIP and associated air quality conformity demonstration. Motion passed with two nays.**

B. Approve *Communities in Motion 2050* (CIM 2050) Performance Measures and Targets

Hunter Mulhall reviewed the CIM 2050 performance measures and targets.

After discussion, **Elaine Clegg moved and Pam White seconded to approve the CIM 2050 performance measures and targets. Motion passed unanimously.**

C. Approve *Communities in Motion 2050* (CIM 2050) Funding Policy

Toni Tisdale reviewed the CIM 2050 Funding Policy. This policy will guide funding of projects in CIM 2050 and the TIP.

After discussion, **Debbie Kling moved and Holli Woodings seconded to approve the CIM 2050 Funding Policy. Motion passed unanimously.**

D. Approve FY2022 Resource Development Plan

Destinie Hart reviewed the FY2022 Resource Development Plan.

After discussion, **Mary May moved and Nichoel Baird Spencer seconded to approve the FY2022 Resource Development Plan. Motion passed unanimously.**

E. Approve Board Member to Serve on the National Association of Regional Councils (NARC) Board of Directors

Matt Stoll requested approval of Ada County Highway District Commissioner Mary May to serve on the National Association of Regional Councils (NARC) Board of Directors, as recommended by the Executive Committee, and to run for a full term in the next NARC Board election in June 2022.

After discussion, **Brent Orton moved and Pam White seconded to approve the appointment of Commissioner Mary May to fulfill the remainder of Mayor Garret Nancolas' term representing COMPASS on the NARC Board of Directors and approved Commissioner May to run for a full term in the next NARC Board election in June 2022. Motion passed unanimously.**

ADJOURNMENT

Chair Elect Joe Stear adjourned the meeting at 3:28 p.m. Motion passed unanimously.

Approved this 20th day of December 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
SEPTEMBER 14, 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
Debbie Kling, Mayor, **Vice Chair**, City of Nampa, via telephone
Mary May, Commissioner, **Secretary-Treasurer**, Ada County Highway District, in person
Garret Nancolas, Mayor, **Chair**, City of Caldwell, via telephone
Nichol Baird Spencer for Jason Pierce, Mayor, City of Eagle, via telephone
Steve Rule, Mayor, City of Middleton, via telephone
Robert Simison, Mayor, City of Meridian, via telephone
Joe Stear, Mayor, **Chair Elect**, City of Kuna, via telephone

MEMBERS ABSENT:

Trevor Chadwick, Mayor, City of Star
Keri Smith, Commissioner, Canyon County

OTHERS PRESENT:

Ken Burgess, Veritas Advisors, via telephone
Meg Larsen, Community Planning Association, via telephone
Justin Lucas, Ada County Highway District, via telephone
Matt Stoll, Executive Director, Community Planning Association, in person
Toni Tisdale, Community Planning Association, via telephone
Hailey Townsend, Community Planning Association, in person

CALL TO ORDER:

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

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced that he will be out of the office from September 30 through October 8, 2021, and Meg Larsen will be the point-of-contact for the COMPASS office.

CONSENT AGENDA

A. Approve August 10, 2021, Executive Committee Meeting Minutes

Debbie Kling moved and Joe Stear seconded approval of the Consent Agenda as presented. Motion passed with one abstention.

ACTION ITEMS

A. Establish October 18, 2021, COMPASS Board Meeting Agenda

Matt Stoll reviewed the proposed agenda items for the October 18, 2021, COMPASS Board Meeting, with the addition of item 18b to approve the Board member recommended by the committee to serve on the National Association of Regional Councils' Board of Directors.

After discussion, **Joe Stear moved and Debbie Kling seconded to approve Items 1-18b for the October 18, 2021, COMPASS Board of Directors meeting as presented. Matt Stoll has the latitude to amend the agenda as necessary. Motion passed unanimously.**

B. Authorize Call for 2022 COMPASS Board of Directors' Secretary/Treasurer Nominations

Matt Stoll requested Executive Committee authorization to solicit nominations for the open 2022 Board officer position per COMPASS Bylaws.

After discussion, **Joe Stear moved and Mary May seconded to authorize Matt Stoll to solicit nominations from Canyon County for the open 2022 Board of Directors' Secretary/Treasurer position. Motion passed unanimously.**

C. Adopt Resolution 17-2021 Modifying the FY2021-2027 Regional Transportation Improvement Program (TIP)

Toni Tisdale reviewed Resolution 17-2021 modifying the FY2021-2027 TIP to increase the cost of a rail crossing project, at the request of the Idaho Transportation Department, and requested Executive Committee adoption of the resolution.

After discussion, **Debbie Kling moved and Joe Stear seconded to adopt Resolution 17-2021 modifying the FY2021-2027 Regional Transportation Improvement Program. Motion passed unanimously.**

D. Recommend Executive Committee Member to Serve on the National Association of Regional Councils' (NARC) Board of Directors

Matt Stoll requested recommendation for a COMPASS Board member to serve on the NARC Board of Directors.

After discussion, **Joe Stear moved and Nichoel Baird Spencer seconded to recommend Mary May as the Board member to serve on the NARC Board of Directors. Motion passed unanimously.**

INFORMATION ITEMS

A. Discuss Potential Areas of Focus for the 2022 State and Federal Legislative Sessions

Ken Burgess sought Executive Committee input on potential legislative positions and/or legislation for the 2022 state and federal legislative sessions.

B. Review FY2022 Proposed Education Series Topics (Memo Only)

C. ¹² Status Report – Regional Transportation Advisory Committee (Memo Only)

OTHER

None.

ADJOURNMENT

Joe Stear moved and Mary May seconded to adjourn the meeting at 2:48 p.m.

Approved this 12th day of October 2021.

By: 

**Joe Stear for Garret Nancolas, Chair
Community Planning Association of
Southwest Idaho**

Attest:

By: 

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

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**EXECUTIVE COMMITTEE MEETING
OCTOBER 12, 2021
COMPASS 1ST FLOOR BOARD ROOM
700 NE 2ND STREET
MERIDIAN, ID 83642**

****MINUTES****

ATTENDEES: Trevor Chadwick, Mayor, City of Star, via telephone
Elaine Clegg, Councilmember, **Immediate Past Chair**, City of Boise, via telephone
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone
Debbie Kling, Mayor, **Vice Chair**, City of Nampa, via telephone
Mary May, Commissioner, **Secretary-Treasurer**, Ada County Highway District, in person
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: Rod Beck, Commissioner, Ada County
Garret Nancolas, Mayor, **Chair**, City of Caldwell
Jason Pierce, Mayor, City of Eagle

OTHERS PRESENT: Ken Burgess, Veritas Advisors, via telephone
Julie DeLorenzo, Idaho Transportation Department, in person
Jim Hansen, Ada County Highway District, via telephone
Destinie Hart, Community Planning Association, via telephone
Caleb Lakey, Idaho Transportation Department, in person
Meg Larsen, Community Planning Association, via telephone
Justin Lucas, Ada County Highway District, via telephone
Dan McElhinney, Idaho Transportation Department, in person
Matt Stoll, Executive Director, Community Planning Association, in person
Hailey Townsend, Community Planning Association, in person

CALL TO ORDER:

Chair Elect Joe Stear called the meeting to order at 1:36 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll announced that Dan McElhinney, Caleb Lakey, and Julie DeLorenzo from the Idaho Transportation Department were present for the meeting.

CONSENT AGENDA

A. Approve September 14, 2021, Executive Committee Meeting Minutes

Jay Gibbons moved and Debbie Kling seconded approval of the Consent Agenda as presented. Motion passed with one abstention.

INFORMATION ITEMS

A. Status Report - State Highway 44 Corridor

Caleb Lakey, Julie DeLorenzo, and Dan McElhinney from the Idaho Transportation Department discussed the impacts of a decision by the Middleton City Council to remove the State Highway 44 alternate route from the city's comprehensive plan on the current draft State Highway 44 Environmental Assessment, funding opportunities, and future corridor improvements.

B. Discuss and Provide Input on Priorities for 2022 State and Federal Legislative Sessions


Ken Burgess reviewed potential legislative positions for the 2022 state and federal legislative sessions. A final recommendation to the COMPASS Board of Directors on the priorities will be sought from the Executive Committee at the November 2021 meeting.

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

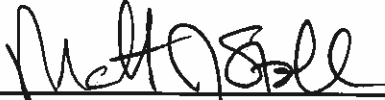
ADJOURNMENT

Chair Elect Joe Stear adjourned the meeting at 2:35 p.m.

Approved this 9th day of November 2021.

By: 
Joe Stear for 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

**FINANCE COMMITTEE MEETING
AUGUST 19, 2021
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES: John Evans, Mayor, City of Garden City, via telephone
Jay Gibbons, Commissioner, Canyon Highway District #4, via telephone
Kendra Kenyon, **Vice Chair**, Commissioner, Ada County, via telephone
Mary May, **Chair**, Commissioner, Ada County Highway District, in person
Garret Nancolas, Mayor, City of Caldwell, via telephone
Holli Woodings, Councilmember, City of Boise, via telephone

MEMBERS ABSENT: Keri Smith, Commissioner, Canyon County

OTHERS PRESENT: Meg Larsen, Community Planning Association, in person
Matt Stoll, Community Planning Association, in person
Hailey Townsend, Community Planning Association, in person
Josh Tyree, Harris CPAs, in person

CALL TO ORDER:

Chair Mary May called the meeting to order at 12:03 p.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Mayor Nancolas announced that the Caldwell Night Rodeo will run through Saturday, August 21, 2021. Kendra Kenyon announced that the Western Idaho Fair will begin August 20, 2021, and run through August 29, 2021.

CONSENT AGENDA

A. Approve July 15, 2021, Finance Committee Meeting Minutes

Kendra Kenyon moved and John Evans seconded approval of the Consent Agenda as presented. Motion passed unanimously.

INFORMATION/DISCUSSION ITEM

A. Review Report of Disbursements Made in the Reporting Period

Meg Larsen reviewed the report of disbursements made in the reporting period, July 3, 2021, to August 5, 2021, which was provided in the packet for information.

ACTION ITEM

A. Approve FY2021 Audit Process

Josh Tyree presented the FY2021 audit process for Finance Committee approval.

After discussion, **Garret Nancolas moved and Holli Woodings seconded to approve the FY2021 audit process as presented. Motion passed unanimously.**

B. Approve Variance Report for October 1, 2020 – June 30, 2021

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

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

ADJOURNMENT

Jay Gibbons moved and Kendra Kenyon seconded to adjourn the meeting at 12:23 p.m. Motion passed unanimously.

Approved this 2nd day of December 2021.

By: 
Mary May, Chair

Attest:

By: 
Kendra Kenyon, Vice Chair

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ITEM IV-C

2022 Regional Transportation Advisory Committee

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

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

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

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

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

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BOARD OF DIRECTORS AGENDA ITEM IV-D

Date: December 20, 2021

Topic: FY2023-2029 COMPASS Funding Application Guide

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' approval of an amendment to the FY2023-2029 COMPASS Funding Application Guide (attached). The Regional Transportation Advisory Committee recommended approval on November 17, 2021.

Background/Summary:

The COMPASS Board of Directors approved the FY2023-2029 COMPASS Funding Application Guide on August 16, 2021, using federal funding guidance approved for *Communities in Motion 2040 2.0*. On October 18, 2021, the COMPASS Board of Directors approved the *Communities in Motion 2050* (CIM 2050) Funding Policy, which fundamentally changed the guidance for allocating Surface Transportation Block Grant (STBG) funding in Ada and Canyon Counties.

Originally, the CIM 2050 Funding Policy guidance was going to be incorporated into the FY2024-2030 COMPASS Application Guide. However, after several inquiries from member agency staff, it was determined that amending the federal funding guidance for the FY2023-2029 COMPASS Application Guide to incorporate the new funding policy would be more appropriate. Considering that new projects are expected to be added in FY2027 and beyond, and the next update to *Communities in Motion* is expected in FY2026, the new policy will not even be fully implemented before the next update to the long-range plan is approved.

The only recommended changes to the application guide are in Supplements IV and V, Federal Funding Sources and Funding Policies and Procedures (attached). The complete FY2023-2029 COMPASS Funding Application Guide, with proposed amendments, is posted on the COMPASS Board of Directors' meeting webpage: <https://www.compassidaho.org/people/boardmeetings.htm>.

Implication (policy and/or financial):

Approval of the amendment to the FY2023-2029 COMPASS Funding Application Guide allows the additional flexibility approved in the CIM 2050 Funding Policy for programming federal funding in the STBG programs in Ada and Canyon Counties during the current application cycle.

More Information:

- 1) Attachment: Draft Amended Supplements IV and V, Federal Funding Sources and Funding Policies and Procedures
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 208/475-2238 or ttisdale@compassidaho.org or Destinie Hart, Principal Planner, at 208/475-2240 or dhart@compassidaho.org.

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COMPASS manages three federal funding programs:

- **STBG-TMA:** Surface Transportation Block Group program - Transportation Management Area (Boise Urbanized Area)
- **TAP-TMA:** Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- **STBG-Urban:** Surface Transportation Block Group program – Urban (Nampa Urbanized Area)

Following are the estimated amounts anticipated to be available per year and per funding category (see the “**Funding Policy Supplemental**”) for these programs in the FY2023-2029 application cycle:

These *estimates* of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding funding; however, actual funding levels are unknown at this point. A new transportation authorization bill is expected for FY2023; therefore, many changes could occur. The only funding currently available is currently expected in Preliminary Development (PD):

Program	PD¹
STBG-TMA² Local Network Improvements	\$7,259,040
STBG-TMA³ Pathways (state highway or off-network)	\$1,209,840
STBG-TMA Public Transportation Capital	\$1,310,660
STBG-TMA³ Studies/Special Projects	\$302,460
TAP-TMA	\$443,000
STBG-U^{3,4} Local Network Improvements	\$1,462,030
STBG-U^{3,4} Alternative Transportation Capital	\$206,404
STBG-U^{3,4} Studies/Special Projects	\$51,601

Program	PD¹
STBG-TMA² Roadway Maintenance	See below ²
STBG-TMA³ Alternative Transportation Maintenance	\$1,431,000
STBG-TMA³ Studies/Special Projects	\$286,000
TAP-TMA	\$443,000
STBG-U^{3,4} Roadway Maintenance	\$1,443,000
STBG-U^{3,4} Alternative Transportation Maintenance	\$264,000
STBG-U^{3,4} Studies/Special Projects	\$53,000

¹PD=Preliminary Development (funds may be spent on project design; construction is planned beyond FY2027)

²STBG-TMA - ~~roadway maintenance~~ local network improvement funding is provided to the Ada County Highway District as the only roadway jurisdiction in the Boise Urbanized Area. Funds are programmed ~~for roadway maintenance~~ per CIM 2050 funding policy. (See “**Funding Policies and Procedures Supplemental**”)

³ See “**Funding Policies and Procedures Supplemental**”

⁴Assumes projects currently scheduled in PD are able to advance to a funded year. These funds are shared by small urban areas statewide with no specific allocation to an individual area. Design will be scheduled for new projects as early as funds are available, but construction will remain in PD until the concept report is approved and funds are available in a program year. Funds are extremely limited.

The COMPASS planning area includes all of Ada and Canyon Counties, including rural and urbanized areas. See the COMPASS MPO (metropolitan planning organization) Planning Area Map (attached) for locations of the urbanized areas.

Links to Federal Guidance

[Surface Transportation Block Group](#)¹ (formerly known as Surface Transportation Program)

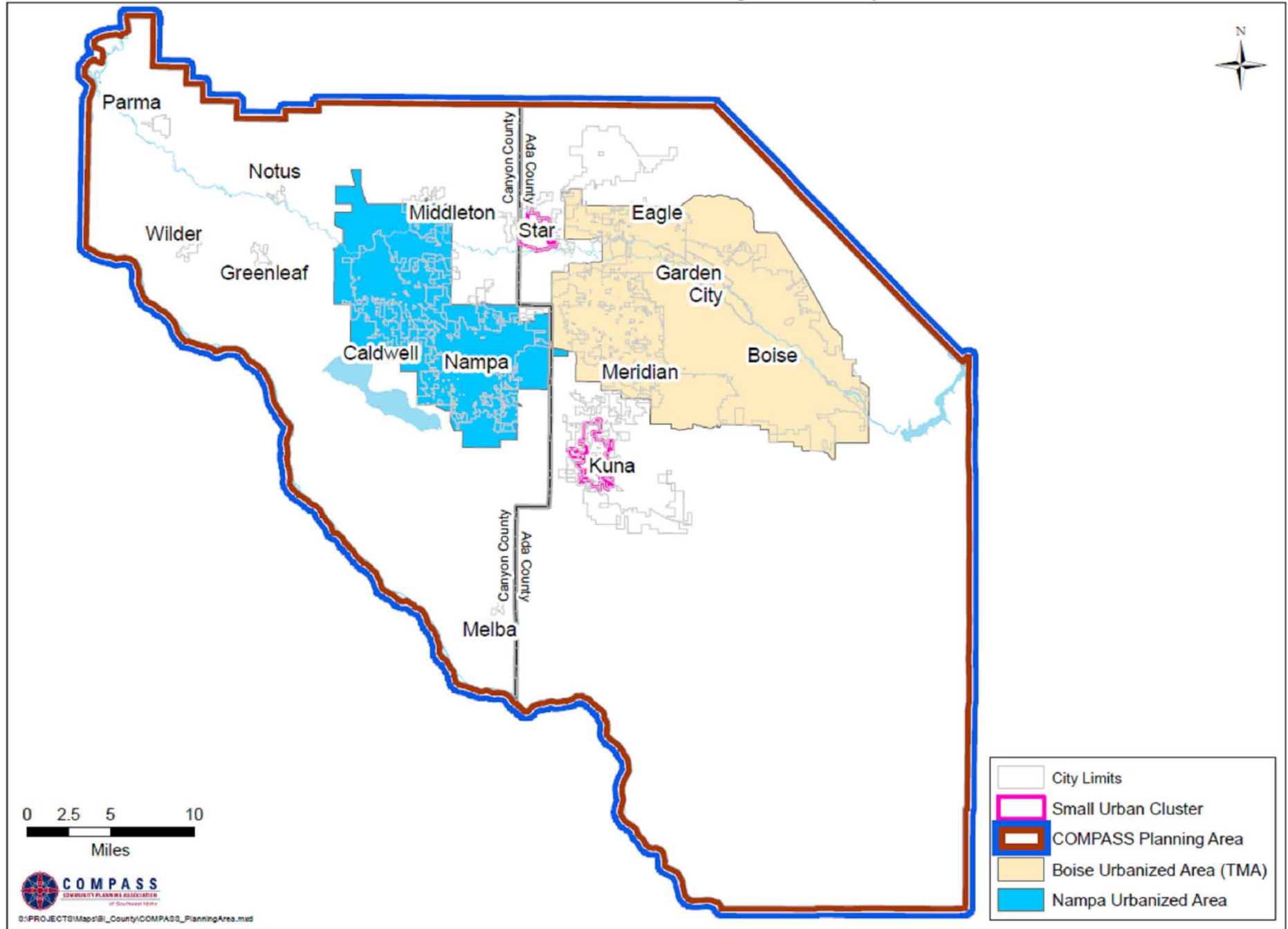
[Transportation Alternatives Program](#)² (known as Surface Transportation Block Group Set Aside or Transportation Alternatives, in federal documents)

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¹ STP Federal Guidance - <https://www.fhwa.dot.gov/specialfunding/stp/>

² TAP Federal Guidance - https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

COMPASS MPO Planning Area Map



Funding Policy and Procedures Supplemental

FY2023-2029 COMPASS Application Guide

Several policies affect how funding is allocated once applications are ranked. These policies should be considered as an agency is developing its applications.

Federal-Aid Funding Policy

On October ~~23~~¹⁸, ~~2017~~²⁰²¹, the COMPASS Board of Directors approved a funding policy for *Communities in Motion* ~~2040-2-0~~²⁰⁵⁰, the regional long-range transportation plan for Ada and Canyon Counties~~±~~.

Funding Policy

Use anticipated available funding in Ada and Canyon Counties to strategically address regional priorities as identified in the regional long-range transportation plan.

Focus federal formula funds in Ada County (Surface Transportation Block Grant – Transportation Management Area [STBG-TMA]) to maintain the existing transportation network and fill gaps in the alternative transportation system. Use new available funding to strategically address regional priorities.

Use federal formula funds in Canyon County (STBG-Urban) to address regional priorities as identified in the regional long-range transportation plan.

Funding Goals

STBG–TMA (Boise Urbanized Area) – shown below using dollar amounts as examples, based on the FY2022 estimated available amount of \$10,814,000.

<u>Off-the-Top</u>	<u>Policy Amount</u>	<u>Illustrative Amount</u>	<u>Illustrative Running Total Remaining</u>
<u>Estimated Available</u>			<u>\$10,814,000</u>
<u>COMPASS*</u>	<u>\$232,000</u>		<u>\$10,582,000</u>
<u>Ada County Highway District (ACHD) Commuteride</u>	<u>\$220,000</u>		<u>\$10,362,000</u>
<u>Safe Routes to School Education Program (Ada)</u>	<u>\$280,000</u>		<u>\$10,082,000</u>
<u>Split of Remaining Funds</u>			
<u>Local Network Improvements**</u>	<u>72%</u>	<u>\$7,259,040</u>	<u>\$2,822,960</u>
<u>Pathways (state highway or off-network)***</u>	<u>12%</u>	<u>\$1,209,840</u>	<u>\$1,613,120</u>
<u>Public Transportation Capital</u>	<u>13%</u>	<u>\$1,310,660</u>	<u>\$302,460</u>

<u>Studies and Special Projects</u>	<u>3%</u>	<u>\$302,460</u>	<u>\$0</u>
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STBG-Urban (Nampa Urbanized Area) – shown below using dollar amounts as examples, based on the FY2022 estimated available amount of \$1,924,035.

<u>Off-the-Top</u>	<u>Policy Amount</u>	<u>Illustrative Amount</u>	<u>Illustrative Running Total Remaining</u>
<u>Estimated Available</u>			<u>\$1,924,035</u>
<u>COMPASS*</u>	<u>\$99,000</u>		<u>\$1,825,035</u>
<u>ACHD Commuteride</u>	<u>\$55,000</u>		<u>\$1,770,035</u>
<u>Safe Routes to School Education Program (Canyon)</u>	<u>\$50,000</u>		<u>\$1,720,035</u>
<u>Split of Remaining Funds</u>			
<u>Local Network Improvements**</u>	<u>85%</u>	<u>\$1,462,030</u>	<u>\$258,005</u>
<u>Alternative Transportation Capital</u>	<u>12%</u>	<u>\$206,404</u>	<u>\$51,601</u>
<u>Studies and Special Projects</u>	<u>3%</u>	<u>\$51,601</u>	<u>\$0</u>

Gray highlight = illustrative information based on FY2022 estimates

*COMPASS Off-the-Top is \$331,000 total, and divided between Boise Urbanized Area and Nampa Urbanized Area funds based on 70/30 split in population (Boise Urbanized Area/Nampa Urbanized Area)

** See definition of local network improvements below

*** If application not sought or funds remains, funds split equally between local network improvements and public transportation capital

The funding splits will be calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and remain consistent with the policy.

Local Network Improvements - Includes all capital improvements to “maintain and improve the infrastructure and operational performance on the current system.”

Work may include:

- Overlays, rehabilitation, or rebuilds on a roadway
- Transportation improvements that save lives
- Filling gaps on on-system bicycle/pedestrian facilities (including crosswalks and adding/widening shoulders)
- Compliance with the Americans with Disabilities Act

- Improvements to the intelligent transportation system and similar operations systems
- Specific to Ada County:
 - Through-lane capacity is not eligible, except in cases of unanticipated funding opportunities.
- Specific to Canyon County:
 - Eligible for projects to maintain and add capacity.

Projects should reflect strategies outlined in the COMPASS Congestion Management Process, which can be found on the COMPASS website: www.compassidaho.org/prodserv/cms-intro.htm.

~~Use federal funds to maintain the existing transportation system and to strategically address regional priorities as identified in the regional long-range transportation plan.~~

~~The policy went into effect when *Communities in Motion 2040 2.0* was adopted on December 17, 2018.~~

~~The Surface Transportation Block Grant program (STBG) funding policy was originally adopted by the COMPASS Board of Directors in July 2014 as part of *Communities in Motion 2040*, the previous long-range transportation plan. This policy directs STBG funding in the Boise and Nampa Urbanized Areas¹ (see map in the **"Federal Funding Sources Supplemental"**) to be programmed (budgeted) as follows:~~

~~Specific "off-the-top" funds for each urbanized area:~~

- ~~\$220,000 for Ada County Highway District's (ACHD's) Commuteride program in the Boise Urbanized Area and \$55,000 in the Nampa Urbanized Area~~
- ~~\$232,000 for COMPASS planning in the Boise Urbanized Area and \$99,000 in the Nampa Urbanized Area~~

~~Percentage splits of remaining funding:~~

- ~~82% for roadway maintenance projects (also includes bridges and intelligent transportation systems)~~
- ~~15% for public or alternative (non-motorized alternatives such as bicycle and pedestrian) transportation maintenance projects~~
- ~~Up to 3% for planning or special projects~~

~~The funding split will be calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and still remain consistent with the policy. An illustration of these percentage splits using the approximate amount of local STBG funding available, based on FY2022 estimated funding levels, is provided below (amounts include required local match):~~

¹STBG Rural funding is managed by the Local Highway Technical Assistance Council, and must follow their funding policies.

	Approximate Funds per Year	Commuteride and COMPASS	Roadway Maintenance (82%)	Public or Alternative Transportation Maintenance (15%)	Studies/Special Projects (3%)
Boise Urbanized Area	\$10,814,000	\$220,000 \$232,000	\$8,497,000	-\$1,554,000	-\$311,000
Nampa Urbanized Area	-\$1,914,000	\$55,000 \$99,000	\$1,443,000	\$264,000	\$53,000

Programs are often fully programmed for the next five years, so new projects are typically placed in Preliminary Development.

Maintenance for roadways includes preservation and restoration work that does not widen the road with more traffic lanes.

In the Boise Urbanized Area, roadway maintenance funds are set aside for ACHD's maintenance program. In the Nampa Urbanized Area, the roadway maintenance funds are distributed on a five-year rolling average among five highway agencies—Canyon Highway District No. 4, City of Caldwell, City of Nampa, City of Middleton, and Nampa Highway District No. 1—based on needs cooperatively agreed upon by these agencies.

Maintenance for public/alternative transportation includes repairing and replacing existing vehicles, equipment, or facilities needed to operate the existing system.

Safe Routes to Schools coordination is a top priority for the area. The Transportation Alternatives Program (TAP) specifically includes funding for this coordination. The COMPASS Board of Directors allocates TAP funds in the Boise Urbanized Area and determines TAP priorities for the Nampa Urbanized Area, but TAP funds are not allocated through this policy. Additional resources for Safe Routes to Schools can be applied for through the STBG's Special Projects category.

Bike lanes and sidewalks can be included as projects under the roadway, public/alternative transportation, and/or studies/special projects categories, depending on the nature of the project.

Deadline for Obligation of Federal Funds

The deadline for obligation of funding (any phase) is March 1 of the fiscal year for federal funding. A project is considered "obligated" when all necessary paperwork, payments, and/or agreements are reviewed, signed, and approved by the federal agency.

On August 17, 2015, the COMPASS Board of Directors approved the deadline of March 1 for obligations of projects in programs managed by COMPASS:

- Surface Transportation Block Group program - Transportation Management Area (Boise Urbanized Area)
- Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)
- Surface Transportation Block Group program – Urban (Nampa Urbanized Area)

The Idaho Transportation Department (ITD) “sweeps” unobligated funds in Federal Highway Administration programs near the end of the fiscal year and reprograms those funds to other projects to ensure the state does not lose federal funding.

If a project is unable to be fully obligated by the March 1 deadline, the project sponsor may apply for an extension from the COMPASS Board of Directors. However, there is no guarantee that an extension will be granted.

In addition to the COMPASS obligation deadline of March 1, the following deadlines were established by ITD. These dates apply to all projects, even if granted an extension to the COMPASS March 1 deadline.

- July 1: Deadline for design and right-of-way funds
 - Design:
 - State/local agreement for design
 - Check for required/agreed local match
 - Right-of-way/land acquisition:
 - Design
 - Environmental approval
 - Right-of-way plans
- August 1: Deadline for construction and utility funds
 - Plans, specifications, and engineer’s estimate package
 - State/local agreement for construction
 - Check for required/agreed local match

Formal Policies

The COMPASS Board of Directors adopted several policies to guide COMPASS staff and the Regional Transportation Advisory Committee in project selection and program balancing recommendations. These policies are available [online](#)² (under Regional Transportation Improvement Program):

- Balancing Surface Transportation Program (STP) and Transportation Alternative Program (TAP) Funds
- COMPASS Regional Transportation Improvement Program (TIP) Amendments
- Transportation Management Area (TMA) Funding Eligibility Policy
- Transportation Alternatives Program – Transportation Management Area (TAP-TMA) Program Eligibility

² Resource Development and Funding webpage: <https://www.compassidaho.org/prodserv/resourcedev.html>

Policies are updated throughout the year. The most up-to-date version of each can be found at the link above.

Internal Procedures

The COMPASS Executive Director approved procedures to provide clarity and guidance to COMPASS staff and member agency staff regarding day-to-day processes. The following procedures are available [online](#)³ (under Regional Transportation Improvement Program):

- COMPASS Procedure for TIP Amendments/Modifications
- COMPASS Procedure for March 1 Deadline for Obligation of Local Federal-Aid Projects
- COMPASS Procedure for Resource Development Plan
- COMPASS Procedure for Project Development Program
- COMPASS Procedure for *Communities in Motion* Implementation Grant Program

Procedures are updated throughout the year. The most up-to-date version of each can be found at the link above.

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³ Resource Development and Funding webpage: <https://www.compassidaho.org/prodserv/resourcedev.html>

COMPASS BOARD AGENDA ITEM V-A

Date: December 20, 2021

Topic: Revision 1 of the FY2022 Unified Planning Work Program and Budget

Request/Recommendation:

COMPASS staff seeks COMPASS Board of Directors' adoption of Resolution 05-2022 approving Revision 1 of the FY2022 Unified Planning Work Program and Budget (UPWP).

Background/Summary:

Federal metropolitan planning rules require that COMPASS produce a UPWP, which is periodically amended to accommodate changes in revenues, expenses, staffing, and scope. These amendments are usually accomplished through a Board resolution with subsequent distribution of the approved resolution and documents to the appropriate funding agencies.

The Finance Committee reviewed the proposed amendments at its December 2, 2021, meeting and recommended approval of Revision 1 of the FY2022 UPWP as presented.

The following revisions to revenues are proposed in Revision 1 of the FY2022 UPWP:

- Add \$228,037 of Consolidated Planning Grant funds from key number 20050. These are unspent funds that were obligated for expenditure in FY2021 and carried forward to FY2022.
- Add \$124,727 of Surface Transportation Program-Transportation Management Area (STP-TMA) funds from key number 19571, *Communities in Motion 2050* (CIM 2050). These are unspent funds that were obligated for expenditure in FY2021 and carried forward to FY2022.
- Add matching funds of \$13,492 from fund balance for the carry forward of CIM 2050 STP-TMA funds.
- Add \$448,002 of STP-TMA funds from key number 19303, Travel Survey Data Collection. These are unspent funds that were obligated for expenditure in FY2021 and carried forward to FY2022.
- Add \$55,000 of funds from the Idaho Transportation Department for their continuance of the statewide contract for public outreach survey software.
- Add \$12,909 from fund balance for COMPASS's share of the FY2022 orthophotography project. The total amount from fund balance applied to the FY2022 flight is the revenues collected from orthophotography sales between the FY2019 flight and the end of FY2021.
- Reduce the estimate of participant contributions by \$12,910 for the FY2022 orthophotography project. There are additional funds on hand to cover the project costs.
- Remove \$142,490 from the draw from fund balance that was budgeted to cover the revenue shortfall in the FY2022 UPWP. With the addition of carry-over of federal grants to total available FY2022 revenues, the revenue shortfall was reduced, and therefore the need to use fund balance was reduced.

The following revisions to expenses are proposed in Revision 1 of the FY2022 UPWP:

- Add \$7,600 to total salary expense to cover anticipated change of one staff position from part time to full time in June of 2022.
- Add \$19,400 to total fringe benefit expense to cover the increase in employee benefits.
- Add \$133,107 to program number 661001, Long Range Planning. This amount includes \$1,047 for translation services, \$22,392 for graphics and editing, \$4,000 for assistance with the financial forecast, \$93,668 for completion of the I-84 operations study, which was started in FY2021, and \$12,000 for a cost estimate review.
- Add \$483,490 to program number 838001, Travel Survey Data Collection to complete work on this project which was started in FY2021.
- Add \$55,000 to program number 661001, Long Range Planning, to pay for the continuance of a statewide contract for public outreach survey software requested by the Idaho Transportation Department.
- Reduce program 661008, Bike Counter Management by \$5,000 as the data purchase is no longer needed.
- Add \$13,169 to program 860001, Geographic Information System Maintenance, to cover additional software purchase and maintenance fees.
- Add \$20,000 to program 990001, Direct Operations/Maintenance, to replace the CISCO phone system. This project is carried over from FY2021.

Implication (policy and/or financial):

Without COMPASS Board of Directors' adoption of Revision 1 of the FY2022 UPWP, the agency cannot make full use of available revenues.

More Information:

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

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RESOLUTION NO. 05-2022

**FOR THE PURPOSE OF APPROVING REVISION 1 OF THE
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET**

WHEREAS, the FY2022 Unified Planning Work Program and Budget was adopted by the Community Planning Association of Southwest Idaho Board of Directors under Resolution 16-2021, dated August 16, 2021;

WHEREAS, the Community Planning Association of Southwest Idaho desires to amend the annual Unified Planning Work Program and Budget as part of timely reviews;

WHEREAS, the Community Planning Association of Southwest Idaho desires to incorporate funding and program revisions in the Unified Planning Work Program and Budget to recognize federal dollars for both COMPASS and pass-through agreements to other agencies; and

WHEREAS, the attached memorandum and supporting documentation summarizes the adjustments included in Revision 1 of the FY2022 Unified Planning Work Program and Budget and is made a part hereof.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves by resolution Revision 1 of the FY2022 Unified Planning Work Program and Budget; and

BE IT FURTHER RESOLVED, that the Chair and Executive Director are authorized to submit all grant and contract revisions and sign all necessary documents for grant and contract purposes.

DATED this 20th day of December 2021.

APPROVED:

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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COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
Recommended Changes to FY2022 - Revision 1
Summary

FY2022 Original UPWP Revenues		3,435,699	FY2022 Original UPWP Expenses	3,435,699	
1	Consolidated Planning Grant, key number 20050; Ada County - carry over \$168,747 of unspent funds from FY2021.	168,747	Salary. Increase to cover staffing changes	7,600	
	Consolidated Planning Grant, key number 20050; Canyon County - carry over \$59,290 of unspent funds from FY2021.	59,290	Fringe. Increase to cover cost of employee benefits.	19,400	
2	STP-TMA, key number 19571; <i>Communities in Motion 2050</i> - carry over \$124,727 of unspent funds from FY2021.	124,727	661001 - Long Range Planning		
			Translation services	1,047	
			Graphics and editing	22,392	
			Financial forecast	4,000	
			I-84 Operations Study; carried over from FY2021	93,668	
			Cost estimate review	12,000	
3	STP-TMA, key number 19303; Travel Survey Data Collection - carry over \$448,002 of unspent funds from FY2021.	448,002	838001 - Travel Survey Data Collection; Data Collection Project; add \$483,490 (includes matching funds) to complete this project in FY2022.	483,490	
4	Idaho Transportation Department (survey software).	55,000	661001 - Long Range Planning; Survey software in partnership with ITD.	55,000	
	Reduce estimated participant contributions for FY2022 orthophotography project; funding on hand to cover remaining cost of project	(12,910)			
5	Draw from fund balance (matching funds for CIM 2050 carryover)	13,492	661008 - Bike Counter Management; data purchase 860001 - Geographic Information System Maintenance; equipment/software. 990001 - Direct Operations and Maintenance; phone system replacement, carried over from FY2021	(5,000)	
	Increase draw from fund balance (set-aside for orthophotography flight in FY2022)	12,909			
	Reduce draw from fund balance (to fund revenue shortfall)	(142,490)			
					13,169
					20,000
Recommended Adjustments to Revenues		726,766	Recommended Adjustments to Expenses	726,766	
Adjusted Revenues - Revision 1		4,162,465	Adjusted Expenses - Revision 1	4,162,465	

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1
REVENUE AND EXPENSE SUMMARY (TOTAL)**

REVENUE	FY2022 Final	FY2022 Revision 1
GENERAL MEMBERSHIP		
Ada County	241,931	241,931
Ada County Highway District	241,931	241,931
Canyon County	118,802	118,802
Canyon Highway District No. 4	44,458	44,458
Golden Gate Highway District No.3	5,906	5,906
City of Boise	106,519	106,519
City of Caldwell	28,112	28,112
City of Eagle	15,198	15,198
City of Garden City	5,542	5,542
City of Greenleaf	397	397
City of Kuna	12,156	12,156
City of Meridian	56,388	56,388
City of Melba	260	260
City of Middleton	4,594	4,594
City of Nampa	48,932	48,932
City of Notus	251	251
City of Parma	974	974
City of Star	5,904	5,904
City of Wilder	807	807
Subtotal	939,062	939,062
SPECIAL MEMBERSHIP		
Boise State University	9,400	9,400
Capital City Development Corporation	9,400	9,400
Idaho Department of Environmental Quality	9,400	9,400
Idaho Transportation Department	9,400	9,400
Valley Regional Transit	9,400	9,400
Subtotal	47,000	47,000
GRANTS AND SPECIAL PROJECTS		
FHWA/FTA - Consolidated Planning Grants		
CPG - FY2021 K# 20050 Ada County (carryover)		168,747
CPG - FY2021 K# 20050 Canyon County (carryover)		59,290
CPG - FY2022 K# 20640 Ada County	1,048,580	1,048,580
CPG - FY2022 K# 20640 Canyon County	368,420	368,420
Sub Total CPG Grants	1,417,000	1,645,037
STP-TMA & STBG-U - K# 19920, FY2022 off-the-top funds for Planning	306,705	306,705
STP TMA - K# 19571, <i>Communities in Motion 2050</i> & carryover	45,589	170,316
STP TMA - K# 19303, Travel Survey Data Collection (carryover)		448,002
Subtotal	352,294	925,022
OTHER REVENUE SOURCES		
Idaho Department of Environmental Quality	55,000	55,000
Ada County Air Quality Board	55,000	55,000
Air Quality Operations - Management Fee	66,475	66,475
Idaho Transportation Department (Metroquest Survey Software)		55,000
Orthophotography - Participant Contributions	137,050	124,140
Interest Income	5,031	5,031
Subtotal	318,556	360,646
TOTAL REVENUE; Dues, Federal Funds, and Other miscellaneous	3,073,912	3,916,767
Draw From Fund Balance (CIM Implementation Grants)	100,000	100,000
Draw From Fund Balance (Matching funds for CIM carryover)		13,492
Draw From Fund Balance (funds set aside for orthophotography flight)	112,951	125,860
Draw From Fund Balance (to fund revenue shortfall)	148,836	6,346
Subtotal	361,787	245,698
TOTAL REVENUE, ALL RESOURCES	3,435,699	4,162,465

EXPENSE	FY2022 Final	FY2022 Revision 1
SALARY, FRINGE & CONTINGENCY		
Salary	1,526,300	1,533,900
Fringe	706,900	726,300
Contingency (Overtime, Bonus, and Sick Time Trade)	19,000	19,000
Subtotal	2,252,200	2,279,200
INDIRECT OPERATIONS & MAINTENANCE		
Indirect Costs	205,599	205,599
Subtotal	205,599	205,599
DIRECT OPERATIONS & MAINTENANCE		
620001, Demographics and Growth Monitoring	2,500	2,500
653001, Communication and Education	40,800	40,800
661001, Long-Range Planning	50,700	238,807
661008, Bike Counter Management	24,800	19,800
685001, Transportation Improvement Program	5,800	5,800
685002, Project Development Program	75,000	75,000
685004, CIM Implementation Grants	100,000	100,000
702001, Air Quality Outreach	100,000	100,000
760001, Legislative Services	115,050	115,050
801001, Staff Development	40,000	40,000
820001, Committee Support	2,000	2,000
836001, Regional Travel Demand Model	17,200	17,200
838001, Travel Survey Data Collection	-	483,490
860001, Geographic Information System Maintenance	300,000	313,169
990001, Direct Operations and Maintenance	104,050	124,050
Subtotal	977,900	1,677,666
TOTAL EXPENSE	3,435,699	4,162,465

REVENUE AND EXPENSE SUMMARY		
TOTAL REVENUE	3,435,699	4,162,465
LESS: TOTAL EXPENSES	3,435,699	4,162,465
REVENUE EXCESS/(DEFICIT)	(0)	0

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1
EXPENSES BY WORK PROGRAM NUMBER AND FUNDING SOURCE**

WORK PROGRAM NUMBER	EXPENSES												MATCH, LOCAL & OTHER FUNDING				TOTAL FUNDING SOURCES
	Work Days	Labor & Indirect Cost	Direct Cost	Total Cost	FY21 CPG Ada County K# 20050 (74%)	FY21 CPG Canyon County K# 20050 (26%)	FY22 CPG Ada County K# 20640 (74%)	FY22 CPG Canyon County K# 20640 (26%)	STP-TMA Off The Top K# 19920	STP-TMA CIM 2050 K# 19751	STP-TMA Travel Survey K# 19303	Total Federal Funds	Required Match	Local Funds/FB	Other Revenue	Total Local & Other	
601001 UPWP/Budget Development and Federal Assu	91	70,708	-	70,708	466	164	25,818	9,071	30,000			65,518	5,190			5,190	70,708
601002 UPWP/Certification Review	36	29,123	-	29,123			19,969	7,016				26,986	2,138			2,138	29,123
620001 Demographics and Growth Monitoring	101	73,602	2,500	76,102	2,562	900	27,420	9,634	30,000			70,516	5,586			5,586	76,102
620002 Development Monitoring	72	56,069	-	56,069			31,045	10,908	10,000			51,953	4,115			4,115	56,069
620003 Census 2020	23	16,431	-	16,431	137	48	11,130	3,910				15,225	1,206			1,206	16,431
653001 Communication and Education Long-Range Planning	179	114,277	40,800	155,077								-		155,077		155,077	155,077
661001 General Project Management	848	557,032	238,807	795,839	79,211	27,831	302,737	106,367		170,316		686,461	54,377		55,000	109,377	795,839
661008 Bike Counter Management Resource Development/Funding	94	44,610	19,800	64,410	793	278	29,796	10,469				41,336	3,274	19,800		23,074	64,410
685001 Transportation Improvement Program	403	257,345	5,800	263,145	10,823	3,803	80,812	28,393	120,000			243,830	19,315			19,315	263,145
685002 Project Development Program	35	26,691	75,000	101,691	51,596	18,128	18,132	6,371				94,227	7,464			7,464	101,691
685003 Grant Research and Development	177	124,412	-	124,412								-		124,412		124,412	124,412
685004 CIM Implementation Grants	15	11,910	100,000	111,910	62	22	8,104	2,848				11,036	874	100,000		100,874	111,910
TOTAL PROJECTS	2,074	1,382,210	482,707	1,864,917	145,649	51,174	554,963	194,987	190,000	170,316	-	1,307,088	103,540	399,289	55,000	557,828	1,864,917
701001 Membership Services	157	112,573	-	112,573	362	127	76,827	26,993				104,310	8,262.87			8,263	112,573
702001 Air Quality Outreach	14	10,000	100,000	110,000								-			110,000	110,000	110,000
703001 Public Services	60	46,541	-	46,541								-		46,541		46,541	46,541
704001 Air Quality Operations	126	104,873	-	104,873								-		38,398	66,475	104,873	104,873
705001 Transportation Liaison Services	41	32,168	-	32,168	841	295	21,216	7,454				29,807	2,361			2,361	32,168
760001 Legislative Services	53	56,550	115,050	171,600								-		171,600		171,600	171,600
TOTAL SERVICES	451	362,705	215,050	577,755	1,203	423	98,044	34,448	-	-	-	134,117	10,624	256,539	176,475	443,638	577,755
801001 Staff Development	106	69,632	40,000	109,632			47,745	16,775				64,521	5,111	40,000		45,111	109,632
820001 Committee Support	210	133,218	2,000	135,218			91,345	32,094				123,440	9,778	2,000		11,778	135,218
836001 Regional Travel Demand Model	178	141,330	17,200	158,530	13,615	4,784	81,373	28,591	20,000			148,362	10,168			10,168	158,530
838001 Travel Survey Data Collection	47	37,318	483,490	520,808	194	68	25,394	8,922			448,002	482,580	38,227			38,227	520,808
842001 Congestion Management Process	96	75,491	-	75,491	413	145	51,350	18,042				69,950	5,541			5,541	75,491
842002 I-84 Corridor Operations Plan	35	27,790	-	27,790	144	51	18,910	6,644				25,750	2,040			2,040	27,790
860001 Geographic Information System Maintenance	402	255,106	313,169	568,275	7,529	2,645	79,456	27,917	96,705			214,251	23,361	80,662	250,000	354,024	568,275
TOTAL SYSTEM MAINTENANCE	1,074	739,884	855,859	1,595,743	21,895	7,693	395,574	138,985	116,705	-	448,002	1,128,854	94,227	122,662	250,000	466,889	1,595,743
990001 Direct Operations / Maintenance	-	-	124,050	124,050								-		119,019	5,031	124,050	124,050
991001 Support Services Labor	876	-	-	-								-				-	-
999001 Indirect Operations/Maintenance	-	-	-	-								-				-	-
TOTAL INDIRECT/OVERHEAD	876	-	124,050	124,050	-	-	-	-	-	-	-	-	-	119,019	5,031	124,050	124,050
G R A N D T O T A L	4,475	2,484,799	1,677,666	4,162,465	168,747	59,290	1,048,580	368,420	306,705	170,316	448,002	2,570,059	208,390	897,509	486,506	1,592,406	4,162,465

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1
DIRECT EXPENSE SUMMARY**

DESCRIPTION		TOTAL DIRECT	PROFESSIONAL SERVICES (830)	EQUIPMENT / SOFTWARE (834)	TRAVEL / EVENTS / EDUCATION (840)	PRINTING (860)	OTHER (863)	PUBLIC INVOLVEMENT (864)	MEETING SUPPORT (865)	LEGAL / LOBBYING (872)	CARRY-FORWARD
620001	Demographics and Growth Monitoring	2,500					2,500				
653001	Communication and Education	40,800	19,900			600		20,300			
661001	Long-Range Planning	238,807	202,307			1,500		35,000			2,4
661008	Bike Counter Management	19,800	-	19,800							5
685001	Transportation Improvement Program	5,800						5,800			
685002	Project Development Program	75,000	75,000								
685004	CIM Implementation Grants	100,000	100,000								
702001	Air Quality Outreach	100,000	100,000								
760001	Legislative Services	115,050			18,000		11,100			85,950	
801001	Staff Development	40,000			40,000						
820001	Committee Support	2,000							2,000		
836001	Regional Travel Demand Model	17,200	17,200								
838001	Travel Survey Data Collection	483,490	483,490								3
860001	Geographic Information System Maintenance	313,169	250,000	63,169							5
990001	Direct Operations / Maintenance										
	Phone System (CISCO is at end of life)	20,000		20,000							5
	Workspace buildout	18,000		18,000							
	New/replacement hardware and software	10,000		10,000							
	Transit network planning software	19,250		19,250							
	Cube renewal; Cube Land	15,000		15,000							
	Migrate website from Dreamweaver	10,200	10,200								
	AICP and APBP Webinar series	1,600			1,600						
	Tools of the Trade sponsorship	6,000			6,000						
	Membership dues for COMPASS	17,000								17,000	
	Other: board lunch, staff gifts, meeting refreshments, misc.	7,000							7,000		
GRAND TOTAL		1,677,666	1,258,097	165,219	65,600	2,100	13,600	61,100	9,000	102,950	-

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**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1
INDIRECT OPERATIONS AND MAINTENANCE EXPENSE SUMMARY**

CATEGORY	ACCOUNT CODE	FY2022 Final	FY2022 Revision 1
Professional Services	930	29,000	29,000
Equipment Repair / Maintenance	936	200	200
Publications	943	2,500	2,500
Employee Professional Membership	945	7,500	7,500
Postage	950	750	750
Telephone	951	13,500	13,500
Building Maintenance and Reserve for Major Repairs	955	61,199	61,199
Printing	960	2,250	2,250
Advertising	962	1,500	1,500
Audit	970	16,200	16,200
Insurance	971	14,000	14,000
Legal Services	972	5,000	5,000
General Supplies	980	4,000	4,000
Computer Supplies	982	10,500	10,500
Computer Software / Maintenance	983	20,000	20,000
Vehicle Maintenance	991	1,500	1,500
Utilities	992	9,000	9,000
Local Travel	993	2,000	2,000
Other / Miscellaneous	995	5,000	5,000
TOTAL		205,599	205,599

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FY2022 - Revision 1

INDIRECT OPERATIONS AND MAINTENANCE EXPENSE

**COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
FY2022 UNIFIED PLANNING WORK PROGRAM AND BUDGET - REVISION 1
WORKDAY ALLOCATION SUMMARY**

WORK PROGRAM DESCRIPTION		LEAD STAFF	DIRECTORS	PLANNING	COMMUNICATIONS	OPERATIONS	TOTAL
601001	UPWP/Budget Development and Federal Assurances	ML	29	5	2	55	91
601002	UPWP/Certification Review	AL	6	22	8	-	36
620001	Demographics and Growth Monitoring	CM	-	95	6	-	101
620002	Development Monitoring	CM	-	71	1	-	72
620003	Census 2020	CM	-	23	-	-	23
653001	Communication and Education	AL	12	17	150	-	179
	Long-Range Planning	LI					
661001	General Project Management	LI	10	749	89	-	848
661008	Bike Counter Management	BC	-	94	-	-	94
	Resource Development/Funding	TT					
685001	Transportation Improvement Program	TT	12	346	45	-	403
685002	Project Development Program	DH	-	35	-	-	35
685003	Grant Research and Development	DH	8	164	5	-	177
685004	CIM Implementation Grants	DH	-	15	-	-	15
TOTAL PROJECTS			77	1,636	306	55	2,074
701001	Membership Services	LI	-	152	5	-	157
702001	Air Quality Outreach	AL	-	-	14	-	14
703001	Public Services	MW	-	58	2	-	60
704001	Air Quality Operations	ML	65	-	13	48	126
705001	Transportation Liaison Services	MS	12	22	7	-	41
760001	Legislative Services	MS	53	-	-	-	53
TOTAL SERVICES			130	232	41	48	451
801001	Staff Development	ML	6	77	17	6	106
820001	Committee Support	ML	10	100	100	-	210
836001	Regional Travel Demand Model	MW	-	178	-	-	178
838001	Travel Survey Data Collection	MW	-	47	-	-	47
842001	Congestion Management Process	MW	-	94	2	-	96
842002	I-84 Corridor Operations Plan	MW	-	35	-	-	35
860001	Geographic Information System Maintenance	EA	-	402	-	-	402
TOTAL SYSTEM MAINTENANCE			16	933	119	6	1,074
TOTAL DIRECT			223	2,801	466	109	3,599
991001	Support Services Labor	ML	237	189	99	351	876
TOTAL INDIRECT/OVERHEAD			237	189	99	351	876
TOTAL LABOR			460	2,990	565	460	4,475

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WORKDAY ALLOCATION

PROGRAM NO.	601				CLASSIFICATION:	Project
TITLE:	UPWP Budget Development and Monitoring					
TASK / PROJECT DESCRIPTION:	Monitor and amend, as necessary, the FY2022 Unified Planning Work Program and Budget (UPWP) and related transportation grants for the metropolitan planning organization (MPO). Develop and obtain COMPASS Board approval for the FY2023 UPWP. Attain compliance on all federal requirements of transportation planning implemented under applicable federal transportation bills.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The UPWP is a comprehensive work plan that coordinates federally funded transportation planning and transportation related planning activities in the region and identifies the related planning budget.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW	Federal Code 23 CFR § 450.308 (b) An MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
FY2022 UPWP Process and track revenues and expenditures for the FY2022 UPWP and related transportation grants Process required state and local agreements and other required paperwork for transportation grants						Ongoing As Needed
Process and obtain Board approval of FY2022 UPWP revisions Distribute revisions of the FY2022 UPWP to the Idaho Transportation Department for tracking purposes Distribute revisions of the FY2022 UPWP to the Federal Highway Administration and the Federal Transit Administration for approval						As Needed
FY2023 UPWP Development Develop process and schedule for the FY2023 UPWP Solicit membership input on possible transportation planning projects and associated needs for FY2023 Submit initial revenue assessment for FY2023 to the Finance Committee for input Obtain Board approval on FY2023 General and Special membership dues						Nov Jan-Feb Mar Apr
Present FY2023 UPWP Present draft FY2023 UPWP to Finance Committee for input and feedback Present draft FY2023 UPWP to Finance Committee for recommendation Submit FY2023 UPWP to Board for adoption Submit and obtain approval from Federal Highway Administration of FY2023 UPWP Distribute FY2023 UPWP to the Idaho Transportation Department and Federal Transit Administration						Jun Jul Aug Aug Aug
Track federal requirements as related to Self-Certification Compliance with federal requirements						Ongoing
Track federal requirements as related to Regional Transportation Improvement Program and the Long-Range Transportation Plan Document and prepare for Federal Certification Review Monitor federal changes through the Federal Register						Ongoing
Certification Review Work with federal agencies to set up review Respond to questions and prepare materials for submission prior to in-person review Host the certification review team for the certification review Receive final report and prepare necessary responses Inform the COMPASS Board of Directors of the certification review Develop corrective action plan as necessary						Mar Mar Apr Jul Aug Aug Aug
LEAD STAFF: Meg Larsen					Expense Summary	
END PRODUCTS: FY2022 UPWP revisions; FY2023 UPWP; 2022 certification review, and maximize funding opportunities.					Total Workdays: 127	
					Salary \$ 62,884	
					Fringe 28,412	
					Overhead 8,536	
					Total Labor Cost: 99,831	
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		Professional Services \$ -
	Ada	Canyon	Special	Total	Member Agencies	Legal / Lobbying
CPG, K20050	\$ 466	\$ 164		\$ 630	Federal Highway Administration	Equipment Purchases
CPG, K20640	\$ 45,787	\$ 16,087		61,874	Federal Transit Administration	Travel / Education
STP-TMA, K19920			30,000	30,000		Printing
						Public Involvement
						Meeting Support
Local / Fund Bal	5,422	1,905		7,328		Other
						Total Direct Cost: \$ -
Total:	\$ 51,675	\$ 18,156	\$ 30,000	\$ 99,831	601	Total Cost: \$ 99,831

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PROGRAM NO.	620			CLASSIFICATION:	Project
TITLE:	Demographics and Growth Monitoring				
TASK / PROJECT DESCRIPTION:	To collect, analyze, and report on growth and transportation patterns related to goals in the regional long-range transportation plan. This includes providing demographic data, such as population and employment estimates, Census 2020 data review, providing relevant information for local decision-making, and updating demographic forecasts based on new entitlements and policies.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Tracking and monitoring growth and system demands are critical to several planning efforts: 1) <i>Communities in Motion</i> as well as other corridor, subarea, and alternative analyses depend on accurate data and assumptions about current and future transportation, housing, and infrastructure demands; 2) The travel demand model also requires current and accurate housing and employment data; 3) Accessing, mapping, and disseminating census data and training enables member agencies to have data for studies, grants, land use allocation demonstration modeling, and other analyses, and is an often requested member service; 4) Development review, including the fiscal impact analysis, enables local decision-makers to bridge regional and local planning efforts to provide growth supportive of <i>Communities in Motion</i> ; and 5) Census data review enables COMPASS data to reflect the results of the 2020 Census.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 (b) -- Long-range plans require valid forecasts of future demand for transportation services that are based on existing conditions that can be included in the travel demand model. In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Population and Employment Estimates Data collection and geocoding of building permits Compare and align population estimates with 2020 census counts Complete 2021 employment data Complete 2021 Development Monitoring Report Complete 2022 population estimates and receive Board acceptance Development Forecasting, Tracking, and Reconciliation Update preliminary plat files and other entitled development Reconcile CIM 2050 preferred growth scenario with entitlements Evaluate land use models and scenario planning tools for next long-range plan Housing Analysis Develop housing and demographic profile Establish steering committee for housing evaluation Issue Request For Proposals, and select consultant Demographics Support Respond to member requests for census data Provide development and policy reviews and checklists Provide fiscal impact analysis per policy Development checklist report					Ongoing Oct Mar Mar Apr Ongoing Apr Mar June Sept Ongoing Ongoing Ongoing Mar
LEAD STAFF: Carl Miller				Expense Summary	
END PRODUCT: Demographic products: 1) 2022 population estimates; 2) 2021 employment estimates; 3) Census 2020 data review; 4) 2021 Development Monitoring Report updated; 5) annual demographic reconciliation; 5) housing analysis RFP; and 6) development checklist report.				Total Workdays: 196	
				Salary \$ 92,030	
				Fringe 41,581	
				Overhead 12,492	
				Total Labor Cost: 146,102	
ESTIMATED DATE OF COMPLETION: September-2022				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Member Agencies
CPG, K20050	\$ 2,699	\$ 948		\$ 3,648	Housing authorities and other housing stakeholders
CPG, K20640	69,595	24,452		94,047	
STP-TMA, K19920			40,000	40,000	
Local / Fund Bal	8,071	2,836		10,907	
Total:	\$ 80,365	\$ 28,236	\$ 40,000	148,602	
				Professional Services	
				Legal / Lobbying	
				Equipment Purchases	
				Travel / Education	
				Printing	
				Public Involvement	
				Meeting Support	
				Other 2,500	
				Total Direct Cost: \$ 2,500	
				620 Total Cost: \$ 148,602	

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PROGRAM NO.	653			CLASSIFICATION:	Project	
TITLE:	Communication and Education					
TASK / PROJECT DESCRIPTION:	The Communication and Education task broadly includes external communications, public relations, public involvement, public education, and ongoing COMPASS Board education. Specific elements of the task include, but are not limited to, managing the ongoing COMPASS education series, the annual COMPASS 101 workshop, periodic Board workshops, and the Leadership in Motion awards program; writing the annual report, <i>Keeping Up With COMPASS</i> newsletter, brochures, web content, news releases, and other documents; managing COMPASS' social media channels; supporting the Public Participation Workgroup; and representing COMPASS at open houses and other events.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The Communication and Education program helps COMPASS facilitate public involvement in, and understanding of, transportation and related planning efforts by planning and implementing an integrated communications/education and public involvement strategy.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.316 requires public input and involvement in metropolitan planning organization planning activities. Public involvement for specific programs (e.g., regional transportation improvement program, regional long-range transportation plan [<i>Communities in Motion</i>]) is planned and budgeted under those programs. The Communication and Education task supports that outreach and involvement through developing and updating the COMPASS participation plan, coordinating outreach efforts, and providing more general (non-program specific) opportunities for the public to learn about transportation, planning, financial, and related issues to support federally required public involvement efforts.					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
General Continue work with media -- set up interviews, develop story ideas, respond to inquiries, write/distribute news releases Support work of Public Participation Workgroup Implement the COMPASS participation plan; work toward goals established in the plan Provide outreach/public speaking support and training to staff					Ongoing Ongoing Ongoing	
Develop tools, such as electronic and print materials, designed for most effective means of communication Maintain and enhance COMPASS social media channels Continually update the COMPASS website to improve usability and keep content up to date Develop the FY2021 annual report, annual budget summary, and annual communication summary Write and distribute monthly update handout Write and distribute monthly Keeping Up With COMPASS newsletter Update/develop other print materials as appropriate					Ongoing Ongoing Oct - Dec Ongoing Ongoing Ongoing	
Education and community outreach Develop and implement FY2022 public education series Support and collaborate with other agencies' outreach and education efforts and programs Participate in community events to share planning-related information Attend/support member agencies at public meetings Manage/support Leadership in Motion awards program Plan and host annual "COMPASS 101" workshop Sponsor "Look! Save a Life" bicycle/pedestrian safety campaign (coordinated through the City of Boise Police Department) Present information about COMPASS and our programs to stakeholders and community groups as requested					Jan - Sep Ongoing Ongoing Ongoing Aug - Dec Jan - Feb Mar - Jun Ongoing	
LEAD STAFF:	Amy Luft				Expense Summary	
END PRODUCT:	Public involvement in, and understanding of, transportation planning and related issues.					
					Total Workdays: 179	
					Salary \$ 71,983	
					Fringe 32,523	
					Overhead 9,771	
					Total Labor Cost: 114,277	
ESTIMATED DATE OF COMPLETION:				September-2022		
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies	
CPG, K20640 STP-TMA, K19920				\$ -		
Local / Fund Bal			155,077	155,077		
				-		
	\$ -	\$ -	\$ 155,077	\$ 155,077		
					DIRECT EXPENDITURES:	
					Professional Services \$ 19,900	
					Legal / Lobbying	
					Equipment Purchases	
					Travel / Education	
					Printing 600	
					Public Involvement 20,300	
					Meeting Support	
					Other	
					Total Direct Cost: \$ 40,800	
					653	Total Cost: \$ 155,077

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PROGRAM NO.	661	CLASSIFICATION:	Project		
TITLE:	Long Range Planning				
TASK / PROJECT DESCRIPTION:	This project encompasses the activities to identify regional transportation needs and solutions, and prepare a regional long-range transportation plan, <i>Communities in Motion</i> (CIM), for Ada and Canyon Counties. This task also incorporates implementation support for the adopted long-range transportation plan and ongoing long-range planning activities.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	<i>Communities in Motion</i> (CIM) is developed in cooperation with member agencies, local governments and the Idaho Transportation Department by a continuing, cooperative, and comprehensive planning process. This performance and outcome-based planning will help guide resources to infrastructure and service projects that collectively help achieve the regional (CIM) goals.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450 "Fixing America's Surface Transportation Act" (FAST Act) requires that the regional long-range transportation plan be updated every four years in areas with more than 200,000 people or with air quality issues. Since the area meets the test on both criteria, a new plan has to be adopted by 2019. 23 USC 150-- establishes national goals and a performance program, in consultation with stakeholders, including metropolitan planning organizations. The purpose is to provide a means to the most efficient investment of federal transportation funds.				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
661001 General Project Management					
Work with the Regional Transportation Advisory Committee, workgroups and the COMPASS Board to develop CIM 2050			Oct-Dec		
Monitor legislative, funding, etc. changes			Ongoing		
Compile 2021 updates to CIM 2040 2.0			Jan		
Update financial forecast			Apr		
Describe needed transportation investments			May		
Identify likely environmental concerns and mitigation strategies			May		
Draft technical documents			May		
Prepare draft plan for public comment			Aug		
Roadways					
Integrate results of congestion management process			Feb		
Integrate complete network policy to transportation improvements			Mar		
Develop transportation demand management (TDM) strategies			Mar		
Identify needed roadway improvements			Apr		
Freight					
Work with Freight Advisory Workgroup to identify freight related needs for CIM 2050			Mar		
Help member agencies identify freight projects and develop funding applications			Ongoing		
Active Transportation (bicycle and pedestrian)					
Develop estimate of pathway maintenance needs			Jan		
Develop regional pathway implementation plan/strategy (including rails with trails)			Jan		
Identify needed active transportation improvements			Apr		
Public Transportation					
Update High Capacity Transit Study for 2020/2050 data			Dec		
Develop list of public transportation investments and a phasing plan			Apr		
Develop park and ride implementation plan			May		
Performance Management					
Update asset management information			Jan		
Update federally required performance targets as needed			May		
Complete TIP Achievement reporting process			Aug		
Assess impacts of growth and transportation scenario and needed transportation investments			June		
Share performance information with stakeholders and decision-makers			Sep		
Public Involvement					
Conduct public involvement according to the work plan			Oct-Sep		
Coordinated Public Transit-Human Services Transportation Plan Update					
Work with stakeholders to identify transportation service needs and strategies			Oct		
Conduct public involvement period and outreach activities for draft plan			Jan		
Finalize plan incorporating public and stakeholder input			Mar		
Adopt plan through committee and Board review processes at COMPASS and VRT			Apr		
661008 Bike Counter Management					
Manage portable counter requests			Ongoing		
Manage permanent counter program and COMPASS Data Bike			Ongoing		
Manage and report data			Ongoing		
LEAD STAFF:		Liisa Itkonen			
END PRODUCT: Implementation of <i>Communities in Motion 2050</i> work plan, including financial forecast, lists of needed transportation improvements, and draft plan documents; summary of project updates in CIM 2040 2.0; bicycle and pedestrian data; Coordinated Public Transit-Human Services Transportation Plan.			Expense Summary		
			Total Workdays: 942		
			Salary \$ 378,974		
			Fringe 171,227		
			Overhead 51,440		
			Total Labor Cost: 601,641		
ESTIMATED DATE OF COMPLETION:		September-2022			
DIRECT EXPENDITURES:					
			Professional Services \$ 202,307		
			Legal / Lobbying		
			Equipment Purchases 19,800		
			Travel / Education		
			Printing 1,500		
			Public Involvement 35,000		
			Meeting Support		
			Carry-Forward		
			Total Direct Cost: \$ 258,607		
			661 Total Cost: \$ 860,248		
Funding Sources		Participating Agencies			
	Ada	Canyon	Special	Total	Member Agencies
CPG, K20050	\$ 80,003	\$ 28,109		\$ 108,112	ITD
CPG, K20640	332,533	116,836		449,369	FHWA
STP-TMA, K19920					FTA
STP-TMA, K19571			170,316	170,316	
ITD, survey software			55,000	55,000	
Local / Fund Bal	42,662.10	14,989.38	19,800	77,451	
Total:	\$ 455,198	\$ 159,934	\$ 245,116	\$ 860,248	

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PROGRAM NO.	685				CLASSIFICATION:	Project	
TITLE:	Resource Development/Funding						
TASK / PROJECT DESCRIPTION:	Develop a FY2023-2029 Regional Transportation Improvement Program (TIP) for Ada and Canyon Counties that complies with all federal, state, and local regulations and policies for the purpose of funding transportation projects. Process amendments and provide project tracking and monitoring for the FY2022-2028 TIP. COMPASS staff, with consultant assistance, will assist member agencies in taking project ideas and transforming them into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public information plans. Grant research, development and grant administration is expected to secure additional funding into the region. COMPASS will award <i>Communities in Motion</i> (CIM) Implementation Grants to member agencies after appropriate outreach, prioritization, and contract due diligence.						
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Implement requested projects by member agencies, and leverage local dollars. Well defined and scoped projects with accurate project costs and schedules allow strong grant applications, linked closely with CIM 2040 goals and performance measures, increase the delivery of funded projects on time and on budget. These efforts provide the necessary federal documentation for member agencies to obtain federal funding for transportation projects. Staff provides assistance to member agencies to ensure projects meet deadlines and do not lose federal funding through project monitoring and committee participation.						
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	The task is designed to help identify additional revenue sources for member agencies to assist in funding improvements and on-going maintenance of the transportation system; also assists member agencies in implementing the regional long-range transportation plan, <i>Communities in Motion 2040 2.0</i> , and the annual TIP. Under 12 CFR § 450.306 and 23 CFR § 450.324, COMPASS is required to develop a TIP in cooperation with ITD and public transportation operators. Certain additional requirements are required in the Boise Urbanized Area because it is considered a Transportation Management Area (TMA). The TIP is required to be updated every four years; however, COMPASS follows the update cycle of ITD's Idaho Transportation Investment Program (ITIP), which is updated annually. All projects receiving federal funding or considered regionally significant must be consistent with the regional long-range transportation plan. The TIP is tied to the Air Quality Conformity Demonstration to ensure funded projects do not violate budgets set in the State Implementation Plan (SIP) (air quality budgets for the State of Idaho). The TIP is also scrutinized in the federal Certification Review.						
FY2022 BENCHMARKS							
MILESTONES / PRODUCTS							
685001 Transportation Improvement Program Update funding application process Conduct member outreach Solicit project applications Assist members with developing complete applications Facilitate ranking of project applications Assign projects to funding programs Develop the final FY2023-2029 Regional Transportation Improvement Program Incorporate reporting methods for federal performance targets, prior to deadlines Monitor and track FY2022-2028 Regional Transportation Improvement Program Balance federal-aid programs managed by COMPASS, as changes occur Provide assistance to member agencies with federal-aid funding concerns Provide assistance to Valley Regional Transit (VRT) Update the Resource Development Plan						Oct-Sept	
685002 Project Development Program Select, contract with, and manage consultants Manage project development teams Review/revise, approve, and disseminate reports						Oct-Sept	
685003 Grant Research and Development Seek funding for project needs listed in the Resource Development Plan Monitor grant sources; share grant information Match grant sources with unfunded members needs Write/assist member agencies with grant applications - INFRA, RAISE, CDBG, etc.						Oct-Sept	
685004 CIM Implementation Grants Administer contracting/reporting/billing processes Manage projects to ensure completion on time and on budget						Oct-Sept	
LEAD STAFF:	Toni Tisdale					Expense Summary	
END PRODUCTS: Current-year TIP amendments and TIP update. Annual Resource Development Plan. Project Development Program pre-concept reports. Application assistance. CIM Implementation Grants.						Total Workdays: 630	
						Salary \$ 264,784	
						Fringe 119,634	
						Overhead 35,941	
						Total Labor Cost: 420,358	
ESTIMATED DATE OF COMPLETION:					September-2022		
Funding Sources				Participating Agencies			
	Ada	Canyon	Special	Total	Member Agencies		
CPG, K20050	\$ 62,480	\$ 21,953		\$ 84,433			
CPG, K20640	107,048	37,612		144,660			
STP-TMA, K19920			120,000	120,000			
				-			
				-			
Local / Fund Bal	20,463	7,190	224,412	252,065			
				-			
Total:	\$ 189,992	\$ 66,754	\$ 344,412	\$ 601,158			
						Total Direct Cost: \$ 180,800	
						685	Total Cost: \$ 601,158

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PROGRAM NO.	701	CLASSIFICATION:	Service
TITLE:	General Membership Services		
TASK / PROJECT DESCRIPTION:	Provides assistance to COMPASS members, including demographic data, mapping, geographic information system assistance/education, travel demand modeling, and other project support.		
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	This service promotes implementation of the regional long-range transportation plan. COMPASS staff are engaged in the members' studies and can become more familiar with their assumptions and recommendations. Use of consistent data and methodologies in the various studies and plans conducted by member agencies is beneficial to the region as well.		
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of services to member agencies. There are no certification review comments, corrective actions or recommendations related to this program. Member support provides assistance to agencies fulfilling activities related to <i>Communities in Motion</i> , air quality evaluations, and more detailed transportation planning activities such as corridor studies.		

FY2022 BENCHMARKS		MILESTONES / PRODUCTS	
Provide general assistance to member agencies as requested in the areas of:			Ongoing
Specific assistance determined per member agency requests, may include: Geographic Information Systems (GIS) (maps, data, and analyses) Data and travel demand modeling Demographic, development, and related information Traffic counts and related information Travel time data and analysis Other requests as budget allows			As Needed
Specifically requested assistance:			As Needed
<i>FY2022 Member Requests; as ranked by RTAC</i> <i>Canyon Highway District #4- Traffic Impact Fee Study, Phase 2 (7 workdays)</i> <i>Meridian - Linder Road Overpass, next step facilitation (5 workdays)</i> <i>Meridian -Fields Transportation Work (14 workdays)</i> <i>Meridian - Regional Pathway and Waterway Planning (14 workdays)</i>			

LEAD STAFF: Liisa Itkonen					Expense Summary	
END PRODUCT: Data, mapping, and modeling assistance to COMPASS members. Support for member agency studies and planning activities.					Total Workdays: 157	
					Salary \$ 70,910	
ESTIMATED DATE OF COMPLETION: September-2022					Fringe 32,038	
					Overhead 9,625	
					Total Labor Cost: 112,573	
Funding Sources					Participating Agencies	
	Ada	Canyon	Special	Total	Member Agencies	
CPG, K20050	\$ 362	\$ 127		\$ 489	Professional Services	
CPG, K20640	76,827	26,993		103,821	Legal / Lobbying	
				-	Equipment Purchases	
Local / Fund Bal	6,115	2,148		8,263	Travel / Education	
				-	Printing	
				-	Public Involvement	
				-	Meeting Support	
				-	Other	
Total:	\$ 83,304	\$ 29,269	\$ -	\$ 112,573	Total Direct Cost: \$ -	
					701	Total Cost: \$ 112,573

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PROGRAM NO.	702			CLASSIFICATION:	Service
TITLE:	Air Quality Outreach				
TASK / PROJECT DESCRIPTION:	The Air Quality Outreach program supports the Idaho Department of Environmental Quality (DEQ) and the Air Quality Board in their outreach efforts regarding air quality in the Treasure Valley through coordinating an multi-agency outreach and education program.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Air quality has been an ongoing issue in the Treasure Valley for over 30 years. While many steps have been taken to limit the release of air quality pollutants, individual behaviors must also change to achieve an improvement, or even a lack of degradation, in air quality. Outreach and education on air quality issues and steps individuals can take to curb individual air quality emissions are necessary to bring about this change.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	COMPASS will assist DEQ and the Air Quality Board in fulfilling requirements for outreach and education as outlined in Title 39, Section 116B of Idaho code, which states, (1) The board shall...provide for the implementation of a motor vehicle inspection and maintenance program...[and]...provide for: ...(g) A fee, bond or insurance which is necessary to carry out the provisions of this section and to fund an air quality public awareness and outreach program. (http://www.legislature.idaho.gov/idstat/Title39/T39CH1SECT39-116B.htm).				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Outreach Coordinate a multi-agency air quality outreach and education program, focusing on how individuals can help curb air pollution.					Ongoing
LEAD STAFF: Amy Luft					Expense Summary
END PRODUCT: Increased public understanding of air quality issues and an individual's role in curbing air pollution through assisting DEQ and the Air Quality Board in outreach and communication efforts.					Total Workdays: 14
					Salary \$ 6,299
					Fringe 2,846
					Overhead 855
					Total Labor Cost: \$ 10,000
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services \$ 100,000
				\$ -	Legal / Lobbying
DEQ/AQB			110,000	110,000	Equipment Purchases
				-	Travel / Education
					Printing
					Public Involvement
					Meeting Support
					Other
Total:	\$ -	\$ -	\$ 110,000	\$ 110,000	Total Direct Cost: \$ 100,000
					702 Total Cost: \$ 110,000

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PROGRAM NO.	703				CLASSIFICATION:	Service
TITLE:	Public Services					
TASK / PROJECT DESCRIPTION:	To provide data, mapping, demographic, and other assistance to the public and non-member entities, as appropriate. For some products, such as maps, there is a charge for the product. When data or other information are not "off-the-shelf" and staff time is needed for research, a labor charge may be applied consistent with COMPASS policy.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	COMPASS responds to questions from the public and provides a number of products to the public and other entities: demographic data, development information, traffic counts and projections, maps, and geographic information system analyses.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of services to the public. However, these services support COMPASS' vision, mission, roles, and values, including: "...serve as a source of information and expertise..." (COMPASS Mission), "serve as the regional technical resource..." (Role #3 Expert), and "perform and share quality analyses" (Role #3 Expert).					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
Provide assistance to public and non-member entities, as requested, in the areas of: Geographic Information Systems (GIS) (maps, data, and analyses) Data and travel demand modeling for proposed developments Demographic, development, and related information Traffic counts and related information Travel time data and analysis Other general requests for information						Ongoing
LEAD STAFF: Mary Ann Waldinger					Expense Summary	
END PRODUCT: Information assistance to the general public.					Total Workdays: 60	
					Salary \$ 29,316	
					Fringe 13,246	
					Overhead 3,979	
					Total Labor Cost: 46,541	
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES: \$ -	
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Member Agencies Professional Services Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other	
				\$ -		
Local / Fund Bal			46,541	\$ 46,541		
Total:	\$ -	\$ -	\$ 46,541	\$ 46,541	Total Direct Cost: \$ -	
					703	Total Cost: \$ 46,541

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PROGRAM NO.	704	CLASSIFICATION:	Service	
TITLE:	Air Quality Operations			
TASK / PROJECT DESCRIPTION:	To provide COMPASS labor supporting the ongoing administrative functions related to the operations of Air Quality Board. Areas include: personnel management, financial management, information technology management, procurement, contracting, and general administration. Work with independent auditor on annual audit.			
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Assisting COMPASS's members in meeting and improving air quality is one of the many planning services that COMPASS currently provides. Providing administrative support to the Air Quality Board for its operating functions enables the Air Quality Board to perform its functions in a more cost-effective manner.			
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW	There is no federal requirement for this service.			
FY2022 BENCHMARKS				
MILESTONES / PRODUCTS				
General Administration Provide meeting coordination, materials, and follow-up to the Board Conduct appropriate procurement processes and prepare contracts, as needed Facilitate updates to Air Quality Rules and Regulations, as needed Monitor general workplace and personnel needs Provide administrative assistance for agency needs Personnel Management Prepare and complete recruitment processes Conduct employee annual evaluations Financial Management Close FY2021 financial records and begin FY2022 Provide annual audit support and complete financial reports Complete AQB annual Audit Report Prepare and distribute year-end payroll reports Prepare financial reports for review by the Air Quality Board Maintain inventory of furniture, equipment, hardware and software Information Technology Work with software provider to meet program needs and implement improvements and updates Prioritize needs, analyze costs, make recommendations and implement system improvements Coordinate with staff to configure equipment and software to meet the needs of each position			Ongoing As needed As needed Ongoing Ongoing As needed Oct-Nov Oct-Dec Jan Jan Quarterly Ongoing Ongoing	
LEAD STAFF: Meg Larsen		Expense Summary		
End Product: Using the skills of COMPASS staff, provide for the administrative functions of the Air Quality Board.		Total Workdays: 126		
		Salary \$ 66,059		
		Fringe 29,847		
		Overhead 8,967		
		Total Labor Cost: 104,873		
ESTIMATED DATE OF COMPLETION: September-2022		DIRECT EXPENDITURES:		
Funding Sources		Participating Agencies		
Air Quality Board	Ada	Canyon	Special	Air Quality Board
			\$ 104,873	
			\$ 104,873	
Total:		\$ -	\$ -	\$ 104,873
		Total Direct Cost: \$ -		
		Total Cost: \$ 104,873		704

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PROGRAM NO.	705				CLASSIFICATION:	Service
TITLE:	Transportation Liaison Services					
TASK / PROJECT DESCRIPTION:	To provide adequate staff liaison time at member agency meetings and coordinate transportation-related planning activities with member agencies.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Transportation liaison services ensure staff representation and coordination with membership on transportation-related planning. Requests that exceed four days may require COMPASS Board approval of a new work program.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Achieve better inter-jurisdictional coordination of transportation and land use planning. Documentation of other significant transportation planning projects occurring within the Treasure Valley through the Unified Planning Work Program and Budget.					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
Attend member agency meetings and coordinate transportation-related planning activities with member agencies.						Ongoing
LEAD STAFF: Matt Stoll					Expense Summary	
END PRODUCT: Ongoing staff liaison role to member agencies.					Total Workdays: 41	
					Salary \$ 20,263	
					Fringe 9,155	
					Overhead 2,750	
					Total Labor Cost: 32,168	
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		
	Ada	Canyon	Special	Total	Professional Services \$ - Legal / Lobbying Equipment Purchases Travel / Education Printing Public Involvement Meeting Support Other Total Direct Cost: \$ - 705 Total Cost: \$ 32,168	
CPG, K20050	\$ 841	\$ 295		\$ 1,136		
CPG, K20640	21,216	7,454		28,670		
Local / Fund Bal	1,747	614		2,361		
Total:	\$ 23,804	\$ 8,364		\$ 32,168		

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PROGRAM NO.	760			CLASSIFICATION:	Service
TITLE:	Legislative Services				
TASK / PROJECT DESCRIPTION:	Work with and manage the contract for legislative services. Identify, review, monitor, advocate and report to the COMPASS Board on pending state and federal legislation that directly or indirectly relates to COMPASS priorities and activities.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	To secure funding and influence policies on relevant transportation-related legislation at the federal and state levels.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There is no federal requirement for this process. The Board works together to identify and prioritize needs and projects.				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Federal Legislative Priorities Work with COMPASS Executive Committee to identify priorities and position statements for federal legislation Obtain COMPASS Board approval of federal legislative priorities Educate and advocate on federal legislative priorities Evaluate possible legislative priorities for next federal legislative session					Oct-Nov Nov-Dec Dec-Sep May-Sep
State Legislative Priorities Work with Executive Committee to identify possible priorities and position statements for FY2022 legislative session Obtain Board endorsement of FY2022 legislative priorities Educate and advocate on FY2022 legislative priorities Evaluate possible legislative priorities for FY2022 legislative session					Oct-Nov Nov-Dec Dec-Apr May-Sep
LEAD STAFF: Matt Stoll					Expense Summary
END PRODUCT: An effective advocacy program for legislative issues and positions that have been approved by the Board.					Total Workdays: 53
					Salary \$ 35,621
					Fringe 16,094
					Overhead 4,835
					Total Labor Cost: 56,550
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services
				\$ -	Legal / Lobbying \$ 85,950
Local / Fund Bal			171,600	\$ 171,600	Equipment Purchases
				-	Travel / Education 18,000
					Printing
					Public Involvement
					Meeting Support
					Other 11,100
Total:	\$ -	\$ -	\$ 171,600	\$ 171,600	Total Direct Cost: \$ 115,050
					760 Total Cost: 171,600

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PROGRAM NO.	801			CLASSIFICATION:	System Maintenance
TITLE:	Staff Development				
TASK / PROJECT DESCRIPTION:	To provide staff with resources necessary to keep them informed of federal and state regulations, current transportation planning technologies, and best practices and activities nationally.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The activities of this task are part of the overall continuous process to enhance technical and professional capacity. It is important that staff be informed and educated on new regulations and practices to develop and maintain a responsive transportation program.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning provision of staff training; however, COMPASS provides staff with opportunities for training and education. Training examples include attending workshops and conferences sponsored by Federal Highway Administration, National Association of Regional Councils, American Planning Association, Western Planners, Association of Metropolitan Planning Organizations, and the Transportation Research Board, etc., to keep staff well informed.				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Staff training and development					Ongoing
LEAD STAFF: Meg Larsen					
END PRODUCT: Maintain staff knowledge of federal grant requirement needs and changes and build a strong team through national and local seminars, workshops, conferences, and educational classes.					
Expense Summary					
Total Workdays: 106					
Salary \$ 43,861					
Fringe 19,817					
Overhead 5,954					
Total Labor Cost: 69,632					
ESTIMATED DATE OF COMPLETION: September-2022					
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	
CPG, K20640 STP-TMA, K19920	\$ 47,745	\$ 16,775		\$ 64,521	Federal Highway Administration Federal Transit Administration
Local / Fund Bal	3,782	1,329	40,000	45,111	
Total:	\$ 51,527	\$ 18,104	\$ 40,000	\$ 109,632	
					DIRECT EXPENDITURES:
					Professional Services \$ -
					Legal / Lobbying
					Equipment Purchases
					Travel / Education 40,000
					Printing
					Public Involvement
					Meeting Support
					Other
					Total Direct Cost: \$ 40,000
					801 Total Cost: \$ 109,632

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PROGRAM NO.	820			CLASSIFICATION:	System Maintenance	
TITLE:	Committee Support					
TASK / PROJECT DESCRIPTION:	To provide support to the COMPASS Board and standing committees as defined by the COMPASS Bylaws and Joint Powers Agreement. As lead agency, COMPASS also provides support to the Interagency Consultation Committee.					
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Provide coordination and communication among member agencies' staff and elected officials in transportation and land use planning, through meeting materials, agendas, and minutes, which are a historical record of events leading to the decision-making processes.					
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	The COMPASS Joint Powers Agreement, Section 4.1.6(K), states, Open Meeting Law: All meetings of the Board shall be governed under the provisions of the Open Meeting Law, Chapter 2, Title 74, Idaho Code, and any amendments and/or recodification thereof.					
FY2022 BENCHMARKS						
MILESTONES / PRODUCTS						
Provide meeting coordination, materials, and follow-up to the Board, standing committees and workgroups.					Ongoing	
LEAD STAFF:	Meg Larsen				Expense Summary	
END PRODUCT:	Ongoing support of committees to promote involvement and communication.				Total Workdays: 210	
					Salary \$ 83,914	
					Fringe 37,914	
					Overhead 11,390	
					Total Labor Cost: 133,218	
ESTIMATED DATE OF COMPLETION:	September-2022				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies		Professional Services \$ -
	Ada	Canyon	Special	Total	Member Agencies	Legal / Lobbying
CPG, K20640	\$ 91,345	\$ 32,094		\$ 123,440		Equipment Purchases
STP-TMA, K19920				-		Travel / Education
Local / Fund Bal	7,236	2,542	2,000	11,778		Printing
				-		Public Involvement
						Meeting Support 2,000
						Other
Total:	\$ 98,581	\$ 34,637		\$ 135,218		Total Direct Cost: \$ 2,000
					820	Total Cost: 135,218

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PROGRAM NO.	836			CLASSIFICATION:	System Maintenance
TITLE:	Technical Support: Regional Travel Demand Model				
TASK / PROJECT DESCRIPTION:	Upkeep of the regional travel demand model is an ongoing task needed to maintain the model as a useful tool in planning activities. It also provides vital information for the required process of air quality conformity demonstration and all benefit-cost evaluations.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The model outputs are used to test and plan transportation projects, support Ada County Highway District's impact fee program, conduct air quality conformity of the Regional Transportation Improvement Program (TIP) and regional long-range transportation plan, review proposed developments and traffic impact studies, provide area of influence, and respond to various special member requests.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 -- Long-range transportation plans require valid forecasts of future demand for transportation services which are provided by a travel demand model. Outputs from the model are also necessary for transportation conformity determinations of the TIP and long-range plan and evaluating the impacts of alternative transportation investments. In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Key Elements					
Maintain and update traffic count database					Ongoing
Maintain the structure and integrity of the regional travel demand model for air quality conformity and use in the Transportation Economic Development Impact System (TREDIS)					Ongoing
Provide travel demand modeling assistance to support member agency needs and special projects					Ongoing
Maintain the input and output files for air quality conformity process and model (MOVES) and conduct conformity for regional TIP and/or long-range transportation plan					Apr - Jul
Provide project and program evaluations using TREDIS for grant applications and ITD's Safety and Capacity Program					Oct - Aug
Reconcile demographic data and integrate in the current and forecast years of the regional model					Mar - May
2050 Plan Technical Support					
Provide technical and modeling support as needed for 2050 Plan.					Ongoing
Provide annual review of the National Highway System, Federal Aid and Planning Functional Classification Systems (Task 661 Roadways)					Jan-Apr
Special Tasks and Model Improvements					
Provide technical analysis on member agency requests vetted through RTAC					Ongoing
Provide modeling and technical assistance to ITD's corridor and environmental studies					Ongoing
Provide technical analysis on unanticipated member agency requests					Ongoing
Maintain the data foundation system and continue to incorporate into other data sources					Ongoing
LEAD STAFF: Mary Ann Waldinger					
END PRODUCT: Reasonable and reliable regional travel demand model using the latest available information and forecasts for various types of projects, studies, and analyses.					Expense Summary
					Total Workdays: 178
					Salary \$ 89,024
					Fringe 40,223
					Overhead 12,084
					Total Labor Cost: 141,330
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	
CPG, K20050	\$ 13,615	\$ 4,784		\$ 18,398	Highway Districts
CPG, K20640	81,373	28,591		109,964	Member Agencies
STP-TMA, K19920			20,000	20,000	Federal Highways Administration
				-	Idaho Transportation Department
				-	Valley Regional Transit
Local / Fund Bal	7,524	2,644		10,168	Department of Environmental Quality
				-	
Total:	\$ 102,512	\$ 36,018	\$ 20,000	\$ 158,530	
					Total Direct Cost: \$ 17,200
					836 Total Cost: \$ 158,530

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PROGRAM NO.	838			CLASSIFICATION:	System Maintenance
TITLE:	Technical Support: 2020/21 Travel Data Survey (key no. 19303)				
TASK / PROJECT DESCRIPTION:	Upkeep of the regional travel demand model is an ongoing task needed to maintain the model as a useful tool in planning activities. Travel survey data are used to update various inputs and parameters necessary to facilitate the calibration and validation of the regional travel demand model. The data are also used to support other planning activities that benefit from high quality local data not available from any other source.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	The model outputs are used to test and plan transportation projects, support Ada County Highway District's impact fee program, conduct air quality conformity of the Regional Transportation Improvement Program (TIP) and regional long-range transportation plan, review proposed developments and traffic impact studies, provide area of influence, and respond to various special member requests.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 -- Long-range transportation plans require valid forecasts of future demand for transportation services which are provided by a travel demand model. Outputs from the model are also necessary for transportation conformity determinations of the TIP and long-range plan and evaluating the impacts of alternative transportation investments. In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Key Elements Project management of the Travel Survey Data Collection project key elements: Administration of the Household Travel Survey (HTS) main survey Review HTS data - QA/QC and expansion Review HTS documentation and analysis Administration of the On-Board survey Review On-Board data - QA/QC and expansion Review On-Board documentation and analysis Review and analyze external trip data					Oct - May Oct - Nov Dec - May May - Jun Oct Nov-Dec Jan Jan-Apr
LEAD STAFF: Mary Ann Waldinger					Expense Summary
END PRODUCT: Reasonable and reliable regional travel demand model using the latest available information and forecasts for various types of projects, studies, and analyses.					Total Workdays: 47
					Salary \$ 23,506
					Fringe 10,621
					Overhead 3,191
					Total Labor Cost: 37,318
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Highway Districts
CPG, K20050	\$ 194	\$ 68		\$ 262	Member Agencies
CPG, K20640	25,394	8,922		34,316	Federal Highways Administration
STP-TMA, k19303			448,002	448,002	Idaho Transportation Department
				-	Valley Regional Transit
Local / Fund Bal	28,288	9,939		38,227	Department of Environmental Quality
				-	
Total:	\$ 53,876	\$ 18,929	\$ 448,002	\$ 520,808	
					Professional Services \$ 483,490
					Legal / Lobbying
					Equipment Purchases
					Travel / Education
					Printing
					Public Involvement
					Meeting Support
					Other
					Total Direct Cost: \$ 483,490
					838 Total Cost: \$ 520,808

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PROGRAM NO.	842			CLASSIFICATION:	System Maintenance
TITLE:	Congestion Management Process				
TASK / PROJECT DESCRIPTION:	Maintain a functional congestion management system (CMS) for the Treasure Valley. Conduct data collection, update the congestion management process as needed, produce an annual Transportation System Monitoring Report, maintain regional intelligent transportation system (ITS) architecture. Research, provide, and monitor transportation demand management (TDM) strategies. Develop strategy for congestion management data collection.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Provides annual CMS report of the congestion levels on major corridors that compares previous year results, and explains the reason for the change. Typically, reason for change is improvements needed such as signal timing and ITS. Periodic needs are: baseline data collection of vehicle occupancy rates, additional research and evaluation of possible transportation demand management strategies.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	Federal Code 23 CFR § 450.322 -- Congestion Management Process is one of the Planning Factors and is required in Transportation Management Areas (TMA). COMPASS has been collecting travel time data since 2003, which provides a summary of how the major roads are functioning during the am and pm peak hours. This process and its results have been integrated into the transportation improvement program prioritization process. Travel time data collection and a data management plan are also required for MPOs in federal legislation. Furthermore, FHWA Final Rule and FTA Policy on ITS requires that all ITS projects funded by highway trust fund or Mass Transit Account conform to the National ITS Architecture.				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Congestion Management and Travel Time Data					
Complete the Congestion Management Annual (CMA) report using the National Performance Measure Research Data Set (NPMRDS) for 2021					Jan-Mar
Complete Tier 2 analysis for the 2021 Congestion Management Annual (CMA) report using INRIX travel time data					Jan-Mar
Complete the Congestion Management Process Document					Oct-Dec
Convert congestion management annual report to digital format (webmap/storymap)					Mar-Apr
NPMRDS Travel Time Data and Process					
Develop process for evaluating effectiveness of congestion mitigation projects using the NPMRDS and INRIX travel time data sets					Ongoing
Transportation System Management and Ops (TSMO) and ITS Plan Update					
Update the regional ITS inventory and TSMO/ITS projects list					Feb-Mar
Refine the integration of management and operation strategies and TSMO projects into the long range plan (2050 plan)					Ongoing
I-84 Corridor Operations Plan					
Complete I-84 Corridor Operations Plan					Jan-Feb
LEAD STAFF: Mary Ann Waldinger					
END PRODUCT: Update of the congestion management process, annual congestion management report, 2021 travel time data collection and analysis, Updated TSMO/ITS projects list and inventory, I-84 corridor operations plan.					
Expense Summary					
Total Workdays:					131
Salary \$					65,056
Fringe					29,394
Overhead					8,830
Total Labor Cost:					103,280
ESTIMATED DATE OF COMPLETION: September-2022					
DIRECT EXPENDITURES:					
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	
CPG, K20050	\$ 557	\$ 196		\$ 753	Highway Districts
CPG, K20640	70,260	24,686		94,946	Member Agencies
				-	Federal Highways Administration
				-	
				-	
Local / Fund Bal	5,610	1,971		7,581	
				-	
Total:	\$ 76,427	\$ 26,853	\$ -	\$ 103,280	
Total Direct Cost: \$					-
842 Total Cost: \$					103,280

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PROGRAM NO.	860	CLASSIFICATION:			System Maintenance
TITLE:	Geographical Information System Maintenance (GIS)				
TASK / PROJECT DESCRIPTION:	Planning activities depend on current and accurate geographic information. For data to be available in a quality suitable for planning, continual data acquisition is necessary. This involves partnering with other GIS stakeholders, data maintenance, editing, and creating new data from GPS and orthophotography.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	GIS data and technology are used for internal budget support. COMPASS also provides this geographic information to its members and the general public in the form of maps, data, and analysis. COMPASS works in conjunction with its member agencies via the Regional Geographic Advisory Workgroup (RGAWG) to create regional data that can be used for many purposes.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW, REFERENCE TO STRATEGIC PLAN:	Federal Code 23 CFR § 450.324 (f)-- In updating the transportation plan, the MPO shall use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. "The metropolitan transportation plan shall, at a minimum, include (1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan...."				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
Provide GIS Data Maintenance and Support for COMPASS Projects. Data analysis, and maintenance for performance reporting and other planning needs Enterprise database maintenance Data integration GIS Technology Census BAS					Ongoing
GIS Cooperation Continue participation in the Treasure Valley GIS User Group and Canyon Spatial Data Cooperative (SDC) meetings					Quarterly/as needed
Regional Geographic Advisory Committee Host the Regional Geographic Advisory Workgroup to enable regional cooperation of GIS data					Quarterly/as needed
Regional Data Center Expand and maintain authoritative regional GIS data COMPASS staff will conduct data accuracy checks and metadata on regional data sets					Ongoing
Transportation Improvement Program Provide ongoing support					Ongoing
2022 Orthophotography Project Conduct 2022 orthophotography flight Issue Request for Proposals Continue to plan for future orthophotography acquisition and funding					Ongoing
LEAD STAFF: Eric Adolfsen					Expense Summary
END PRODUCT: 1) An expanded use of GIS technology and data for regional planning; and 2) Continued GIS coordination and development of the most accurate and up-to-date information possible.					
ESTIMATED DATE OF COMPLETION: September-2022					
Funding Sources					
Participating Agencies					Total Workdays: 402
					Salary \$ 160,691
					Fringe 72,603
					Overhead 21,812
					Total Labor Cost: 255,106
					DIRECT EXPENDITURES:
					Professional Services \$ 250,000
					Legal / Lobbying
					Equipment Purchases 63,169
					Travel / Education
					Printing
					Public Involvement
					Meeting Support
					Other
					Carry-Forward
					Total Direct Cost: \$ 313,169
					860 Total Cost: 568,275
Funding Sources		Participating Agencies			
	Ada	Canyon	Special	Total	All Member Agencies
CPG, K20050	\$ 7,529	\$ 2,645		\$ 10,174	
CPG, K20640	79,456	27,917		107,372	
STP-TMA, K19920			96,705	96,705	
Ortho Participants			124,140	124,140	
Local / Fund Bal	17,287	6,074	206,522	229,884	
Total:	\$ 104,272	\$ 36,636	\$ 427,367	\$ 568,275	

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PROGRAM NO.	990	CLASSIFICATION:	Indirect / Overhead
TITLE:	Direct Operations & Maintenance		
TASK / PROJECT DESCRIPTION:	To provide local dollars for expenditures that do not qualify for reimbursement under the federal guidelines. Program dollars for professional services for COMPASS Board related events, meeting expenses, and equipment/software needs.		
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	Adequately cover expenses needed to support the Board, Executive Director, and agency outside of federally funded projects.		
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	There are no federal or state requirements concerning these provisions; however, the Finance Committee oversees and approves these accounts and expenditures.		

FY2022 BENCHMARKS	MILESTONES / PRODUCTS
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Provide local dollars for expenditures not federally funded.	Ongoing
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LEAD STAFF: Meg Larsen	Expense Summary
END PRODUCT: Adequately cover the direct expenses needed to support the Board, Executive Director, equipment needs, and COMPASS operations.	Total Workdays: 0
	Salary \$ -
	Fringe -
	Overhead -
	Total Labor Cost: \$ -

ESTIMATED DATE OF COMPLETION: September-2022				DIRECT EXPENDITURES:	
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Member Agencies
				\$ -	
Other			5,031	5,031	Professional Services 10,200
Local / Fund Bal			99,019	99,019	Legal / Lobbying \$ 17,000
				-	Equipment Purchases 62,250
				-	Travel / Education 7,600
				-	Printing
				-	Public Involvement
				-	Meeting Support 7,000
				-	Other
Total:	\$ -	\$ -	\$ 104,050	\$ 104,050	Total Direct Cost: \$ 104,050
					990 Total Cost: \$ 104,050

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PROGRAM NO.	991			CLASSIFICATION:	Indirect / Overhead
TITLE:	Support Services Labor				
TASK / PROJECT DESCRIPTION:	To provide labor to support the ongoing administrative functions related to the operations of COMPASS. Areas include: personnel management, financial management, information technology management, procurement, contracting, and general administration. Work with independent auditor on annual audit.				
PURPOSE, SIGNIFICANCE, AND REGIONAL VALUE:	To maintain payroll, accounts payable/receivable, benefits, recruitment, building and vehicle maintenance, general ledger bank reconciliation, cash flow, annual audit, and development of the computer system.				
FEDERAL REQUIREMENT, RELATIONSHIP TO OTHER ACTIVITIES, FEDERAL CERTIFICATION REVIEW:	<p>The Office of Management and Budget (OMB) requires that a single audit be performed to ensure federal funds are being expended properly. The most recent OMB regulation issued for this purpose is Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). It includes uniform cost principles and audit requirements for federal awards to nonfederal entities and administrative requirements for all federal grants and cooperative agreements.</p> <p>Memorandum of Understanding 04-01, Operation and Financing of the Metropolitan Planning Organization in the Boise and Nampa Urbanized Areas -- between COMPASS and the Idaho Transportation Department states and agrees to allow indirect costs as outlined in the agreement.</p>				
FY2022 BENCHMARKS					
MILESTONES / PRODUCTS					
General Administration Review standing agreements Conduct appropriate procurement processes and prepare contracts, as needed Update COMPASS operational policies as needed Monitor general workplace and personnel needs Provide administrative assistance for agency needs Personnel Management Prepare and complete recruitment processes Conduct employee annual evaluations Renew insurance policies Pursue FY2022 benefit options Financial Management Close FY2021 financial records and begin FY2022 Provide annual audit support and complete financial reports Complete COMPASS annual Audit Report Prepare and distribute year-end payroll reports Complete budget variance information and report to the Finance Committee quarterly. Maintain inventory of furniture, equipment, hardware and software Information Technology Manage Information Technology consultant and coordinate work efforts Prioritize needs, analyze costs, make recommendations and implement system improvements Coordinate with staff to configure equipment and software to meet the needs of each position Maintain security and integrity of IT systems, and perform appropriate back ups Coordinate systems with member agencies Migrate COMPASS website from Dreamweaver to a new platform					Aug As needed As needed Ongoing Ongoing As needed Oct-Nov Oct-Dec Jan Jan Quarterly Ongoing Ongoing Oct - Dec
LEAD STAFF: Meg Larsen END PRODUCT: An agency where administrative support, personnel management, financial management, and general administrative needs are fully met and whose activities are effectively monitored and communicated to the Board.					Expense Summary
					Total Workdays: 876
					Salary \$ -
					Fringe -
					Overhead -
					Total Labor Cost: \$ -
ESTIMATED DATE OF COMPLETION: September-2022					DIRECT EXPENDITURES:
Funding Sources				Participating Agencies	
	Ada	Canyon	Special	Total	Professional Services \$ -
				\$ -	Legal / Lobbying
				-	Equipment Purchases
				-	Travel / Education
				-	Printing
				-	Public Involvement
				-	Meeting Support
				-	Other
					Total Direct Cost: \$ -
Total:	\$ -	\$ -		\$ -	991 Total Cost: \$ -

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COMPASS BOARD AGENDA ITEM V-B

Date: December 20, 2021

Topic: 2022 COMPASS Board Officer Slate

Request/Recommendation:

Approve 2022 COMPASS Board Officer slate as recommended by COMPASS Executive Committee.

Background/Summary:

The COMPASS Bylaws specify the succession, nomination, consideration, election, and duties of Board Officers as follows:

5.7 Succession. Unless other Officers are elected by a majority vote of the Voting Board Members at the annual meeting (or special meeting called for the purpose of electing one or more Officers) the person serving as Secretary-Treasurer shall be elected to the office of Vice Chair, the person serving as Vice Chair shall be elected as Chair-Elect and the person serving as Chair-Elect shall be elected Chair.

5.8 Nomination of Officers. The Executive Committee shall identify and screen individuals qualified to become Officers and recommend officers for approval by the Board in accordance with the provisions of this Section.

5.8.1 Nomination. Not less than three (3) months prior to the Board's annual meeting, the Executive Committee shall submit a call for nominations to all Voting Board Members for any Officer position to be voted upon that year. Any Voting Board Member may submit a nomination for one or more of the Officer positions. All nominations shall be submitted, in writing, to the Executive Committee no later than forty-eight (48) hours prior to the Executive Committee's regularly scheduled meeting that occurs just prior to the Board's annual meeting. Any nomination received after this deadline shall not be considered.

5.8.2 Consideration. The Executive Committee shall review all nominations, compare the nominees against the qualifications, qualities, skills and other expertise identified by the Board, if any, and nominate a slate of candidates to succeed the Officers whose terms are expiring or vacant ("Nominated Officers"). The slate may include current Officers for re-election. The Executive Committee shall recommend the Nominated Officers to the Board for approval.

5.8.3 Additional Nominations. In addition to the Nominated Officers, other nominations for any Officer's position may be submitted by any five (5) Voting Board Members if filed with the Board not less than fifteen (15) days prior the Board's annual meeting.

5.8.4 Election Procedure. No new nominations from the floor shall be accepted at the Board's annual meeting. If the Nominated Officer's slate is the only list of nominees under consideration, election of the entire slate shall be decided by a majority vote of Voting Board Members present and voting. If there are additional nominees qualifying pursuant to Section 5.8.3, the Board shall consider and vote for each Officer position individually. The nominee for each Officer position which garners the greatest number of votes shall be elected.

The COMPASS Executive Committee met on Tuesday, November 9, 2021, to consider the nominations submitted for the COMPASS Secretary-Treasurer and the succession of the current Board Officers for 2022. The Executive Committee nominates the following slate of Board Officers for 2022 for the COMPASS Board of Directors' consideration at the annual meeting on Monday, December 20, 2021:

- **Chair – Mayor Joe Stear, City of Kuna**
- **Chair-Elect – Mayor Debbie Kling, City of Nampa**
- **Vice Chair – Commissioner Mary May, Ada County Highway District**
- **Secretary-Treasurer – Commissioner Jay Gibbons, Canyon Highway District, No.4**
- **Immediate Past Chair – Councilmember Elaine Clegg, City of Boise**

Per the COMPASS Bylaws, any additional nominations need to be filed with the Board by any five (5) Voting Board Members no later than December 5, 2021, which is 15 days prior to the annual Board of Directors' meeting on Monday, December 20, 2021. No additional nominations were received by December 5, 2021.

Implication (policy and/or financial):

If the Executive Committee recommended Board Officer slate is not approved, the existing officers would continue in their positions until new Board Officers can be elected by the Board of Directors.

More Information:

- 1) For detailed information contact: Matt Stoll, Executive Director, at (208) 475-2266 or mstoll@compassidaho.org.

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COMPASS BOARD AGENDA ITEM V-C Date: December 20, 2021

2022 COMPASS Federal Transportation Position Statements

REAUTHORIZATION OF FAST ACT

COMPASS encourages long-term reauthorization of the FAST Act.

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

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

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

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

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

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

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

FEDERAL TRANSPORTATION FUNDING – HIGHWAY TRUST FUND

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

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

RAIL PROVISIONS

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

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

COMPASS BOARD AGENDA ITEM V-D Date: December 20, 2021

2022 COMPASS State Legislative Positions

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

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

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

- **Property taxes:** COMPASS supports removing the property tax cap which limits local taxing districts' ability to deliver needed infrastructure to growing local units of government. Recent action by the legislature to arbitrarily cap taxing district budgets and limit adjustments for new growth has had a negative effect on the ability to meet infrastructure needs associated with new growth.
- **HOV lanes:** Support statutory authority to implement High Occupancy Vehicle (HOV) Lanes. Current statutory language restricts locations in which HOV lanes may be utilized.
- **Interstate Rail Commission participation:** Support statutory or Executive Branch action for Idaho to form, and/or participate in, an Interstate Rail Commission. An interstate rail commission will provide a venue to study the feasibility and assist in the implementation of returning robust inter-city passenger rail services to the western United States.
- **Impact fee flexibility:** COMPASS supports statutory changes to allow for more flexible uses of development impact fees within the jurisdiction's rights-of-way. Current development impact fee law limits allowable use of such fees to roadway infrastructure uses to the exclusion of alternative transportation capital improvements, such as sidewalks, bicycle lanes, or bus/transit improvements.

COMPASS BOARD AGENDA ITEM V-E December 20, 2021

Topic: Resolutions Amending *Communities in Motion 2040 2.0* and the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs

Request/Recommendation:

COMPASS staff requests that the COMPASS Board of Directors adopt resolutions (Attachments 1 and 2) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0), and the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs (TIPs), as recommended by the Regional Transportation Advisory Committee in its November 17, 2021, meeting.

Background/Summary:

When funding is identified to pay for a new project, *Communities in Motion* must be amended to reflect the change and add the project as “funded.” The Idaho Transportation Department has identified funding for a study and requested that it be added as a funded project to CIM 2040 2.0 (Attachment 1):

- I-84: review traffic patterns from Meridian Road in the City of Meridian to the WYE Interchange in the City of Boise and evaluate and design the addition of an auxiliary lane between the Meridian Road Interchange and the Eagle Road Interchange in the City of Meridian, including adding an additional lane and shoulder on the east-bound on- and off-ramps.

The request includes amending both the FY2021-2027 and FY2022-2028 TIPs to add the same project. The proposed TIP amendment (Attachment 2) would also remove four projects:

- The Ada County Highway District (ACHD) requested to remove a roadway improvement project. The project started with federal-aid funding for design work; construction was to be funded with local funds. ACHD determined it is more efficient to convert the project to 100% local funding. The segments will be incorporated into a future project in ACHD’s local program.
- Boise State University requested to remove two bicycle parking projects from the federal-aid program because of the difficulty to get bids on the small federal aid projects and other logistical issues. Boise State University will continue to pursue other ways to fund additional bicycle parking on campus.
- The City of Nampa requested to remove a project to reconfigure Holly Street near Northwest Nazarene University, at the direction of the Nampa City Council. The city will continue to review the area for future improvements.

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

A public comment period on the proposed amendments was held between October 26 and November 9, 2021. COMPASS received 29 comments. Staff does not recommend changes based on public comments received. Verbatim public comments are posted under "Supplemental Information" on the COMPASS Board webpage:
www.compassidaho.org/people/boardmeetings.htm

Implication (policy and/or financial):

The amendments to CIM 2040 2.0 and the FY2021-2027 and FY2022-2028 TIPs enable work on the new project to begin immediately and enables reprogramming of funds from the removed projects to cover other transportation needs.

More Information:

- 1) Attachment 1 – Resolution 06-2022
- 2) Attachment 2 – Resolution 07-2022
- 3) Attachment 3 – Request Letters
- 4) For detailed information contact: Liisa Itkonen, Principal Planner, at litkonen@compassidaho.org or Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

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RESOLUTION NO. 06-2022

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

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

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to prepare regional long-range transportation plans covering a period of no less than 20 years;

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

WHEREAS, the amendment to *Communities in Motion 2040 2.0* adds a new funded project for Interstate 84 to review traffic patterns from Meridian Road in the City of Meridian to the WYE Interchange in the City of Boise, and evaluate and design the addition of an auxiliary lane on Interstate 84 between the Meridian Road Interchange and the Eagle Road Interchange in the City of Meridian, including adding an additional lane and shoulder on the east-bound on- and off-ramps, as requested by the Idaho Transportation Department;

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

WHEREAS, a public comment period was held between October 26 and November 9, 2021, and comments were shared with the COMPASS Board of Directors for consideration; and

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

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

ADOPTED this 20th day of December 2021.

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

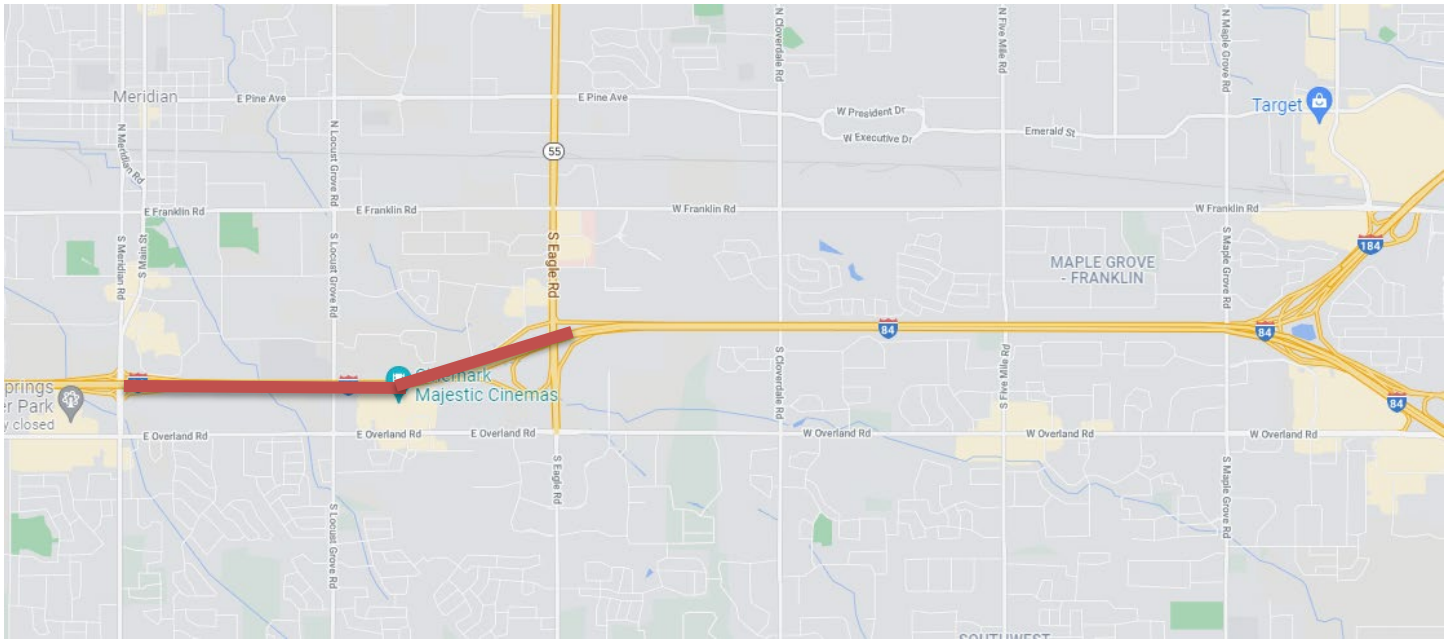
ATTEST:

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

Communities in Motion 2040 2.0 (CIM 2040 2.0) Proposed Amendment #8

This proposed amendment adds a project requested by the Idaho Transportation Department:

Review traffic patterns on Interstate 84 from Meridian Road in the City of Meridian to the WYE Interchange in the City of Boise and evaluate and design adding an auxiliary lane between the Meridian Road Interchange and the Eagle Road Interchange in the City of Meridian, including an additional lane and shoulder on the east-bound on- and off-ramps.



RESOLUTION NO. 07-2022

**FOR THE PURPOSE OF AMENDING THE FY2021-2027 AND FY2022-2028
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS**

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

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require metropolitan planning organizations to develop and approve a transportation improvement program;

WHEREAS, the IIJA, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 require projects contained in the transportation improvement program to be financially constrained;

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

WHEREAS, a public comment period was held between October 26 and November 9, 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 and FY2022-2028 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

WHEREAS, the attached table details the amendment to FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho's Board of Directors approves the amendment to the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs.

ADOPTED this 20th day of December 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 #9 for the FY2021-2027 Regional Transportation Improvement Program (TIP) and Amendment #1 for the FY2022-2028 TIP

Idaho Transportation Department, September 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
NEW	I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian	2021							0
	Funding Source: State	2022	ϕ <u>1300</u>						ϕ <u>1300</u>
	Evaluate adding an auxiliary lane on Interstate 84 between Meridian Road (Exit 44) and Eagle Road (Exit 46) Interchanges in the City of Meridian, including an additional lane and shoulder on the eastbound on-ramp at Meridian Road and the eastbound off-ramp at Eagle Road. Work includes all studies and design work necessary. Traffic patterns on Interstate 84 from Meridian Road to the WYE interchange in the City of Boise will also be studied. (Construction is unfunded.) (Federal = \$0) Add project.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϕ <u>1300</u>	0	0	0	0	0	0

Ada County Highway District, August 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023	2021							0
	Funding Source: Local Participating	2022							0
	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 Idaho Street, 16th Street to Broadway Avenue; 16th Street, Front Street to State Street; Bannock Street, 16th Street to 15th Street and 9th to 2nd; and 15th Street, Front Street to State Street. (Federal = \$0) Remove project, at request of sponsor.	2023						300 <u>0</u>	300 <u>0</u>
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	300 <u>0</u>

20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023	2021							0
	Funding Source: STBG-TMA	2022	ϕ <u>-5</u>	ϕ <u>-75</u>					ϕ <u>-80</u>
	Same as above. (Federal = -\$6,000) Remove project, at request of sponsor.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϕ <u>-5</u>	ϕ <u>-75</u>	0	0	0	0	0

Boise State University, September 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20095	Bicycle Parking, Secure Bicycle Facilities, Boise State	2021							0
	Funding Source: TAP-TMA	2022	ϑ <u>-1</u>				ϑ <u>-7</u>	ϑ <u>-107</u>	ϑ <u>-115</u>
	Construct a secured bike parking area for student and public access on the edge of the Boise State University campus. (Federal = -\$107,000) Remove project, at request of sponsor.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϑ <u>-1</u>	0	0	0	0	ϑ <u>-7</u>	ϑ <u>-107</u>
20095	Bicycle Parking, Secure Bicycle Facilities, Boise State	2021							0
	Funding Source: STBG-TMA	2022					ϑ <u>-1</u>	ϑ <u>-10</u>	ϑ <u>-11</u>
	Same as above. (Federal = -\$10,000) Remove project, at request of sponsor.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	ϑ <u>-1</u>	ϑ <u>-10</u>
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	2021							0
	Funding Source: TAP-TMA	2022	ϑ <u>-1</u>				ϑ <u>-4</u>	ϑ <u>-33</u>	ϑ <u>-38</u>
	Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters will provide shelter from the sun, rain, and snow. (Federal = -\$35,000) Remove project, at request of sponsor.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	ϑ <u>-1</u>	0	0	0	0	ϑ <u>-4</u>	ϑ <u>-33</u>
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	2021							0
	Funding Source: STBG-TMA	2022					ϑ <u>-1</u>	ϑ <u>-3</u>	ϑ <u>-4</u>
	Same as above. (Federal = -\$3,700) Remove project, at request of sponsor.	2023							0
		2024							0
		2025							0
		PD							0
		SUM	0	0	0	0	0	ϑ <u>-1</u>	ϑ <u>-3</u>

City of Nampa, September 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	2021							0
	Funding Source: STBG-U	2022	20 <u>-41</u>	0 <u>-80</u>					20 <u>-121</u>
	Reconfigure the four-lane Holly Street roadway section (Roosevelt Avenue to Colorado Avenue) to a three-lane section and add bicycle lanes to improve vehicle, bicycle, and pedestrian transportation safety issues along the Holly Street corridor adjacent to Northwest Nazarene University (NNU) in the City of Nampa. The project will also extend bicycle lanes from Roosevelt Avenue to Hawaii Avenue to the south, connecting existing bicycle lane facilities to the area. (Federal = -\$112,000)	2023							0
		2024							0
		2025							0
		PD					53 <u>0</u>	285 <u>0</u>	338 <u>0</u>
		SUM		20 <u>-41</u>	0 <u>-80</u>	0	0	53 <u>0</u>	285 <u>0</u>
	Remove project, at request of sponsor.								

ACHD=Ada County Highway District
 ADA=Americans with Disabilities Act
 CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 I=Interstate
 ITD=Idaho Transportation Department
 NNU=Northwest Nazarene University
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 STBG=Surface Transportation Block Grant
 TAP=Transportation Alternatives Program
 TMA=Transportation Management Area (Boise Urbanized Area)
 U=Urban (Nampa Urbanized Area)
 UT = Utilities



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

October 15th, 2021

Matt Stoll
Executive Director, COMPASS
700 NE 2nd St
Meridian, ID 83642

RE: Request to amendment 2022-2028 TIP and add a project

Matt:

District 3 requests a project be added to the 2022 – 2028 Regional Transportation Improvement Program (TIP) to evaluate adding an auxiliary lane on I-84 between Exit No. 44 (Meridian Rd) & Exit No. 46 (Eagle Rd), including an additional lane and shoulder on the eastbound on-ramp at Exit No. 44 and the eastbound off-ramp at Exit No. 46. This proposed work includes all studies and design work as necessary, to provide for these improvements as well as look at eastbound traffic patterns from Exit 44 to the WYE Interchange.

The estimated cost for this work is \$1.3M and will be funded with currently available state dollars. Construction is unfunded.

With the growth we are facing here in the treasure valley, we have observed an increased frequency and severity of stacking on the Exit 44 (Meridian Rd) on ramp which results in I-84 mainline slowing, congestion and safety issues (i.e. unsafe weaving and merging behavior, along with crashes). We have also noticed an increased frequency and severity of stacking on the Exit 46 (Eagle Rd) off ramp that at times reaches back to the I-84 main line, a major safety concern.

Following COMPASS Board action, I will pursue action from the Idaho Transportation Board, recommending in similar fashion, that a project be added to the Idaho Transportation Investment Program (ITIP). If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Caleb Lakey'.

J. Caleb Lakey, P.E.
District Administrator

CC: Jason Brinkman, ITD D3
Aaron Bauges, ITD D3
Mark Wasdahl, ITD D3



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

October 29, 2021
Matt Stoll, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll: *MATT*

ACHD would like to remove the FY2023 Roadway and ADA Improvements, Part 3, Boise Area (KN 20080) from the Transportation Improvement Plan. After a project review by ACHD staff and leadership, the decision was made to use 100% local funding to complete this micro seal project in a future year. ACHD will refund any federal funds that have been expended to date, and ACHD request a refund for any remaining project engineering funds, which were submitted with the design SLA.

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

Sincerely,

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



BOISE STATE UNIVERSITY

DEPARTMENT OF PUBLIC SAFETY

September 22, 2021

Matt Stoll
Executive Director
Community Planning Association of Southwest Idaho
700 NE 2nd St, Suite 200
Meridian, ID 83642

Re: Withdrawal of KN 20095 and KN 21913

Dear Matt,

Boise State requests to withdraw KN 20095 and KN 21913. The aim of these projects was to construct a secure bike barn and open-air bike shelter(s) respectively. Now in their fourth year, Boise State agrees with COMPASS staff that additional progress is unlikely and that a withdrawal is the best option.

Numerous factors complicated these projects. The small scale and scope of the projects were unfamiliar to ITD, and it took considerable time to identify the appropriate approach. The Treasure Valley's highly competitive and volatile construction market also created a lack of interest from contractors. Repeated attempts were made to solicit bids, combine the awards, and explore various creative options. The logistics associated with those contractual and procedural adjustments were very time consuming for all parties.

Even though we are at a point of readiness to combine the awards and attempt bids again, that process begins with a costly engineering review of the shelter design(s). Boise State would rather withdraw and save the engineering expense, rather than obligate those funds for another failed round of solicitation.

The University would like to thank COMPASS, especially Toni Tisdale, for the time that was dedicated to these projects. As frustrating as it is to reach this position, we value your steadfast support and expertise.

Sincerely,

Tony Plott
Interim Director – Transportation and Parking Services

1910 University Drive Boise, Idaho 83725-1291

Phone (208) 426-6911 Fax (208) 426-4435 publicsafety.boisestate.edu

Debbie Kling
Mayor



City of Nampa
411 3rd Street South
Nampa, ID 83651
208-468-5401

Office of the Mayor

November 22, 2021

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

Dear Mr. Stoll:

The City of Nampa requests that you remove the Holly Street/Northwest Nazarene University Roadway Reconfiguration project from the Regional Transportation Improvement Program. The project included reconfiguring the four-lane Holly Street roadway section (Roosevelt Avenue to Colorado Avenue) to a three-lane section and adding bicycle lanes to improve vehicle, bicycle, and pedestrian transportation safety issues along the Holly Street corridor adjacent to Northwest Nazarene University (NNU).

A Pre-Concept Report was completed in 2018 as part of a COMPASS Implementation Grant. Subsequent STBG Urban grant dollars were received in the amount of \$454,000 to design and construct the improvements.

The project concept plan was presented to the Nampa City Council for design authorization in August 2021. City Council voted to deny the request due to concerns with reducing traffic lanes from a four-lane to a three-lane section.

The City of Nampa thanks COMPASS staff for their assistance with this project. Please let us know if you have questions or need additional information.

Sincerely,

A handwritten signature in blue ink that reads "Debbie Kling". The signature is written in a cursive, flowing style.

Debbie Kling, Mayor
City of Nampa

COMPASS BOARD AGENDA ITEM V-F

Date: December 20, 2021

Topic: Complete Network Policy

Request/Recommendation:

COMPASS staff requests COMPASS Board of Directors' approval of the Complete Network Policy (COMPASS Policy 2022-01) to replace the 2009 Complete Streets Policy, as recommended by the Regional Transportation Advisory Committee (RTAC) in its November 17, 2021, meeting.

Summary:

In 2009, the COMPASS Board of Directors adopted the COMPASS Complete Streets Policy as an approach to providing multimodal streets. However, that policy did not provide guidance for how to integrate different transportation users in a functioning transportation system, reflect different user needs within the land use context, or provide implementation approaches for stakeholders to move to more complete streets.

The 2009 policy was updated as part of the *Communities in Motion 2050* (CIM 2050) planning process to address these deficiencies. The new COMPASS Complete Network Policy articulates the vision for a regional transportation system, provides a framework for performance-based planning and programming, integrates congestion management strategies to support local decision-making, and outlines how various modes function in a complete transportation network.

Since late 2019, COMPASS staff has worked with an RTAC subcommittee, various modal workgroups, and several focus groups to develop this policy. In November 2021, RTAC recommended the approval of the Complete Network Policy.

Implication (policy and/or financial):

The Complete Network Policy would replace the 2009 Complete Streets Policy to better articulate an integrated, multimodal vision for the transportation system, enable prioritization of unfunded projects for CIM 2050, and better apply congestion management strategies to support local decision-making.

More Information:

- 1) Attachment: Complete Network Policy
- 2) For detailed information contact Liisa Itkonen at litkonen@compassidaho.org.

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Working together to plan for the future

COMPASS Complete Network Policy

Policy No. 2022-01

Adopted by the COMPASS Board of Directors XXXX

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Working together to plan for the future

POLICY STATEMENT

No. Board 2022-01

Adopted: XXXX

By: COMPASS Board of Directors

Policy Statement:

COMPASS Complete Network Policy

We envision a Treasure Valley where the transportation system is designed, constructed, and maintained to be safe, efficient, and viable, and provides an appropriate balance for all users, including pedestrians, cyclists, transit riders, motorists, freight haulers, and emergency responders. This policy applies to all ages and abilities. A complete network shall provide safety and comfort, convenience and mobility, economic vitality, and land use integration through an innovative and coordinated approach.

The goals of this Complete Network Policy are to:

1. Provide policy direction to help implement the vision of the regional long-range transportation plan for local land use agencies, transportation agencies, and other stakeholders.
2. Provide a performance-based planning and programming approach to help identify and prioritize transportation infrastructure investments to promote the goals and objectives of the regional long-range transportation plan.
3. Enable COMPASS to provide appropriate information and best practices to support local land use decision-making, through participation in land use and transportation planning.

POLICY STATEMENT

We envision a Treasure Valley where the transportation system is designed, constructed, and maintained to be safe, efficient, and viable, and provides an appropriate balance for all users, including pedestrians, cyclists, transit riders, motorists, freight haulers, and emergency responders. This policy applies to all ages and abilities. A complete network shall provide safety and comfort, convenience and mobility, economic vitality, and land use integration through an innovative and coordinated approach.

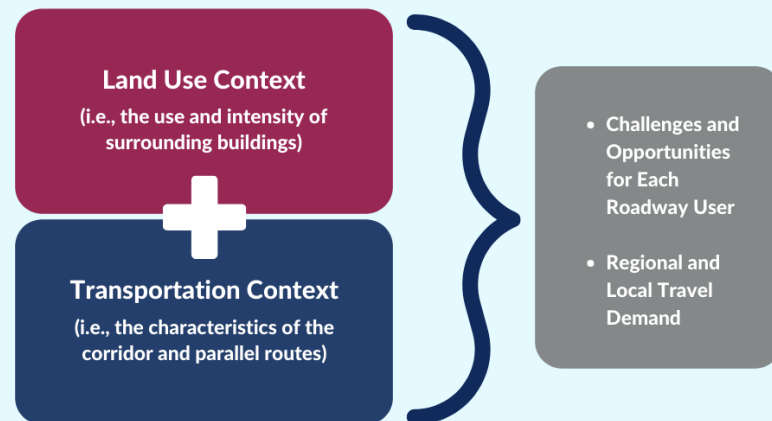
INTRODUCTION

In 2009, the Board of Directors of the Community Planning Association of Southwest Idaho (COMPASS) adopted the COMPASS Complete Streets Policy¹ to articulate how each transportation user will be served on a roadway. However, an undifferentiated roadway, trying to be all things to all users, ultimately fails by not respecting the inherent differences in transportation users and land uses. This 2021 Complete Network Policy was developed to replace the 2009 Complete Streets Policy to better express how various land uses and types of transportation infrastructure together to form a complete transportation network.²

A complete network is not a specific type of project, but rather an approach to ensuring that the entire transportation system serves all users — pedestrians, bicyclists, transit users, and freight and motor vehicle drivers.

The Treasure Valley — Ada and Canyon Counties, Idaho — enjoys a variety of land uses, from bustling activity centers, to quiet suburban neighborhoods, to beautiful rural areas. Similarly, roads should vary throughout the Treasure Valley, depending on the roadway users, context of the surrounding areas, parallel routes, and potential destinations.

Land Use and Transportation Characteristics



The land use and transportation context of a roadway provides information about the functionality of that roadway. This includes the challenges and opportunities for each roadway user, the local and regional impact on the network, and the priority of users on that corridor.

This Complete Network Policy highlights how a variety of transportation options can work together to accomplish the goals of the region's long-range transportation plan, *Communities in Motion*.

The policy is intended to provide a vision for meeting the needs of all transportation users, with flexibility for individual agencies to implement it within their local contexts and plans.

The Complete Network Policy is divided into three main sections:

- Introduction: Introduces the complete network concept and highlights how this policy will help COMPASS and other stakeholders achieve regional goals by improving the safety, economic vitality, convenience, and quality of life for all residents.
- Modes: Discusses how automobiles, bicyclists, freight, pedestrians, and public transportation each have unique roles in within a complete network. This section identifies the opportunities, challenges, and needed improvements to help realize the region's goals.
- Appendix: Identifies how congestion management strategies used throughout this policy support transportation and land use planning. COMPASS uses a development review checklist to support local planning and bridge regional goals with local decision-making. The checklist also highlights how congestion management can support the goals of this policy. Find more information about the congestion management process at www.compassidaho.org/prodserv/cms-intro.htm.

GOALS OF THE COMPLETE NETWORK POLICY

The goals of this Complete Network Policy are to:

1. Provide policy direction to help implement the vision of the regional long-range transportation plan, *Communities in Motion*, for local land use agencies, transportation agencies, and other stakeholders.
2. Provide a performance-based planning and programming approach to help identify and prioritize transportation infrastructure investments to promote the goals and objectives of *Communities in Motion*.
3. Enable COMPASS to provide appropriate information and best practices to support local land use decision-making, through participation in land use and transportation planning.

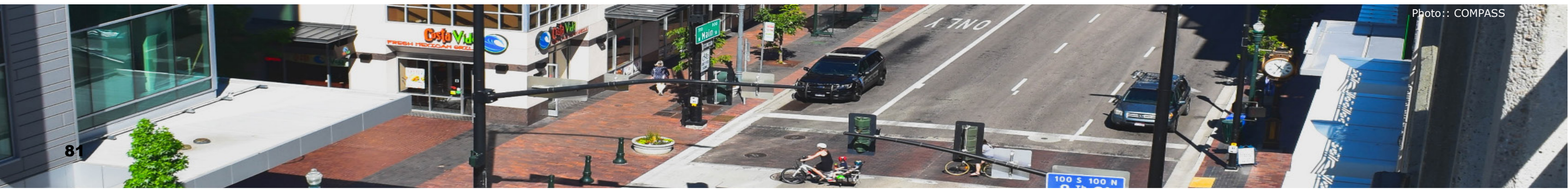


Photo:: COMPASS

TOWARD A COMPLETE NETWORK

The national interstate system built more than 60 years ago was designed to connect communities and move motorized vehicles quickly throughout the nation. Most road planning since then has focused primarily on moving cars quickly and efficiently, resulting in roads that often lack sufficient safety and accessibility features needed for bicyclists, pedestrians, and transit riders.

More recently, the push for complete streets has recognized the needs of all users, especially the most vulnerable in our communities. However, our cities and highway districts often lack sufficient funding to satisfy these disparate needs, making a “complete streets or bust” approach difficult to achieve. Moreover, the inherent needs of different modes often make meeting all needs impossible. For example, for a bicyclist, wide bicycle lanes and slow posted speeds are critical for safety and comfort. However, with limited right-of-way and the need to move regional traffic, an attempt to provide these critical bicycle safety features on all roads would be anathema to motorized vehicles.

A complete network addresses the problem faced by trying to create “one-size-fits-all” or “all-roads-for-all-people” roads. Rather than trying to make each street perfect for every traveler, communities can create a full system that emphasizes different modes on different corridors and ultimately provides quality accessibility for everyone. With this approach, some roads may provide bicycle boulevards, others may include dedicated bus infrastructure, and others may focus on moving motorized vehicles quickly through the region.

COMPLEMENTARY PLANS

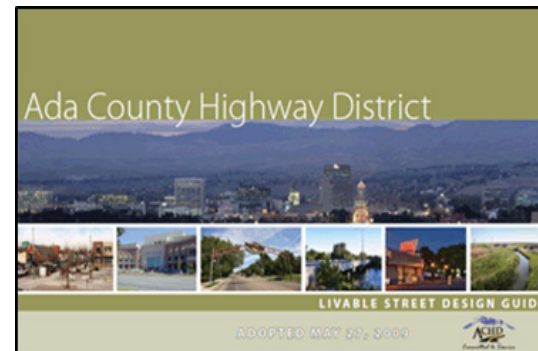
This Complete Network Policy recognizes the work of state and local transportation and land use agencies working to improve the quality of life in the Treasure Valley. Many plans, studies, and projects in the Treasure Valley have been completed to help promote a complete network that serves the needs of all transportation users. This policy builds upon previous work and enhances other relevant plans, including highway district plans, city comprehensive plans, public transportation plans, other relevant documents that help guide the location and design of corridors and facilities. This section showcases a few of these plans; many additional land use, transportation, and economic development plans also highlight the coordination needed to build a better community through transportation investments. Additional plans and resources are linked on the COMPASS website at www.compassidaho.org/planning/plansregs.htm.

*Livable Street Design Guide*³

Ada County Highway District (ACHD)

ACHD and Ada County (cities inclusive) developed the *Livable Street Design Guide* to better link land use and transportation planning. The guide identifies how streets in Ada County should function and look in the future.

The *Livable Street Design Guide* provides specific and detailed cross sections for different roadway typologies to reflect the level of detail needed for a highway district. The COMPASS Complete Network Policy provides a regional, multimodal

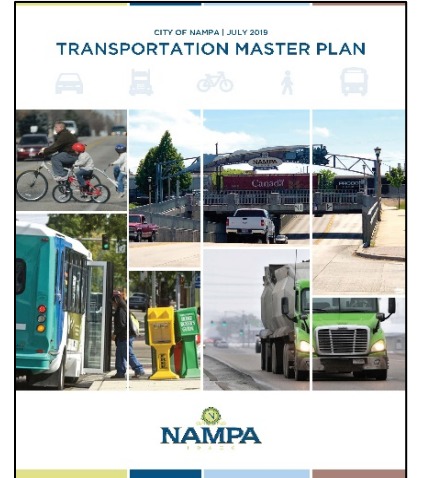


vision for the transportation system, but without the level of specificity in the *Livable Street Design Guide* to complement, but not compete with, local planning efforts.

*Transportation Master Plan*⁴

City of Nampa

The City of Nampa’s *Transportation Master Plan* is the blueprint for managing a safe roadway network in the City of Nampa, including roads, highways, sidewalks, and bicycle lanes. The purpose of the *Transportation Master Plan* is to provide a long-range vision for a citywide transportation network that aligns with the city’s land use plan, is consistent with other planning efforts within the city, and is compatible with planned regional transportation improvements. The COMPASS Complete Network Policy supports this work by providing a regional, multimodal vision to support land use planning, decision-making, and transportation infrastructure programming.



*Freight Strategic Plan*⁵

Idaho Transportation Department

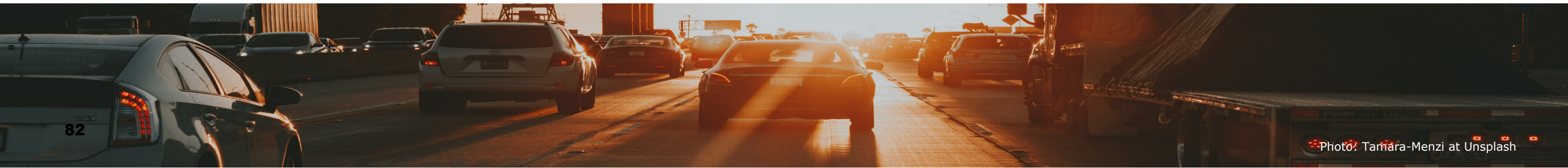
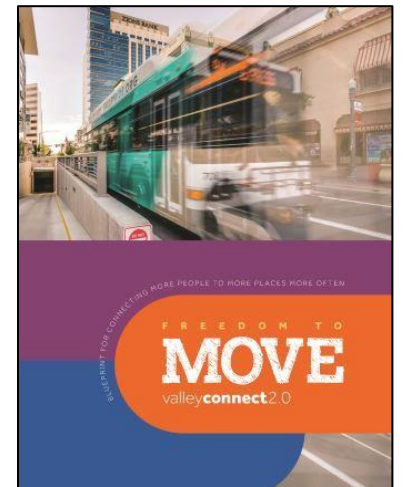
Idaho’s *Freight Strategic Plan* highlights how freight movement can be safe and efficient and support the economy by transporting materials to production and the market in urban and rural areas, both within Idaho and to external locations. The freight plan highlights highways, rail, water, air, pipeline, and multimodal transportation needs. Critical Rural and Urban Freight Corridors are designated in the plan and are reflected in the COMPASS Complete Network Policy. More information on freight is on page 7.

*ValleyConnect 2.0*⁶

Valley Regional Transit

ValleyConnect 2.0 provides an outline for the future of public transportation in the Treasure Valley. It envisions a region with comprehensive public transportation choices designed to meet the needs of citizens and businesses and to support livable, healthy, and sustainable communities.

The COMPASS Complete Network Policy reflects the needs described in this plan by demonstrating how a comprehensive public transportation system is fully integrated into the regional transportation vision for all modes. More information on public transportation is on page 8.



COMMUNITIES IN MOTION 2050 GOALS AND OBJECTIVES

The Complete Network Policy was designed to support the goals and objectives of the region’s long-range transportation plan, *Communities in Motion*. Plan goals are reviewed, and updated as appropriate, with each update to the long-range plan.

Communities in Motion 2050 addresses four goal areas: safety, economic vitality, convenience, and quality of life. The *Communities in Motion 2050* goals and objectives are included here as examples of how the Complete Network Policy can be used to support long-range plan goals. These goal focus areas are reflected throughout this policy and are shown using the icons at the bottom of this page.

Goal	Objectives	Auto	Bicycle	Freight	Pedestrian	Public Transportation
Safety	Safety	X	X	X	X	X
	Security			X		X
	Resiliency			X		
Economic Vitality	Economic Vitality	X	X	X	X	X
	Freight Accessibility and Mobility			X		
	Preservation and Infrastructure Condition	X	X	X	X	X
	Reliability	X		X		X
	Travel and Tourism	X	X			X
	Growth Management		X		X	X
	Farmland Preservation					X
Convenience	Accessibility and Mobility	X	X		X	X
	Connectivity		X		X	
	Efficiency and Congestion Reduction	X		X		X
Quality of Life	Environment		X		X	X
	Health		X		X	
	Open Space		X		X	
	Housing and Affordability		X			X
	Equity		X		X	X

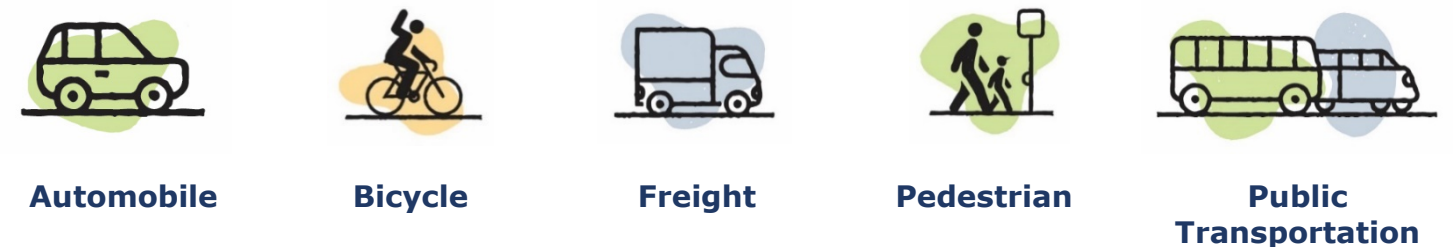
THE CASE FOR A COMPLETE NETWORK

A complete transportation network has wide-ranging benefits for all stakeholders; portions of this policy, and other COMPASS policies and programs, support those benefits with implementation tools and guidance. The complete network benefits also align with *Communities in Motion 2050* objectives, as shown in bold.

Stakeholder	Benefit	Tools and Guidance
Land Use Agencies	Supports transportation and land use integration by providing a long-term, multimodal vision to help identify infrastructure and services to serve future growth and development.	The complete network map (page 19) helps define the vision for the transportation system to aid in long-range planning. COMPASS development review checklists support local land-use decision-making by providing congestion management strategies to mitigate increased traffic congestion generated by new development. See Appendix.
Transportation Agencies	Provides a coordinated approach that identifies needs and provides solutions for all transportation modes. This leads to a safer, more comfortable, economically viable, and convenient transportation system that supports a high quality of life for all users.	The regional transportation improvement program provides a short-term capital plan to help fund projects that support the Complete Network Policy. For unfunded priorities, COMPASS uses a performance-based planning approach to prioritize needs based on goals and purposes articulated for each corridor.
Business Community	Provides a safe and convenient multimodal transportation system that can support business expansion and provides a reliable system to bring goods to stores without delay.	The complete network map highlights the future needs of the transportation network to help in siting anticipated developments.
General Public	Maintains the region’s quality of life by assisting government agencies in building a cohesive multimodal transportation system.	The complete network map provides insight into the vision for the region’s transportation system to enable the general public to anticipate future transportation projects and growth.

TRANSPORTATION MODES

The Complete Network Policy addresses five distinct transportation modes: automobile, bicycle, freight, pedestrian, and public transportation. These modes are depicted by the following icons throughout this policy.



LAND USE INTEGRATION

Land use is a key piece of the transportation system and impacts if, and how, the region can meet regional goals. In activity centers there are typically a variety of types of transportation users, such as pedestrians, cyclists, transit users, and drivers. In rural areas, on the other hand, there is often not the same demand for bicycle, pedestrian, or transit services. Therefore, a roadway will look different in an urban setting than a rural setting, but still needs to provide for the safety, accessibility, and convenience for all users. In addition, because each transportation mode is different in size, top speed, and the vulnerability of the person traveling, some roadway types emphasize some users over others. This section highlights how different land uses lend themselves to different types of transportation infrastructure and services.

Activity Centers

Activity centers support the most diverse land-use mix in the region, from high-rise office and multi-family residential buildings, to commercial centers, to civic areas such as government buildings, plazas, and parks. Activity centers are also home to cultural activities and 24/7 living. As such, activity centers must balance a number of different transportation modes with competing demands for infrastructure and space. In activity centers all modes are highlighted, making a comfortable place to walk and bike, allowing products to get to their destinations, and enabling autos and transit to bring users to work or for recreation. Conflicts between modes can become problematic if appropriate infrastructure is not provided and parking and curbside management are not planned to accommodate multiple types of users.



Photo: Mike Thueson

Urban and Suburban Areas

Urban and suburban areas are typically comprised of residential neighborhoods and commercial services, including a horizontal mix of offices, retail, industrial, public buildings, and open spaces. Roadways in urban and suburban areas are tasked with moving people from neighborhoods to employment centers, services, and shopping areas. Arterial roads in these areas often have the longest range of travel and the highest speeds, while balancing needs of vulnerable users, especially near schools, parks, and other areas that attract bicyclists and pedestrians.



Photo: Raphael Biscaldi at Unsplash

Rural

Rural areas can have a variety of uses, from farmland to foothills to other natural, open spaces. They typically do not have the density necessary to support most public transportation services, and most destinations are too far apart to support bicycle and pedestrian trips. Rural areas typically are served by auto and freight centered trips, which are longer and at higher speeds than in urban areas. While bike lanes, curbs, or sidewalks may not be practical in rural areas, wider shoulders or other approaches can help provide safety and mobility options for bicyclists and pedestrians.



Photo: COMPASS

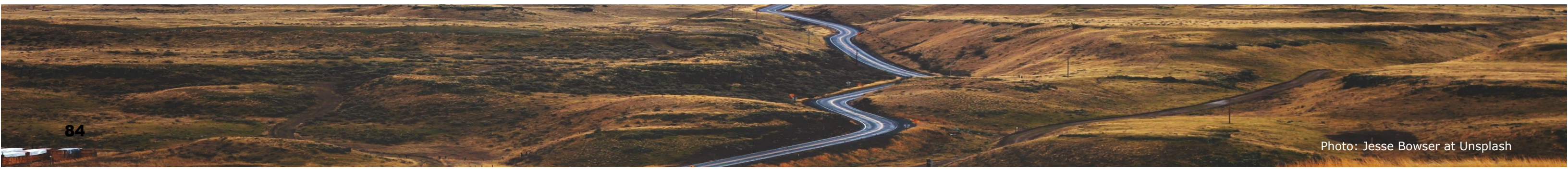


Photo: Jesse Bowser at Unsplash

MODES – HOW TO USE THIS GUIDE

This page provides an overview of the Mode pages. Each color-coded box depicts different information that you will see on each of the modal pages.

Description

This section describes the mode, including its role in the transportation network, the opportunities for improvement, and challenges this mode faces. While not every mode will be important on every corridor, each modal page highlights the typical uses and how it should integrate with other modes to provide a complete network approach to transportation.

Modal Map

This section links to a map relevant to the mode.

Photos

Photos demonstrate how the varying roadway designs can help support different roadway users.

Communities in Motion 2050 Goals

This section shows how the mode supports *Communities in Motion 2050* goals. The full list of goals can be found on page 4.


Automobile

Automobile travel is typically the fastest way to get from point A to point B, especially for longer trips. Most commuting in the Treasure Valley is done by a single-occupancy vehicle.


With the fast growth in the region, coupled with minimal transportation dollars for additional roadway capacity, congestion has been increasing. Congestion occurs when a roadway has reached its capacity or incurs a temporary reduction in capacity, resulting in slower travel times. There are two types of congestion: recurring and non-recurring.

- Recurring congestion is caused by predictable day-to-day traffic patterns and is usually the result of insufficient capacity. Recurring congestion most often occurs during morning and evening commute periods.
- Non-recurring congestion is temporary and often unpredictable. Non-recurring congestion is often caused by road construction, traffic crashes, inclement weather, special events, or emergencies.


The Complete Network Policy balances the goals of minimizing congestion with the needs for other modes. The [COMPASS Congestion Management Plan](#)⁹ provides a variety of strategies, including capacity projects, to address either recurring or non-recurring congestion. The Appendix highlights how these strategies can be used depending on the characteristics of the land use and location.



Access management is a congestion management strategy that improves safety and efficiency.




Innovative intersections, such as roundabouts, are a way to increase efficiency as described in the [COMPASS Innovative Intersections report](#).




Digital message boards help drivers know of upcoming conditions and encourage more efficient travel patterns.


Safety is a significant consideration, especially with interactions with pedestrians and cyclists. Dedicating space on roadways and parallel routes for non-motorized modes is key.




Convenience can be provided by automobiles more than most other modes, enabling greater access to regional destinations.



Economic Vitality can be strengthened by efficient and reliable roadways that enable drivers to access jobs and services.



Quality of Life factors, such as public health, environment, affordability, equity can be improved or significantly hindered by the transportation systems' accommodation of automobiles.



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Auto Map⁷
(click icon)

This map identifies automobile congestion and reliability on transportation facilities.



Access management is a congestion management strategy that improves safety and efficiency.



Innovative intersections, such as roundabouts, are a way to increase efficiency as described in the [COMPASS High-Volume Intersections Study](#).⁸



Digital message boards make drivers aware of upcoming conditions and provide other relevant information.



Safety is a significant consideration, especially with interactions with pedestrians and cyclists. Dedicating space on roadways and parallel routes for non-motorized modes is key.



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Quality of Life factors, such as public health, environment, affordability, and equity can be improved or significantly hindered by the transportation systems' accommodation of automobiles.

Bicycle

Cyclists are some of the most exposed, at-risk users of our transportation system, and planning must provide safe and connected means of accessibility and movement. Bicycle transportation infrastructure provides mobility choices and supports active and healthy living and environmental quality, while reducing vehicle expenses and increasing economic vitality.

Level of stress, or level of comfort, indicates the comfort a cyclist experiences on a given street. It is influenced by the speed and volume of traffic and the infrastructure that separates or protects cyclists.

There are many treatments that can serve to lower the level of stress and increase the level of comfort. The selection of treatments is influenced by many things, including project scope, funding, and land use.



Photo: COMPASS

Buffered bike lanes help increase comfort for less experienced cyclists.



Photo: COMPASS

Cycle tracks separate cyclists and pedestrians from parallel vehicular traffic.



Photo: COMPASS

Separated pathways provide the most separation from traffic, for safety and comfort.



Safety is critical for cyclists, since their transportation counterparts, vehicles, are often faster and larger in mass. Safety can be achieved by dedicating space on roadways or developing parallel routes or separated bike paths.



Convenience and equity can be bolstered by bicycles, as they expand transportation choices. They can also combat issues such as minimal parking in urban areas.



Economic Vitality can be bolstered by bicycling, as cycling offers an affordable means of transportation.



Quality of Life is achieved through cycling by lowering vehicular congestion, minimizing pollution, and bolstering health through fitness.



Bicycle Map¹⁰ (click icon)

This map identifies existing and planned bicycle facilities.

Freight

Freight is about moving goods. In recent years, freight has evolved from simply bringing goods from manufacturing areas to retail centers, to bringing freight into our neighborhoods. The surge in home deliveries means that freight is now ubiquitous on many roadways as we get more products to different places in the valley.

While freight routes are still necessary, especially for interstate transport, many other corridors need to be considered with freight as a secondary, but important, mode.

Key considerations:

- Access management strategies are needed to help provide better control, reduce conflict points, and provide predictable traffic patterns.
- Parking management, including at the curb in town centers, can help enable freight to access its final destination and balance other needs.
- Identifying and protecting manufacturing areas from infringement from other land uses, especially residential, can reduce conflicts.



Photo: COMPASS

The rail corridor is key to the economic vitality of the region, importing and exporting goods from the west coast and the Intermountain West.



Photo: COMPASS

Freight efficiency and reliability help the economy by ensuring goods get to markets and households in a timely manner.



Photo: Greg Keller

Farm freight needs to be coordinated with other transportation uses to allow for optimal efficiency and safety.



Safety is a key consideration for providing efficient and reliable freight routes while providing safe accommodations for bicyclists and pedestrians.



Convenience is important for freight. Land uses that enable freight to access distribution centers and retail and other destinations quickly ensures our goods are delivered on time.



Economic Vitality is supported by a reliable and efficient transportation system that prioritizes freight on certain routes. Freight promotes economic vitality to enable people and business to prosper.



Quality of Life is becoming more reliant on the efficient transport of goods. Through deliveries to stores, industries, and our homes, freight helps us maintain our quality of life.



Freight Map¹¹ (click icon)

This map identifies freight corridors and connectors.

Pedestrian

Most trips start and end with walking. That walk may be to the parking space, to a bus stop, or to the final destination, but walking is an almost universal first and last mode.

Walking can be one of the healthiest transportation options, both for an individual's cardiovascular health and for the health of the region, as walking doesn't pollute the air or cause other environmental effects. However, there need to safe and convenient facilities and land use patterns to ensure walking is a viable transportation option.

Four main principles have been identified to improve the pedestrian experience:

- **Proximity** to minimize distances to and from destinations.
- **Connectivity** to improves pedestrian access.
- **Separation** to consider comfort and create safe and human-scale pedestrian environments.
- **Safe crossings** to manage pedestrian navigation across areas of conflict.

Strategies to help bolster the development of pedestrian infrastructure to match the land use and transportation needs that surround it are reflected in the Complete Network Policy. Strategies to support pedestrian infrastructure are outlined in the Appendix.



Pedestrian Map¹²
(click icon)

This map shows the Bike Walk COMPASS, which includes existing and proposed on-street facilities and off-street pathways.



Photo: COMPASS

Micropaths can connect neighborhoods with nearby destinations, such as schools and parks



Photo: COMPASS

Pedestrian hybrid beacons with crosswalks can provide safe crossings.



Photo: COMPASS

Separated pathways offer the highest levels of safety and comfort as parallel routes to arterial roads.



Safety considerations are most critical for pedestrians, as the slowest moving and most exposed network users.



Convenience is paramount for pedestrian navigation, especially with consideration of individuals with disabilities. Safe and accessible pedestrian networks are necessities for equitable transportation.



Economic Vitality can be enhanced through pedestrian facilities that provide affordable, basic transport. Economically disadvantaged individuals often rely on these facilities for equitable economic opportunity.



Quality of Life is supported with safe places to walk, which provide enjoyment and health benefits to users, and support related industries, such as recreation and tourism.

Public Transportation

Public transportation can be an equitable and convenient way to improve the efficiency of the transportation system. Key considerations include:

- Prioritizing projects to improve transit speed and reliability to make transit competitive with single-occupant vehicles.
- Connecting communities, employment centers, and major activity centers to encourage economic vitality.
- Serving adjacent development by prioritizing curb space to facilitate convenient transit connections.
- Ensuring bus stops are comfortable and convenient to create a desirable option for travel.
- Providing first- and last-mile bicycle and pedestrian connections that are safe and comfortable.
- Minimizing conflicts between modes by maximizing separation and identifying conflict zones.
- Striving for transit-supportive density thresholds, typically seen as greater than seven dwelling units per acre.
- Encouraging mixed-use, infill, and transit-oriented development near existing and planned transit services.



Public Transportation Map¹³
(click icon)

This map identifies planned regional public transportation services.



Photo: Valley Regional Transit

Bus islands reduce bus, bike, and pedestrian conflicts and may be appropriate where priority bus corridors and bike paths overlap.



Photo: Valley Regional Transit

Bus shelters provide comfortable places to wait and are suitable for urban areas.



Photo: Valley Regional Transit

Bus stops with landing pads can be simple solutions for rural areas.



Safety is important for first- and last-mile connections to bus stops, as well as in waiting areas.



Convenience is improved by a transit system that allows all persons to access destinations efficiently and reliably, while relieving the burdens of private automobile ownership.

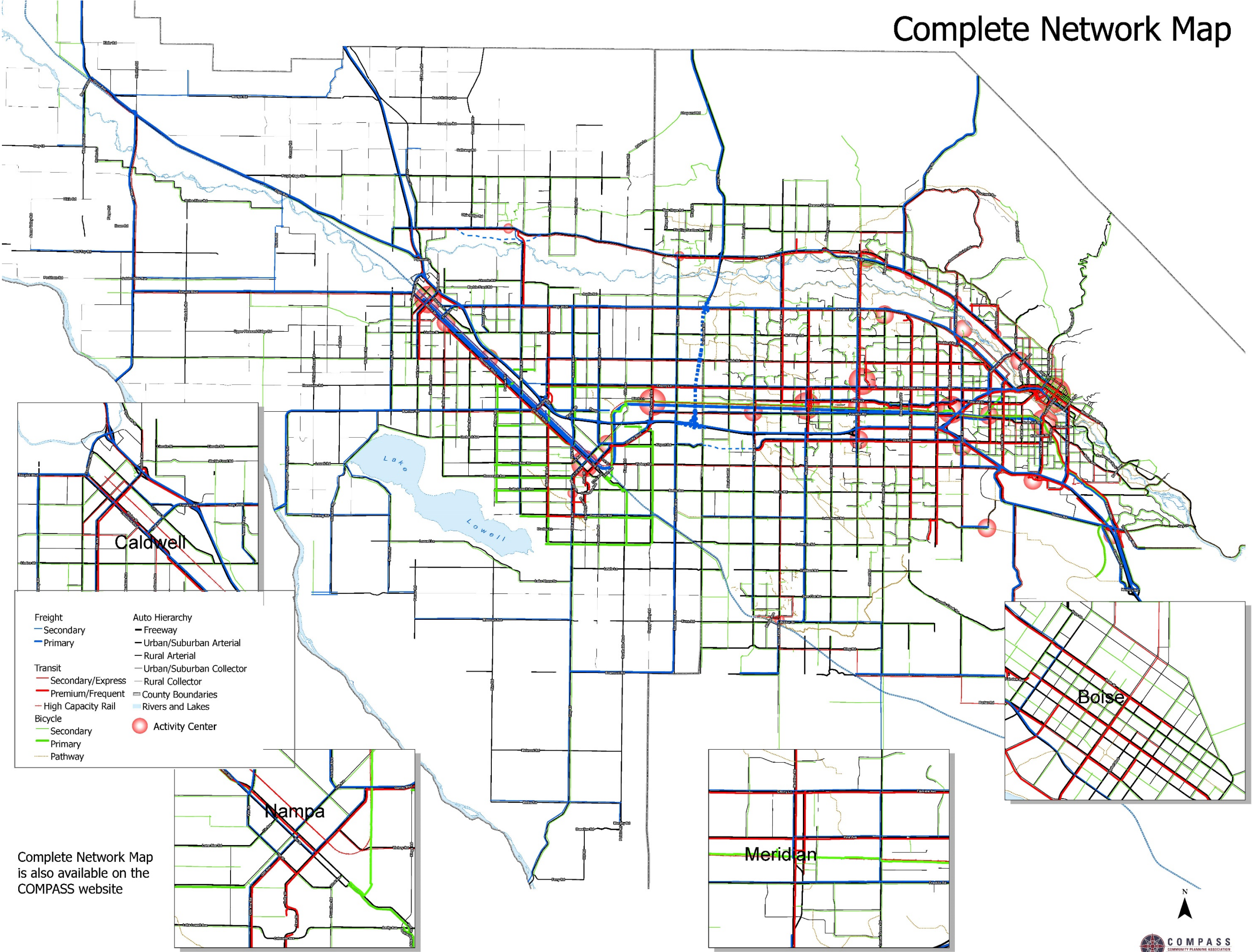


Economic Vitality is supported by public transportation as it reduces congestion for all road users, supports tourism, and promotes responsible growth and development.



Quality of Life is protected by public transportation through reduced impact on the environment, promotion of affordable housing + transportation, and increased equity.

Complete Network Map



- | | |
|----------------------|----------------------------|
| Freight | Auto Hierarchy |
| — Secondary | — Freeway |
| — Primary | — Urban/Suburban Arterial |
| | — Rural Arterial |
| Transit | — Urban/Suburban Collector |
| — Secondary/Express | — Rural Collector |
| — Premium/Frequent | — County Boundaries |
| — High Capacity Rail | — Rivers and Lakes |
| Bicycle | ● Activity Center |
| — Secondary | |
| — Primary | |
| — Pathway | |

Complete Network Map is also available on the COMPASS website



APPENDIX

COMPASS has developed a Development Review Checklist as a tool to bridge regional planning with local decision-making. This checklist helps local governments evaluate whether proposed land developments are consistent with the goals of *Communities in Motion*¹⁴ and this Complete Network Policy. The checklist is not intended to be prescriptive, but rather a guidance document. A sample of the front page of the checklist is shown to the right. The following pages are samples of additional information that may accompany a checklist to illustrate how changes to a development proposal could better implement the principles and strategies outlined in this policy.

Communities in Motion 2050 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2050* (CIM 2050), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2050 goals.


Development Name:

CIM Vision Category: Select

New Jobs:

CIM Corridor: Select


New Households:



Safety
Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure number of vehicle lanes, and travel speeds.

Pedestrian level of stress

Bicycle level of stress




Economic Vitality
These tools evaluate whether the location of the proposal supports economic vitality by growing near existing public services.

Activity Center Access

Farmland Preservation

Net Fiscal Impact

Within CIM Forecast




Convenience
Residents who live or work less than 1/2 mile from critical services have more transportation choices, especially for vulnerable populations.

Nearest bus stop

Nearest public school

Nearest public park



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

Active Transportation

Automobile Transportation

Public Transportation

Roadway Capacity

-  **Improves performance**
-  **Reduces performance**
-  **Does not improve or reduce performance**

Comments:

Communities in Motion 2050
[2020 Change in Motion Report](#)
[Development Review Process](#)

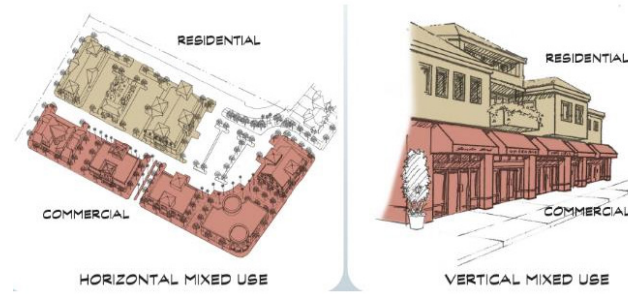
Web: www.compassidaho.org
 Email: info@compassidaho.org



Land Uses to Support Bicycle and Pedestrian Transportation

Land use decisions can support the safety and comfort of bicyclists and pedestrians. A robust mix of nearby housing, jobs, and services can¹⁵:

- ✓ Promote safe and comfortable walking and biking by reducing the number of vehicles on the road.
- ✓ Reduce the distance between housing and services, especially for vulnerable populations.
- ✓ Reduce the requirement for large and costly parking facilities.



Land use mix can either be horizontal or vertical. A horizontal mix indicates a variety of uses across a neighborhood, while vertical mix refers to different uses within the same building or lot. To measure land use mix, consider how many different uses (e.g., residential, office, retail, industrial, service, entertainment, education, health, etc.) are within each community or area. Higher mixes reflect more convenient access to a wide range of jobs and services.

Some steps to take to increase bicycle and pedestrian accommodations are:

- ✓ Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.
- ✓ Place residential uses near services such as parks, schools, grocery stores, or employment centers.
- ✓ Place higher-density residential uses close to employment centers, bus service, schools, or parks.

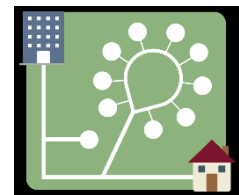
Bicycle and Pedestrian Infrastructure

An individual's trip is the entire journey from beginning to end. In many cases, a trip may combine a number of modes. While motorized vehicles will provide longer trips, users complete the first and last portion on their own. For example, almost every vehicle trip includes a walk or bike trip to a parking spot or transit stop. Good street connectivity increases the number of travel options and reduces the distances traveled to reach destinations.

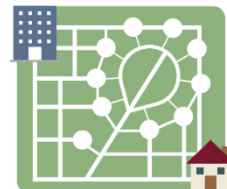
One way to measure route directness is take the ratio of the route distance to the straight line distance. The closer the ratio is to 1, the better for connectivity of the area.

Some steps that can be taken to improve walk/bike infrastructure include:

- ✓ Providing sidewalks, crosswalks, and micropaths to connect destinations.
- ✓ Providing an improved pathway along a canal as a transportation and recreational option.
- ✓ Siting pathways and sidewalks as directly as conditions allow and/or provide wayfinding signs.
- ✓ Reducing street lengths to discourage speeding on local roads.
- ✓ Providing sufficient and covered bike parking near destinations.



A disconnected system means more trips onto arterial roads, resulting in fewer cyclists and pedestrians and less efficiency for vehicles.¹⁶



A connected system provides options, including walking, cycling, or driving. More trips can be taken on local roads, avoiding busier arterials.

Land Use to Support Public Transportation

Locating higher-density commercial and residential uses close to transit nodes increases the availability and convenience of public transportation. Successful transit-oriented developments often following the 3 Ds: density, diversity, and design. Density places a critical mass of people near trip origins or destinations so that transit ridership becomes practical and economical. Diversity of land uses can help to serve multiple purposes, such as employment centers, retail centers, and recreation. Design encourages safe and comfortable walking and biking between the transit station and the final destination. Other considerations include:

- ✓ Guide new development to areas planned for growth in the long-range plan forecast so that transportation infrastructure can keep up with new demand.
- ✓ Provide more than 8 housing units per acre; or a combination of 25 total persons (population + jobs) per acre, near future transit stops.
- ✓ Orient buildings toward potential transit corridors, with parking on the back side rather than the street side.
- ✓ Where appropriate, cluster buildings near intersections to consolidate transit stops and street crossings.
- ✓ Incorporate retail and other uses into the development, drawing customers both from the transit-oriented development and nearby areas.

The COMPASS-compiled catalog of Transit Oriented Developments in the [Communities in Motion Implementation Guidebook](#) provides examples of how higher-density development can integrate in existing neighborhoods.¹⁷

Public Transportation Infrastructure

Providing safe and comfortable transit stops and appropriate amenities can make public transportation a more convenient and competitive option, reduce the overall cost of housing + transportation, and expand the potential customer base for businesses.

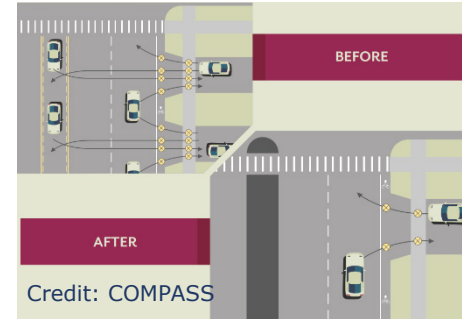
While stop location and spacing will depend on the circumstances of the route, there are some general guidelines to improve the user experience:

- ✓ Locate bus stop amenities in areas that are expected to generate the most ridership, such as near employment centers, retail centers, education centers, or major medical facilities.
- ✓ Provide sidewalks and/or bike paths designed to meet the needs of all users (including elderly, children, and individuals with disabilities) to connect development to transit stops.
- ✓ Provide bicycle parking that includes covered bike racks at transit stops; ensure it does not conflict with vehicular or pedestrian travel.
- ✓ Provide shelters, benches, and landscaping to enhance the overall comfort and attractiveness of transit; ensure amenities do not block pathways, sidewalks, or bike lanes.
- ✓ Include doors with 32 inches of clear passage space, and at least one zero-step entrance and accessible bathroom on the main floor to support those with limited mobility.
- ✓ Join the Valley Regional Transit group pass program: <https://www.valleyregionaltransit.org/group-pass-programs>
- ✓ Use Valley Regional Transit's [Bus Stop Location and Transit Amenities Development Guidelines](#) for siting new bus stops and reviewing current and bus stops¹⁸

Access Management

Access management is a set of techniques to control vehicular access to roadways. The benefits of access management include improved traffic efficiency, fewer vehicle conflicts, and reduced crashes. Access management can help to improve the safety of cyclists and pedestrians by limiting the number of conflict points and separating the conflict points.

Several steps can be taken to improve efficiency and safety of the transportation network using access management:



- ✓ Space access (driveways or cross streets) to increase the distance between potential conflict points.
- ✓ Provide more access on lower functionally classified roads, such as collectors, instead of arterials, to facilitate efficiency and safety.
- ✓ Provide cross or shared access to reduce the need for excessive access on major roads.
- ✓ Provide stub roads to help enable future connections between properties and reduce the need for access to high-speed, high-volume roadways.
- ✓ Provide adequate driveways and drive-through queues to ensure that when a vehicle leaves a roadway it does not affect traffic on the roadway or access to businesses.

More information is available in the [COMPASS Access Management Toolkit](#)¹⁹ and the [COMPASS Access Management Business Guide](#).²⁰

Parking Management

Getting to the right balance of parking is important. Not enough parking means that parking spills into nearby areas, customers can't get to businesses, and safety is decreased due to illegal parking and increased traveling to find parking spaces. However, an oversupply of parking can result in less land for businesses and diminished efforts to promote other modes²¹.



Curbside space is where people and vehicles intersect. Increasingly the curb has become a key place to balance needs between conflicting users. While safety is paramount, demand from different users, different days of the week, and different times of the day creates challenges and opportunities.

Several steps can be taken to make parking and curbside management work for communities:

- ✓ Arrange parking near destinations to limit the amount of circling for nearby parking spaces and create multiple smaller parking lots rather than large parking lots.
- ✓ Provide shared parking between multiple users or destinations that have different peak periods, such as office buildings that traditionally need day-time parking and restaurants that need space later in the evening.
- ✓ Improve walking and cycling infrastructure to make them feasible alternatives to driving and parking.

Add landscape islands and designated walking paths to enable the safe and comfortable paths to businesses.

Roadway Capacity

The COMPASS transportation improvement program (TIP) is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. Many projects help implement the Complete Network Policy, including adding additional travel lanes to existing roads and building new roadways.

The [COMPASS TIP](#) contains additional information about short-range capital projects.²²

SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties									
Regionally Significant: <input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> Inflated		COMPASS PM: Support			Federal PM:		
Key #: 20788									
Requesting Agency: ITD									
Project Year: 2019-2021									
Total Previous Expenditures: \$91,140									
Total Programmed Cost: \$7,500									
Total Cost (Prev. + Prog.): \$98,640									
Project Description : Preliminary engineering and right-of-way acquisition only on State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Funds will be used to update the environmental re-evaluation, preliminary design through final design, and right-of-way acquisition. (Right-of-way is partially funded and construction is considered "unfunded.")									
Credit: COMPASS									
Funding Source IM Program State Hwy - Restoration Local Match 7.34%									
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	7,500	0	0	0	7,500	6,950	551
Fund Totals:	\$0	\$0	\$7,500	\$0	\$0	\$0	\$7,500	\$6,950	\$551

ENDNOTES

- ¹ COMPASS Complete Streets Policy, <https://www.compassidaho.org/documents/prodserv/reports/dmr/COMPASSPolicyFinal.pdf>
- ² Graphic adapted from *Florida Department of Transportation Context Classification Guide*, https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_2
- ³ Livable Street Design Guide, https://www.achdidaho.org/Documents/Projects/Livable_Street_Design_Guide_Adopted_5-27-09.pdf
- ⁴ Transportation Master Plan, <https://www.cityofnampa.us/522/Nampa-Transportation-Master-Plan>
- ⁵ Freight Strategic Plan, <https://apps.itd.idaho.gov/Apps/freight/FreightPlan.pdf>
- ⁶ ValleyConnect 2.0, https://www.valleyregionaltransit.org/wp-content/uploads/2020/11/valleyconnect2_apr18_final.pdf
- ⁷ Auto Map, <https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=ae155e82e71f451ab82a155b821c676b>
- ⁸ COMPASS High Volume Intersection Study, <https://www.compassidaho.org/prodserv/specialprojects-hvis.htm>
- ⁹ COMPASS Congestion Management Plan, <https://www.compassidaho.org/prodserv/cms-intro.htm>
- ¹⁰ Bicycle Map, <https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=3310fb8633a1480ca53f7ba4f0c52079>
- ¹¹ Freight Map, <https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=ecbd32defac24247a2608d8511a801ff>
- ¹² Pedestrian Map, <https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=1815ab9de585469882c1758d5e5092a2>
- ¹³ Public Transportation Map, <https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=fd0611417c5941f48eaff8323a1544a1>
- ¹⁴ COMPASS Development Checklist, <https://www.compassidaho.org/dashboard/devreview.htm>
- ¹⁵ Graphic Credit: Lakeland Village Community Plan, Riverside County Planning Department, <https://planning.rctlma.org/Portals/14/AdvancedPlanning/LV/LCVCAC%2002.22.17.pdf?ver=2017-03-24-094814-420>
- ¹⁶ Adapted from Safe Routes to Schools Guide, <http://guide.saferoutesinfo.org/engineering/connectivity.cfm>
- ¹⁷ Communities in Motion Implementation Guidebook, https://www.compassidaho.org/documents/prodserv/rltp/ImplementationGuidebook_entire.pdf
- ¹⁸ Bus Stop Location and Transit Amenities Development Guidelines, Valley Regional Transit, <https://www.valleyregionaltransit.org/wp-content/uploads/2021/01/vrt-bus-stop-location-and-transit-amenities-development-guidelines.pdf>
- ¹⁹ COMPASS Access Management Toolkit, https://www.compassidaho.org/documents/planning/studies/AcMgtTlkt_08Cover_Electronic.pdf
- ²⁰ Access Management What Does It Mean For My Business?, https://www.compassidaho.org/documents/comm/COMPASS_AccessManagement.pdf
- ²¹ Graphic Credit: Global Designing Cities Initiative, <https://globaldesigningcities.org/>
- ²² COMPASS Transportation Improvement Program, <https://www.compassidaho.org/prodserv/transimprovement.htm>

OCTOBER 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"> • Completed end-of-year work for FY2020 and began development of Revision 1 of the FY2022 UPWP. • Processed and tracked revenues and expenditures associated with the FY2022 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p>DEMOGRAPHICS AND GROWTH MONITORING</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Completed 8 development checklists for the cities of Caldwell, Kuna, Meridian, Middleton, and for Canyon County. • Reviewed the revised CIM 2050 Vision Map with the Public Participation Workgroup on October 26, 2021. • Continued to review and publish 2020 Census results. • Began development of the 2021 Development Monitoring Report. • Updated Development Review Checklist tool with new CIM 2050 performance measures.
653	<p>COMMUNICATION AND EDUCATION</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> • Posted 14 Facebook posts, 16 Tweets, 13 Instagram posts, and 4 LinkedIn posts. • Tracked issues related to COMPASS and transportation in the news media; issued one news release. • Updated the COMPASS website. • Continued to prepare to migrate the COMPASS website to a new platform. • Closed Leadership in Motion award nominations on October 1, 2021. • Hosted a Public Participation Workgroup meeting on October 25, 2021. • Developed COMPASS' annual outreach report for FY2021. • Received the American Planning Association (APA), Idaho Chapter, 2021 Public Outreach Award for the "A lot can change in 30 years" survey series. • Presented census data and the COMPASS Fiscal Impact Tool to Team Realty on October 5, 2021, and to the Nampa Association of Realtors on October 6, 2021. • Presented "Identifying Opportunities to Improve Resilience Planning in Idaho" at the Idaho American Planning Association (Idaho APA) annual conference on October 6, 2021. • Presented "Using the Wisdom of the Crowds to Plan for a Future Your Residents Will Embrace" at the Idaho APA annual conference on October 8, 2021. • Participated as a guest on the KIDO "Real Estate Rescue" to discuss migration patterns and the COMPASS Fiscal Impact Tool on October 23, 2021. • Presented at Idaho Professional Engineers conference on October 29, 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="331 239 1507 1083" style="list-style-type: none"> • Hosted Public Transportation Workgroup meeting on October 1, 2021. • Attended ACHD’s Bicycle Advisory Committee meeting on October 4, 2021. • Attended the Nampa Bicycle and Pedestrian Advisory Committee meeting on October 14, 2021. • Hosted an Association of Professional Bicyclists and Pedestrians webinar on October 20, 2021. • Hosted an RTAC Subcommittee to develop a scoring and ranking process for Communities in Motion 2050 and future regional transportation improvement program and local program projects on October 22, 2021. • Hosted Active Transportation Workgroup meeting on October 25, 2021. • Hosted the Foundation for Ada and Canyon County Trail Systems (FACTS) meeting on October 27, 2021. • Continued outreach of the Fiscal Impact Tool to Planning and Zoning commissions, city councils, and Boards of County Commissioners • Continued developing the financial analysis for CIM 2050. • Counters: <ul data-bbox="428 806 1149 835" style="list-style-type: none"> ○ Uninstalled one counter in Meridian for ACHD. • Continued to write technical documents and web content for CIM 2050. • Presented the CIM 2050 performance measures and targets to COMPASS Board of Directors for approval. • Received Board of Directors adoption of amendment #7 to CIM 2040 2.0 on October 18, 2021. • Opened a public comment period on amendment #8 to CIM 2040 2.0 on October 26, 2021.
685	<p data-bbox="310 1083 915 1117">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1121 1511 1155" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1159 1511 1999" style="list-style-type: none"> • Presented the FY2022 Resource Development Plan to the COMPASS Board of Directors on October 18, 2021. • Presented information to encourage application submittal at COMPASS to the Active Transportation Work Group on October 25, 2021. • Presented information about the regional transportation improvement program (TIP) achievement to the Public Participation Work Group on October 25, 2021. • Hosted a quarterly meeting with Ada County Highway District Commuteride, Valley Regional Transit, and the Idaho Transportation Department on October 29, 2021. • Met with the Project Development Teams for the Cities of Eagle and Garden City to plan for their Project Development Program start dates. • Evaluated 13 consultant applications for inclusion in the on-call consultants list. • Researched historical small urban funding and developed a presentation on behalf of Idaho’s metropolitan planning organizations for an Idaho Transportation Board “Listening Session” regarding Surface Transportation Block Grant funding for urban areas. • Scheduled outreach meetings with member agencies and prepared information. Held meetings with staff from the Cities of Boise, Caldwell, Eagle, Garden City, Melba, Meridian, Nampa, Parma, and Star; the Ada County Highway District; Ada County; and Boise State University. • Processed one amendment and one staff administrative modification to the TIP.

PROGRAM NO.	
	<ul style="list-style-type: none"> Finalized the FY2022-2028 TIP and submitted it to the Idaho Transportation Department, the Federal Highway Administration, and the Federal Transit Administration. Worked with member agency staff to prepare for the Urban Balancing meeting in November. Met with member agency staff regarding project-specific issues and programming updates.
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> Participated in the quarterly meeting with Valley Regional Transit on October 11, 2021. Participated in the quarterly meeting with the City of Nampa on October 25, 2021. Coordinated scenario demographics and travel modeling for the Glenwood corridor for the Idaho Transportation Department.
702	<p>AIR QUALITY OUTREACH</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. Secured FY2022 outreach spots and developed talking points and scripts, per approved media plan.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> Responded to questions from the public. Completed five special model runs for proposed developments – three located throughout Ada County and two located in Canyon County, bringing the total for this fiscal year to 5.
704	<p>AIR QUALITY OPERATIONS</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> Provided general support for emission testing notification, billing, and payment cycles.
705	<p>TRANSPORTATION LIAISON SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> Attended Valley Regional Transit Regional Integrated Mobility Plan kick-off meeting on October 1, 2021. Hosted the Caldwell Chamber Transportation Committee meeting on October 4, 2021. COMPASS staff serves as the Chair for this committee. Attended the Meridian Transportation Commission on October 4, 2021. Attended the Idaho Transportation Department "Listening Session" regarding Surface Transportation Block Grant funding for urban areas on October 19, 2021. Attended the Idaho Transportation Department Board meeting on October 20, 2021. Participated in the quarterly meeting of the Association of Canyon County Highway Districts on October 21, 2021. Attended Boise State Hazard and Climate Resilience Institute monthly meeting on October 27, 2021.

PROGRAM NO.	
760	<p>LEGISLATIVE SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Monitored proposed rulemaking to determine implications to COMPASS and its membership. • Started reviewing <i>Infrastructure Investment and Jobs Act (IIJA)</i> and its impact upon COMPASS and its membership.
761	<p>GROWTH INCENTIVES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • No significant activity this month.
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Attended the virtual Idaho Digital Accessibility Consortium sponsored by the University of Idaho on October 6 and 7, 2021. • Attended virtual Idaho APA conference on October 6-8, 2021. • Attended virtual Rail~Volution conference on October 19-21, 2021. • Attended WTS Lunch and Learn on October 26, 2021. • Attended Notice of Funding Opportunity webinar presented by FHWA on October 28, 2021.
820	<p>COMMITTEE SUPPORT</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p>REGIONAL TRAVEL DEMAND MODEL</p> <p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> • Began using the “feedback” version of the travel demand model to provide modeling assistance to member agencies: a) ITD’s consultants working on SH 16, SH 55 (Karcher Rd) and I-84; b) City of Caldwell’s consultants working on the Homedale Road and Ustick Road projects; and c) provided off-the-shelf model results to ACHD’s consultants working on various projects throughout Ada County.
838	<p>TRAVEL DATA SURVEY</p> <p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> • Recruitment for the main household travel survey began October 7, 2021. • Status as of October 28: 6,073 households signed up to participate and 1,807 are complete. The target sample size is 4,000. • Completed field work for the on-board survey on October 28 with nearly 500 riders of VRT’s fixed route system surveyed.
842	<p>CONGESTION MANAGEMENT PROCESS</p> <p style="text-align: right;">HUNTER MULHALL</p> <ul style="list-style-type: none"> • Met with FHWA to discuss the draft Congestion Management Plan. • Continued working with ITD and project team to perform cost/benefits analysis and rankings of the strategies and tactics identified in the first screening phase of the I-84 Corridor Operations Plan.

PROGRAM NO.	
860	<p data-bbox="310 163 1524 231">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="331 237 1524 909" 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 updated Current Land Use layer. • Provided 20 development checklist reports. • Completed streamlined new development review checklist format. • Gathered data for 2022 Ada County Multi-Hazard Mitigation Plan. • Completed first round of census block – TAZ population allocations. Review process is underway for remaining TAZ’s. • Completed a data request from ACHD for 2018, 2019, 2020 environmental justice data. • Finished walkability analysis for Safe Routes to School. • Continued work on web map for Safe Routes to School. • Released RFP for 2022 orthophotography flight. • Processed 2020 Census blocks, block groups, and tracts for planning and member agency use. • Continued hardware and software upgrade of Regional Data Center. • Updated Traffic Counts and ATR trends web maps.
991	<p data-bbox="310 909 1524 976">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="331 982 1524 1050" style="list-style-type: none"> • Provided general accounting, human resources, and administrative support to the agency.

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NOVEMBER 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 1487 453" style="list-style-type: none"> • Processed and tracked revenues and expenditures associated with the FY2022 UPWP. • Tracked changes and announcements in the Federal Register and the Daily Digest.
620	<p data-bbox="297 468 1057 493">DEMOGRAPHICS AND GROWTH MONITORING</p> <p data-bbox="1295 499 1511 525" style="text-align: right;">CARL MILLER</p> <ul data-bbox="329 531 1495 814" style="list-style-type: none"> • Completed 13 development checklists for the cities of Caldwell, Meridian, Middleton, Nampa, and for Ada County and Canyon County. • Continued development of the 2021 Development Monitoring Report. • Presented affordable housing analysis, along with Boise State University, to RTAC to establish a subcommittee to guide next phases of work on November 17, 2021. • Attended a US Census Partners virtual discussion group on November 2, 2021, to discuss the 2020 Census and improvements for future efforts.
653	<p data-bbox="297 846 894 871">COMMUNICATION AND EDUCATION</p> <p data-bbox="1352 877 1511 903" style="text-align: right;">AMY LUFT</p> <ul data-bbox="329 909 1479 1331" style="list-style-type: none"> • Posted 15 Facebook posts, 13 Tweets, 13 Instagram posts, and 3 LinkedIn posts. • Tracked issues related to COMPASS and transportation in the news media; responded to one media request. • Updated the COMPASS website. • Presented an overview of COMPASS to Leadership Meridian on November 18, 2021. • Continued to prepare to migrate the COMPASS website to a new platform. • Hosted a committee to select Leadership in Motion award recipients on November 3, 2021; began preparations to present awards to winners. • Prepared for, and began promoting, an education series presentation on Travel Demand Management to take place on December 8, 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="331 239 1511 1150" style="list-style-type: none"> • Presented to Valley Regional Transit’s Executive Board/Regional Advisory Committee on the Coordinated Plan Survey Results & Demographic Update on November 1, 2021. • Hosted a Public Transportation Workgroup meeting on November 3, 2021. • Closed a public comment period on amendment #8 to CIM 2040 2.0 on November 9, 2021. • Hosted a Freight Advisory Workgroup meeting on November 10, 2021. • Hosted an RTAC Subcommittee to develop a scoring and ranking process for CIM 2050 and future regional transportation improvement program and local program projects on November 15, 2021. Continued developing the process. • Hosted an Association of Professional Bicyclists and Pedestrians webinar on November 17, 2021. • Presented the Complete Network Policy to RTAC for recommendation to the COMPASS Board of Directors on November 17, 2021. • Hosted an Active Transportation Workgroup meeting on November 22, 2021. • Met with Federal Transit Administration and Federal Highway Administration to discuss next steps for regional rail planning on November 22, 2021. • Continued analysis of the CIM 2050 Vision and trend using the Fiscal Impact Tool. • Continued to write technical documents and web content for CIM 2050. • Continued working on the Coordinated Plan document. • Continued working on the 2050 public transportation system concepts and analysis. • Continued researching and developing the financial analysis and projections for CIM 2050.
685	<p data-bbox="310 1157 915 1190">RESOURCE DEVELOPMENT/FUNDING</p> <p data-bbox="1273 1194 1511 1228" style="text-align: right;">TONI TISDALE</p> <ul data-bbox="331 1232 1511 2001" style="list-style-type: none"> • Prepared for and participated in the Urban Balancing Committee on November 4, 2021. • Closed a public comment period on an amendment to the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs on November 9, 2021. • Presented information to encourage application submittal at COMPASS to the Freight Work Group on November 10, 2021. • Assisted Valley Regional Transit on a Bus and Bus Facilities Grant which was due November 19, 2021. • Met with the Project Development Team for the City of Star for their Project Development Program start date. • Processed one staff administrative modification to the regional transportation improvement program (TIP) and started preparing for a new amendment. • Held outreach meetings with staff from the City of Kuna, Canyon Highway District #4, and Golden Gate Highway District #3. • Met with Idaho Transportation Department, Local Highway Technical Assistance Council (LHTAC), and Federal Highway Administration staff to discuss transfer management of the Transportation Alternative Program to LHTAC. • Met with member agency staff regarding project-specific issues and programming updates.

PROGRAM NO.	
	<ul style="list-style-type: none"> Started researching the implications of the new transportation authorization bill, Infrastructure Investment and Jobs Act (IIJA).
701	<p>GENERAL MEMBERSHIP SERVICES</p> <p style="text-align: right;">LIISA ITKONEN</p> <ul style="list-style-type: none"> Participated in the quarterly meeting with Idaho Transportation Department on November 15, 2021. Met with the City of Meridian on November 30, 2021, to discuss the Fields area transportation planning. Developed scenario demographics for the Glenwood corridor for the Idaho Transportation Department.
702	<p>AIR QUALITY OUTREACH</p> <p style="text-align: right;">AMY LUFT</p> <ul style="list-style-type: none"> Provided a status report to the Idaho Department of Environmental Quality and Air Quality Board. Met with Townsquare Media on November 10, 2021, to receive a recap of the summer digital media campaign. Finalized all scripts, recordings, and logistics for the winter campaign, which begins December 1, 2021.
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">MARY ANN WALDINGER</p> <ul style="list-style-type: none"> Responded to questions from the public. Met with Anna Canning, Centurian Engineers, to discuss COMPASS' three recent public involvement surveys. Completed ten special model runs for proposed developments – eight located throughout Ada County and two located in Canyon County, bringing the total for this fiscal year to 15.
704	<p>AIR QUALITY OPERATIONS</p> <p style="text-align: right;">MEG LARSEN</p> <ul style="list-style-type: none"> Presented Revision 1 of the FY2022 Budget to the Air Quality Board for approval. Facilitated field work for the FY2022 audit. Provided general support for emission testing notification, billing, and payment cycles. Developed a draft brochure describing the emissions testing program.

PROGRAM NO.	
705	<p data-bbox="310 163 946 197">TRANSPORTATION LIAISON SERVICES</p> <p data-bbox="1312 201 1511 235" style="text-align: right;">MATT STOLL</p> <ul data-bbox="331 239 1511 1083" style="list-style-type: none"> • Attended Valley Regional Transit Executive Committee and the Regional Advisory Committee joint meeting on November 1, 2021. • Hosted the Caldwell Chamber Transportation Committee meeting on November 1, 2021. COMPASS staff serves as the Chair for this committee. • Attended ACHD’s Bicycle Advisory Committee meeting on November 1, 2021. • Attended the Meridian Transportation Commission meeting on November 1, 2021. • Attended Idaho Housing and Finance Association’s (IHFA) Treasure Valley Housing Roundtable, on November 2, 2021. • Attended the Big Sky Rail Authority Monthly Meeting on November 10, 2021. • Attended Valley Regional Transit Regional Integrated Mobility Plan Advisory Committee meeting on November 16, 2021. • Attended the Regional Transit Team meeting on November 18, 2021. • Attended the Nampa Bicycle and Pedestrian Advisory Committee meeting on November 18, 2021. • Attended a portion of the Idaho Transportation Board meeting on November 18, 2021. • Attended VRT’s Public Transportation Provider Group Meeting on November 19, 2021. • Participated in the Association of Metropolitan Planning Organizations (AMPO) Public Involvement Working Group “coffee chat” on November 8, 2021.
760	<p data-bbox="310 1083 704 1117">LEGISLATIVE SERVICES</p> <p data-bbox="1304 1121 1511 1155" style="text-align: right;">MATT STOLL</p> <ul data-bbox="331 1159 1500 1440" style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Monitored proposed rulemaking to determine implications to COMPASS and its membership. • Continued reviewing <i>Infrastructure Investment and Jobs Act (IIJA)</i> and its impact upon COMPASS and its membership.
761	<p data-bbox="310 1476 675 1509">GROWTH INCENTIVES</p> <p data-bbox="1308 1514 1511 1547" style="text-align: right;">MATT STOLL</p> <ul data-bbox="331 1551 875 1579" 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="331 239 1487 688" style="list-style-type: none"> • Attended "A New Paradigm for Rail Planning, Funding and Implementation" webinar sponsored by the Eno Center for Transportation on November 4, 2021. • Attended "Getting to Know the Infrastructure Investment and Jobs Act (IIJA)," a webinar on the new infrastructure bill presented by the National Association of Regional Councils, on November 10, 2021. • Attended "Plagiarism and Ethics – Where to Draw the Line" webinar presented by the American Planning Association on November 17, 2021. • Attended "What Does it Take to Have Resilient Infrastructure" webinar present by the Boise State Hazard and Climate Resilience Institute on November 18, 2021. • Attended "Planning for Innovation in Transportation" webinar sponsored by the American Planning Association on November 19, 2021.
820	<p data-bbox="310 695 672 728">COMMITTEE SUPPORT</p> <p data-bbox="1300 732 1511 766" style="text-align: right;">MEG LARSEN</p> <ul data-bbox="331 770 1435 905" style="list-style-type: none"> • Provided staff support to the COMPASS Board of Directors and standing committees. • Met with two applicants for the open position on the Public Participation Workgroup on November 1 and 10, 2021.
836	<p data-bbox="310 909 899 942">REGIONAL TRAVEL DEMAND MODEL</p> <p data-bbox="1130 947 1511 980" style="text-align: right;">MARYANN WALDINGER</p> <ul data-bbox="331 984 1487 1152" style="list-style-type: none"> • Continued to provide special model runs and other technical assistance to member agencies: a) ITD's consultants working on SH 16, SH 55 (Karcher Rd) and I-84; b) City of Nampa East Nampa Connectivity Study and State Highway 45 Reroute; and c) provided off-the-shelf model results to ACHD's consultants working on various projects throughout Ada County.
838	<p data-bbox="310 1157 677 1190">TRAVEL DATA SURVEY</p> <p data-bbox="1122 1194 1511 1228" style="text-align: right;">MARY ANN WALDINGER</p> <ul data-bbox="331 1232 1500 1537" style="list-style-type: none"> • Recruitment for the main household travel survey began October 7, 2021 and closed on November 9, 2021. • Over 7,800 households signed up to participate and 4,036 are completed exceeding the target of 4,000. • Consultants continued to review and analyze the on-board survey data collected in October. • Provided data to the consultants to begin the task of analyzing the location-based data to evaluate trips traveling into, out of and passing through the region.
842	<p data-bbox="310 1545 935 1579">CONGESTION MANAGEMENT PROCESS</p> <p data-bbox="1211 1583 1511 1617" style="text-align: right;">HUNTER MULHALL</p> <ul data-bbox="331 1621 1446 1831" style="list-style-type: none"> • Reviewed congestion management process with the Regional Operations workgroup. • Reviewed Cost-Benefits analysis of TSMO strategies and tactics for I-84 Corridor Operations Plan. • Updated draft congestion management process document with feedback from FHWA and Regional Operations workgroup.

PROGRAM NO.	
860	<p data-bbox="310 163 1511 226">GEOGRAPHIC INFORMATION SYSTEM (GIS) MAINTENANCE ERIC ADOLFSON</p> <ul data-bbox="331 237 1507 764" style="list-style-type: none"> • Maintained and created regional geographic data layers and map documents for member agencies and the public. • Finalized offset schematic version of the Complete Network Map. • Completed web maps for each mode of the Complete Network. • Completed web map for combined Complete Network. • Continued work on updated Current Land Use layer. • Created process for prioritizing improvements to Regional Pathway Network. • Finalized Regional Land Use update. • Began work with streamlined new development review checklist format. • Delivered data for 2022 Ada County Multi-Hazard Mitigation Plan. • Continued review process of TAZ population allocations. • Continued work on web map for Safe Routes to School. • Began scoring RFP responses for 2022 orthophotography flight. • Continued hardware and software upgrade of Regional Data Center. • Developed CIM project prioritization data lookup map.
991	<p data-bbox="310 804 1511 867">SUPPORT SERVICES LABOR MEG LARSEN</p> <ul data-bbox="331 877 1487 974" style="list-style-type: none"> • Facilitated field work for the FY2022 financial audit. • Provided general accounting, human resources, and administrative support to the agency.

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COMPASS BOARD AGENDA ITEM VII-B

Date: December 20, 2021

Topic: Status Report – October Air Quality Data

Background/Summary

The information below provides an overview of Treasure Valley air quality conditions for October 2021 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

October 2021 Air Quality Data

In October 2021, the Idaho Department of Environmental Quality reported five days in the “moderate” air quality category. The remaining 26 days were in the “healthy” category.

The pollutants that triggered these conditions are listed below; descriptions can be found on page 3.

Moderate:

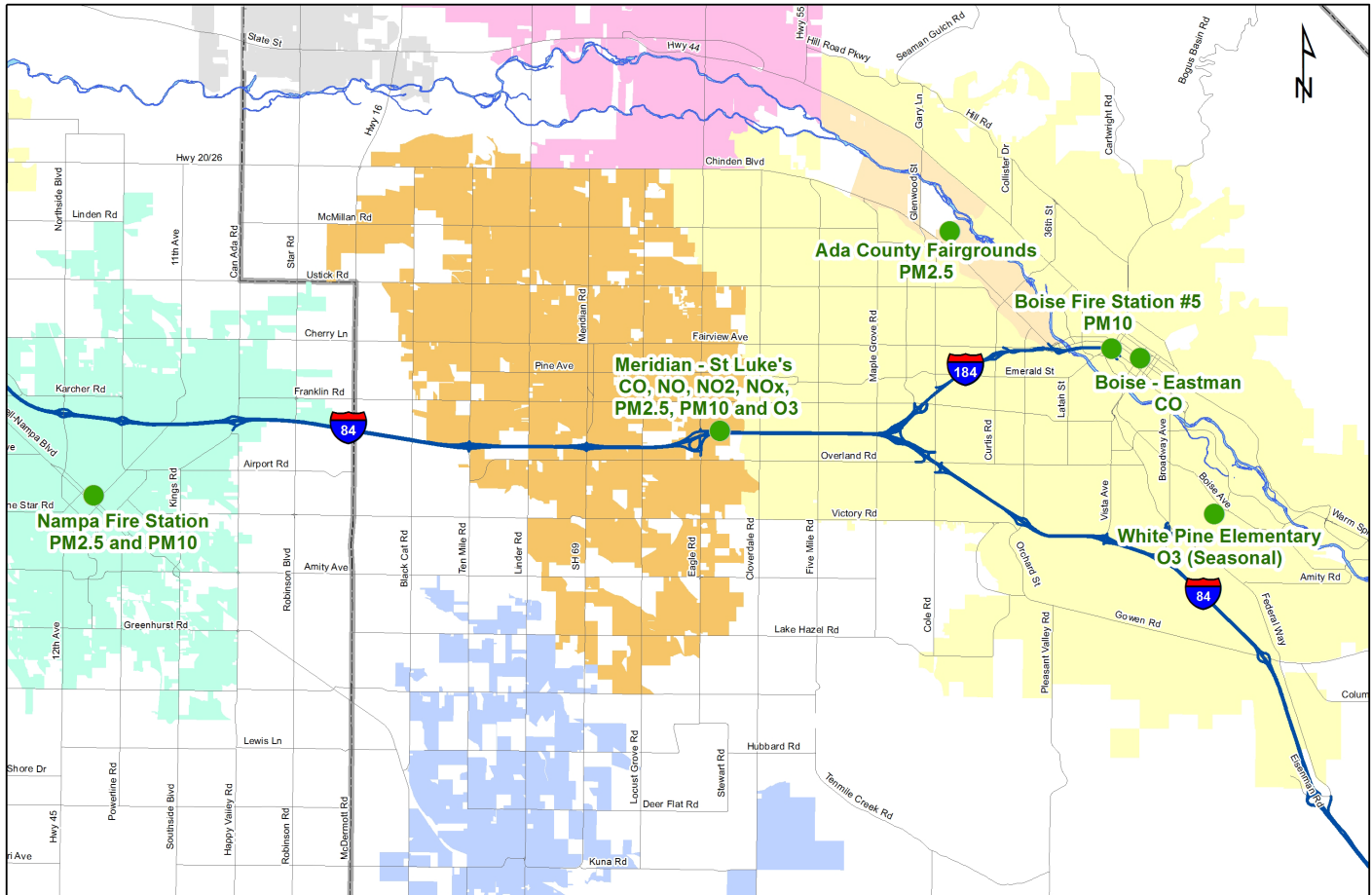
- Two days were attributable to fine particulate (PM_{2.5}) recorded in Canyon County.
- Two days were attributable to coarse particulate matter (PM₁₀) recorded in Canyon County.
- One day was attributable to PM_{2.5} recorded in both counties

Yearly Summary

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

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	195	92	17	304

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



Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

Carbon

Monoxide (CO)

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

Oxides of nitrogen (NOx)

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

Ozone (O₃)

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

PM_{2.5}

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

PM₁₀

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

More Information:

- 1) For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org
- 2) For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or Michael.Toole@deq.idaho.gov

COMPASS BOARD AGENDA ITEM VII-B

Date: December 20, 2021

Topic: Status Report – November Air Quality Data

Background/Summary

The information below provides an overview of Treasure Valley air quality conditions for November 2021 from the monitoring locations shown on the map on page 2. Air quality conditions are reported in the following categories:

- Good: Pollution poses little or no risk.
- Moderate: Pollution may pose a moderate risk for a very small number of individuals.
- Unhealthy for Sensitive Groups: Individuals with lung disease, children, and older adults may experience health effects. The general public is unlikely to be affected.
- Unhealthy / Very Unhealthy: Everyone may begin to experience health effects.
- Hazardous: The entire population is likely to experience serious health effects.

November 2021 Air Quality Data

In November 2021, the Idaho Department of Environmental Quality reported 13 days in the “moderate” air quality category. The remaining 17 days were in the “healthy” category.

The pollutants that triggered these conditions are listed below; descriptions can be found on page 3.

Moderate:

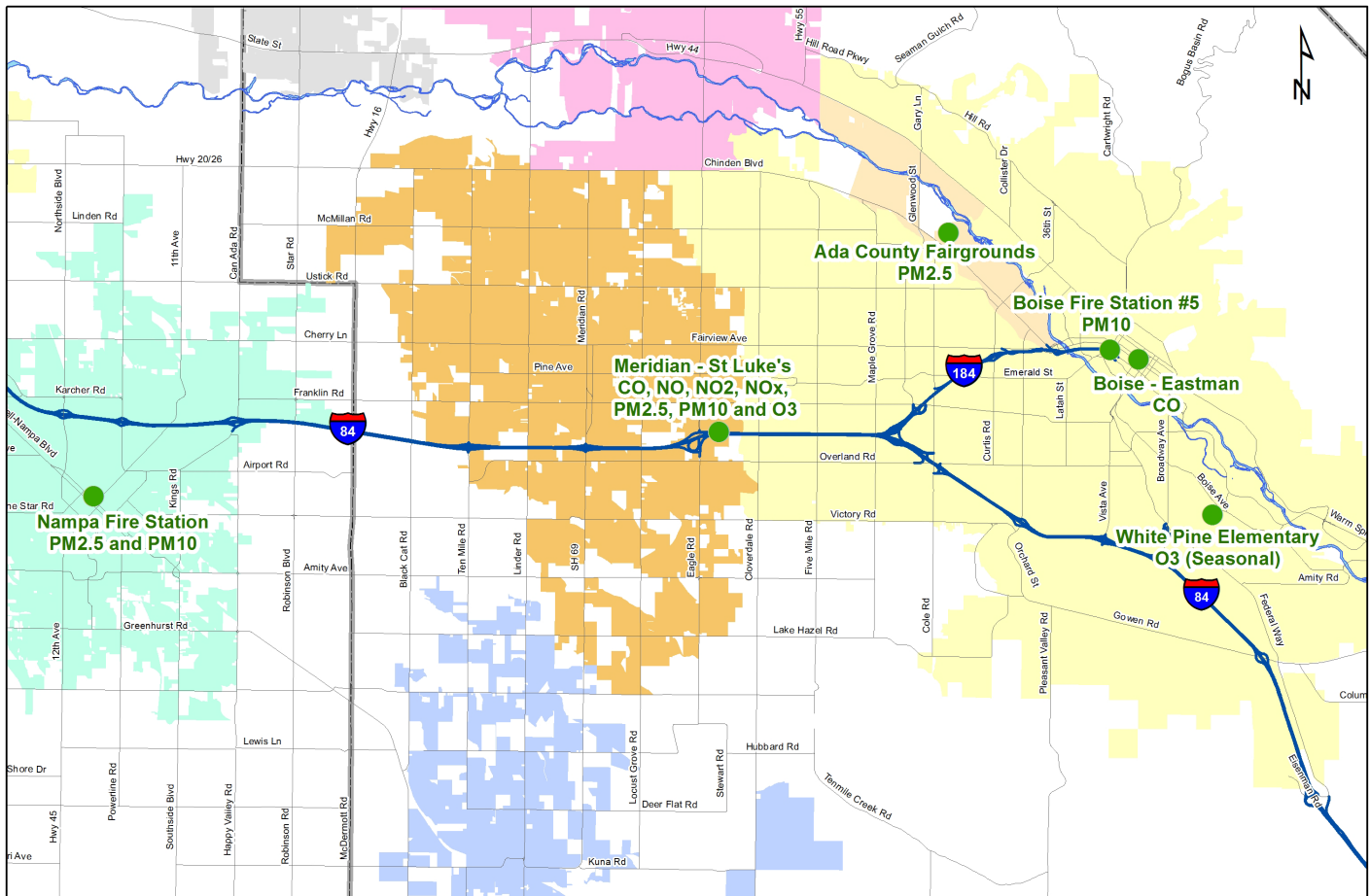
- Three days were attributable to fine particulate (PM_{2.5}) recorded in Canyon County.
- Two days were attributable to fine particulate (PM_{2.5}) recorded in Ada County.
- Eight days were attributable to PM_{2.5} recorded in both counties

Yearly Summary

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

Year	Good	Moderate	Unhealthy for Sensitive Groups to Hazardous	Total
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	236	120	10	366
2017	209	127	29	365
2018	260	97	8	365
2019	299	65	1	365
2020	248	97	21	366
2021	212	105	17	334

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



Air quality monitoring locations, Ada and Canyon Counties

Pollutant Descriptions

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NOx)** NOx is a generic term for mono-nitrogen oxides NO and NO₂ (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures. They are precursors (building blocks) of ozone.
- Ozone (O3)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources, but is formed when volatile organic compounds, such as pesticides and solvents, and NOx combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
- PM_{2.5}** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM₁₀** Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.

More Information:

- 1) For more information, contact MaryAnn Waldinger, Principal Planner, at 208/475-2242 or mwaldinger@compassidaho.org
- 2) For detailed information, contact the Idaho Department of Environmental Quality, Michael Toole, Regional Airshed Coordinator, at 208/373-0550 or Michael.Toole@deq.idaho.gov

REGIONAL TRANSPORTATION ADVISORY COMMITTEE

VII-C

Attendance List

Member Agency/Name	Jan '21	Feb '21	Mar '21	Apr '21	May '21	June '21	July '21	Aug '21	Sept '21	Oct '21 (Canceled)	Nov '21	Dec '21	TOTAL
ACHD/T. Ferch/R. Head/T. Laws	1	1	1	1	1	1	1	1	1		1		10
Ada County/B.Moore/S.Yarrington/Vacant	1	1	1	1	1	1	1	1	1		1		10
Boise State/D. Alexander	1	1	1	1	0	1	1	1	1		0		8
Canyon County/K.Dahl/S.Fultz/D.Lister	1	0	1	0	1	0	1	1	1		1		7
Canyon Highway District #4/L. Riccio	1	1	0	1	1	0	1	1	1		1		8
City of Boise/K. Gallagher/B. Brush/Vacant	1	1	1	1	1	1	1	1	1		1		10
City of Caldwell/A. Lively/R. MacDonald	1	1	1	1	1	0	0	0	1		1		7
City of Eagle/N. Baird Spencer/B. Vaughan	1	1	1	1	1	1	1	1	1		1		10
City of Garden City/J. Thornborrow	1	0	0	0	0	0	0	0	0		0		1
City of Greenleaf L. Belt	1	0	1	1	1	1	1	1	0		1		8
City of Kuna/J. Hellman	1	1	1	1	1	0	1	1	1		1		9
City of Melba/D. Romine	1	1	1	0	0	1	1	0	1		1		1
City of Meridian/C. Hood/B. McClure/A.Christy	1	1	1	1	1	1	1	1	1		1		10
City of Middleton/B. Crofts	1	1	0	0	1	1	0	0	0		1		5
City of Nampa/J. Barnes/C. Bowman/R. Ashby	1	1	1	1	1	1	1	1	1		1		10
City of Notus/Vacant	0	0	0	0	0	0	0	0	0		0		0
City of Parma/A. Lee	0	0	0	0	0	0	0	0	0		1		1
City of Star/S. Nickel	0	1	0	0	1	0	0	1	1		0		4
City of Wilder/Vacant	0	0	0	0	0	0	0	0	0		0		0
Golden Gate Highway District. # 3/B. Watkins	1	1	1	0	0	0	1	1	0		0		5
IDEQ/M. Toole	1	1	1	1	1	0	0	1	1		1		8
ITD/A. Bauges	1	1	1	1	1	1	1	0	0		0		7
Public Participation Committee/Lara Disney	0	0	0	0	1	1	1	1	0		0		4
Valley Regional Transit/S. Hunt	0	1	1	1	1	1	1	1	1		1		9
Central District Health/R. Howarth	0	0	0	0	0	0	0	0	0		0		0
Governor's Office/Vacant	1	0	0	0	0	0	0	0	0		0		1



**Community Planning Association (COMPASS)
Administrative Modification #19 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					
20129	Capital Maintenance, Phase 2, Boise Area FY22	ACHD	\$3,367,000	\$3,367,000	0.00%	Local Participating	2021	Decrease CN by \$19,233.	To use remaining obligation authority through end-of-year.
						STBG-TMA	2021	Increase CN by \$19,233.	

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

STBG = Surface Transportation Block Grant
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval: 
 Matthew J. Stoll, Executive Director
 COMPASS

Date: 9/16/2021

**Community Planning Association (COMPASS)
Administrative Modification #20 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					
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	ITD	\$148,281,000	\$148,281,375	0.00%	GARVEE	2021	Increase PC by \$2,281,395 and RW by \$150,000. Decrease LP by \$2,431,020.	To delay right-of-way funds from FY2021 to 2023 and make adjustments to match ITD's budget.
						IM	2021	Decrease RW by \$7,500,000.	
						IM	2023	Increase RW by \$7,500,000.	
7827	Study, SH-44, Junction I-84 in Canyon County to Ballantyn Lane in Eagle	ITD	\$5,505,933	\$6,465,933	17.44%	STBG-State	2022	Increase PC by \$960,000.	To cover design supplemental number 6.
20351	I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	ITD	\$13,979,000	\$3,979,000	-71.54%	TECM	2022	Decrease PE by \$1,000,000, PC by \$8,000,000, and RW by \$1,000,000.	To make adjustments to match ITD's budget.
23335	SH-55, Pear Lane to Indiana Avenue-Farmway Road, Canyon County	ITD	\$40,000,000	\$10,035,500	-74.91%	TECM	2022	Decrease PE by \$1,000,000, PC by \$9,000,000, RW by \$1,000,000, and LP by \$29,000,000.	To make adjustments to match ITD's budget, change title of project, and move funds to key number 22715 to focus construction funds on the east end of the corridor. This is an interim step to final funding plans.
						TECM	2023	Increase PE by \$3,182,200.	
						TECM	2024	Increase RW by \$6,853,300.	
23336	I-84, Karcher Road Interchange, Nampa	ITD	\$3,000,000	\$3,350,000	11.67%	TECM	2022	Increase PC by \$250,000. Decrease RW by \$1,000,000.	To make adjustments to match ITD's budget.
						TECM	2023	Increase RW by \$100,000 and LP by \$1,000,000.	
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	ITD	\$52,000,000	\$54,000,000	3.85%	TECM	2022	Decrease PC by \$4,226,200, RW by \$1,000,000, and LP by \$39,000,000.	To make adjustments to match ITD's budget, which splits design between FY2022 and FY2023 and delays right-of-way acquisition from FY2022 to FY2023 and FY2024.
						TECM	2023	Increase PC by \$5,226,200, RW by \$500,000, and LP by \$27,774,000.	
						TECM	2024	Increase RW by \$500,000 and LP by \$12,226,000.	
23341	Study, I-84, SH-44 to Centennial Way, Caldwell	ITD	\$2,000,000	\$2,100,000	5.00%	TECM	2022	Increase PC by \$100,000.	To make adjustments to match ITD's budget.
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	ITD	\$48,042,000	\$46,509,634	-3.19%	INFRA	2021	Decrease CE by \$362,000 and CN by \$1,626,000.	To make adjustments to match ITD's budget and fully utilize INFRA funds.
						TECM	2021	Decrease CE by \$4,887.	
						TECM	2022	Increase CN by \$460,521.	
21896	Roadway and ADA Improvements, Boise Area - FY2025	ACHD	\$5,511,000	\$8,069,000	46.42%	Local Participating	2022	Increase PE by \$29,000.	To combine key number 28198 into key number 21896 to match new direction of ACHD Commission, and advance PE in order to get early start on consultant selection. Funds moved within the "suite of projects" with overall increase of 2.49%.
						STBG-TMA	2023	Decrease PE by \$20,000 and Increase PC by \$235,000	
						Local Participating	2023	Increase PC by \$499,000 and RW by \$750,000..	

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
						STBG-TMA	205	Increase CE by \$46,000, CC by \$92,000, and CN by \$927,000.	
21898	Roadway and ADA Improvements, Part 2, Boise Area - FY2025	ACHD	\$2,362,000	\$0	-100.00%	STBG-TMA	2023	Decrease PE by \$9,000 and PC by \$206,000.	To combine key number 28198 into key number 21896 in order to match new direction of ACHD Commission.
						STBG-TMA	2025	Decrease CE by \$93,000, CC by \$187,000, and CN by \$1,867,000.	
22619	I-84, Ustick Road Overpass, Canyon County	City of Caldwell/ITD	\$15,585,000	\$15,584,084	-0.01%	State (Restoration)	2021	Decrease CN by \$2,916.	To make adjustments to match ITD's budget.
						State (Restoration)	2022	Increase CN by \$2,000.	
22438	Cherry Lane, 11th Ave North to Idaho Center Boulevard, Nampa	City of Nampa	\$1,322,000	\$1,322,000	0.00%	STBG-U	2021	Decrease PE by \$5,000 and PC by \$128,000.	To reverse this action from Administrative Modification #18, paperwork not submitted in time to obligate.
						STBG-U	2023	Increase PE by \$5,000 and PC by \$128,000.	
23025	Pathway, Grimes City Pathway Extension, Nampa	City of Nampa	\$456,000	\$462,000	0.00%	STBG-U	2021	Increase PL by \$10,000.	To correct action in Administrative Modification #18 to advance Preliminary Engineering (LHTAC) funds per End-Of-Year plan.
						STBG-U	PD	Decrease PL by \$10,000. Increase CN by \$6,000.	
22715	SH-55 (Karcher Road), Indiana Avenue Farmway Road to Middleton Road, Design, Canyon	ITD	\$14,721,000	\$67,416,000	357.96%	TECM	2021	Decrease PE by \$473,000.	To combine key numbers 21867, 22716, and part of 23335 into key number 22715 and to change the title of the project to focus on design and right-of-way acquisition only on the east end of the corridor. Funds from KN 23335. Funds moved within the "suite of projects" with overall increase of 1.24%.
						TECM	2022	Increase PE by \$527,000 and PC by \$10,000,000.	
						TECM	2023	Decrease RW by \$3,234,000. Increase LP by \$14,000,000.	
						TECM	2024	Increase RW by \$500,000 and LP by \$15,000,000.	
						TECM	2025	Increase CE by \$510,000 and CN by \$5,100,200.	
22716	SH-55 (Karcher Road), Lake Avenue to Midway Road, Caldwell	ITD	\$14,898,000	\$0	-100.00%	TECM	2021	Decrease PE by \$507,000.	To merge into key number 22715.
						TECM	2022	Decrease PE by \$507,000.	
						TECM	2023	Decrease RW by \$3,119,000.	
						TECM	2027	Decrease CE by \$1,216,000 and CN by \$9,549,000.	
21867	SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Design, Canyon	ITD	\$6,884,000	\$2,000	-99.97%	TECM	2021	Decrease PE by \$48,000 and PC by \$974,000.	To merge project into KN 22715.
						TECM	2022	Decrease PC by \$250,000.	
						TECM	2025	Decrease CE by \$510,000 and CN by \$5,100,000.	

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
23437	I-84, Centennial Interchange to Franklin Interchange, FY2024	ITD	\$0	\$11,100,000	100.00%	TECM	2022	Increase PE by \$1,000,000 and PC by \$8,000,000.	To add new project. Funds broken out from key number 20351. No change to intent of the project. Funds moved within the "suite of projects" with overall increase of 7.87%.
						TECM	2023	Increase RW by \$100,000 and LP by \$2,000,000.	
23178	Transit - State Street Premium Corridor, Part 1, Boise Area, VRT	VRT	\$1,250,000	\$1,250,000	0.00%	FTA 5307 LU	2022	Increase PC by \$250,000. Decrease CN by \$250,000.	To break out the design/environmental costs from construction and move them to preliminary engineering consulting at the request of Valley Regional Transit.
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	ACHD	\$3,390,000	\$3,390,355	0.01%	STBG-TMA	2021	Decrease CN by \$19,233.	To reverse action in Administrative Modification #19, as FHWA did not approve.
						Local Participating	2021	Increase CN by \$19,233.	
20797	I-84, Karcher Overpass, Nampa	ITD	\$4,623,000	\$4,636,000	0.28%	INFRA	2021	Increase CE by \$5,000.	To reverse actions in Administrative Modification #14 to match ITD's budget.
						TECM	2021	Increase CE by \$8,000.	


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

IM = Interstate Maintenance
 ITD = Idaho Transportation Department
 KN = Key Number
 LP = Land Purchase
 LU = :Large Urban
 PC = Preliminary Construction
 PE = Preliminary Engineering
 PL = Preliminary Engineering (LHTAC)
 RW = Right of Way
 SH = State Highway

STBG = Surface Transportation Block Grant
 TECM = Transportation Expansion and Congestion Mitigation
 TIP = Transportation Improvement Program
 TMA = Transportation Management Area
 US = United States
 VRT = Valley Regional Transit

Staff Recommendation:

/s/ Tevrin Fuller
 Tevrin Fuller, Data Specialist
 COMPASS

Approval: 
 Matthew J. Stoll, Executive Director
 COMPASS

Date: 10/11/2021



**Community Planning Association (COMPASS)
Administrative Modification #21 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				
13903	Capital Maintenance, Phase 1, Boise Area - FY2019	ACHD	\$6,182,000	\$6,190,009	0.13%	Local (Non-Participating)	2022	Increase CN by \$8,009.	To cover non-participating construction costs.
23091	Transit - Fueling Station and Parking Lot, Boise	VRT	\$2,675,000	\$2,675,000	0.00%	FTA 5339 (b)	2021	Decrease CN by \$2,407,631.	To delay construction funds, at the request of VRT.
						FTA 5339 (b)	2022	Increase CN by \$2,407,631.	
20789	Transit - Nampa Transit Oriented Development, Planning, TVT	VRT	\$0	\$310,500	100.00%	FTA 5307 SU	2022	Increase PC by \$310,500.	To carry funds forward from FY2020.
20003	Capital Maintenance, Phase 2, Boise Area - FY2019	ACHD	\$2,504,000	\$2,504,000	0.00%	STBG-TMA	2022	Decrease PE by \$2,760, PC by \$1,699, and CN by \$25,541. Increase CC by \$30,000.	To transfer construction and preliminary engineering funds to consultant construction to cover costs.
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	ITD	\$35,625,000	\$50,425,000	41.54%	TECM	2022	Decrease CC by \$2,200,000. Increase CN by \$17,000,000.	Adjust amounts to mirror the FY2022-2028 TIP.
									At request of ITD, update description to: Widen US 20/26 (Chinden Boulevard) from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes bicycle and pedestrian facilities a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals.
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon	ITD	\$67,416,000	\$42,000,000	-37.70%	TECM	2023	Increase RW by \$500,000 and LP by \$11,000,000.	Adjust amounts to mirror the FY2022-2028 TIP. Input corrections were also needed to match program approved by COMPASS Board in October. Construction of 10th Avenue to Middleton Road is shown under Key Number 23184.
							2024	Decrease RW by \$500,000 and LP by \$10,000,000.	
							2025	Decrease CE by \$510,000 and CN by \$5,100,000.	
							2027	Decrease CE by \$2,350,000 and CN by \$18,456,000.	
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	ITD	\$11,100,000	\$11,100,000	0.00%	N/A	N/A	No funding changes.	At request of ITD, update description: Environmental study, design, and right-of-way on Interstate 84 between the Centennial Way Interchange and the Franklin Road Interchange in the City of Caldwell. Actual termini and improvements will be determined through the environmental process. Design includes an additional lane in each direction and select auxiliary lanes, widening the 10th Avenue Interchange and ramp improvements, and draining improvements. Construction projects will be split out once the phasing is determined. Construction is currently unfunded.

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total	**Percent Change				
23336	I-84, Karcher Road Interchange, Nampa	ITD	\$3,350,000	\$4,350,000	29.85%	TECM	2022	Increase PC by \$1,000,000.	To increase design funds, offset from key number 23343. At request of ITD, update description: Preliminary engineering and right-of-way acquisition to widen the Karcher Interchange on Interstate 84 in the City of Nampa. Work includes adding a free running right turn lane on the westbound to southbound off-ramp and continue the new additional lane across Interstate 84 and Union Pacific Railroad/Indian Creek structures. The third westbound lane on State Highway 55 to be terminated prior to Middleton Road. to Caldwell Boulevard. Construction is currently unfunded.
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	ITD	\$54,000,000	\$54,000,000	0.00%	N/A	N/A	No funding changes.	At request of ITD, update description: Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Intersection improvements will include signalization at the mile. Construction is currently unfunded.
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	ITD	\$0	\$55,500,000	100.00%	TECM	2022	Increase CE by \$500,000, CC by \$5,000,000, and CN by \$50,000,000.	Add project to mirror the FY2022-2028 TIP for first quarter obligation. At request of ITD, update description: Construct new segment of State Highway 16 from Ustick Road to US 20/26 in the City of Meridian and Ada County. The roadway will include two lanes in each direction with at-grade intersections on-and-off-ramps at Ustick Road and US 20/26, utilizing the on and off ramps for the future interchanges. Work also includes an overpass at McMillan Road and Five Mile Creek, several local frontage roads to connect to the roadway system, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).
23409	SH-16, Franklin Road to Ustick Road, Canyon County	ITD	\$0	\$55,500,000	100.00%	TECM	2022	Increase CE by \$500,000, CC by \$5,000,000, and CN by \$50,000,000.	Add project to mirror the FY2022-2028 TIP for first quarter obligation. At request of ITD, update description: Construct new segment of State Highway 16 from Franklin Road to Ustick Road the City of Nampa and Canyon County. The roadway will include two lanes in each direction with at-grade intersections with on-and-off-ramps at Franklin Road and Ustick Road and US 20/26, utilizing the on and off ramps for the future interchanges. Work also includes a new structure over the Union Pacific Railroad, Cherry Lane, Ten Mile Creek, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total						
23410	SH-16, I-84 to Franklin Road, Nampa	ITD	\$0	\$59,000,000	100.00%	TECM	2022	Increase CE by \$700,000, CC by \$5,300,000, and CN by \$53,000,000.	Add project to mirror the FY2022-2028 TIP for first quarter obligation. Total cost decreased by \$1,500,000. At request of ITD, update description: Construct new segment of State Highway 16 from Interstate 84 to Franklin Road in the City of Nampa. The roadway will include two lanes in each direction with on and off ramps to move traffic from Interstate 84 to northbound State Highway 16 and from State Highway 16 to east and west bound Interstate 84. Improvements include a new interchange across Interstate 84 with on and off ramps from Interstate 84 to Franklin Road and on to State Highway 16. Design and right-of-way budgeted in separate, previous project (KN 20788).	
20136a	Commuteride, ACHD, Van Replacements, Canyon County	ACHD	\$1,062,000	\$1,062,000	0.00%	FTA 5339 SU	2021	Decrease CN by \$386,000	To carryforward FY2021 funds to FY2022.	
						FTA 5339 SU	2022	Increase CN by \$386,000.		
NAM02	Study, Southern Connection East Nampa Connectivity to I-84 at SH-16 Interchange, Nampa	ITD	\$200,000	\$200,000	0.00%	N/A	N/A	No funding changes.	At the request of Nampa, update description: Corridor study to determine needs and weigh options for a potential southern connection to the future Interstate 84 Interchange at State Highway 16. A connection to local roads would be between McDermott Road and Robinson Road in the City of Nampa. Community outreach and engagement will be limited to information updates, as no decisions regarding specific design, location, impacts, or mitigation are intended as part of the study.	
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	ITD	\$8,333,000	\$9,853,375	18.25%	NHPP	2022	Increase CE by \$250,000, CC by \$853,375, and CN by \$8,000,000.	Advance construction from FY2027 to 2022 to mirror the FY2022-2028 TIP.	
						NHPP	2027	Decrease CE by \$592,000 and CN by \$6,991,000.		
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	ACHD	\$6,151,000	\$6,651,743	8.14%	Local Participating	2021	Increase PC by \$743 and LP by \$500,000.	To match engineer's estimate.	
22438	Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	City of Nampa	\$1,322,000	\$1,343,000	1.59%	STBG-U	2022	Increase PE by \$5,000, PC by \$30,000, and PL by \$38,000.	Partially advance design from FY2023 to FY2022 per Urban Balancing, approved 11/4/2021. Adjust construction costs to mirror the STIP.	
						STBG-U	2023	Decrease PE by \$5,000, PC by \$30,000, and PL by \$38,000.		
						STBG-U	PD	Increase CC by \$2,000 and CN by \$19,000.		
19464a	Transit - Acquisition of Service, Nampa Area, VRT	VRT	\$2,221,000	\$2,310,507	4.03%	2021 CRRSAA	2022	Increase CN by \$44,787.	Per FTA Urban Balancing, approved 11/4/2021.	
						2021 ARP	2022	Increase CN by \$44,720.		
23188	I-84 and SH-44 Interchange Replacement, Canyon County	ITD	\$0	\$16,225,000	100.00%	NHPP	2022	Increase PE by \$200,000 and PC by \$25,000.	To add project to FY2021-2027 TIP to mirror the FY2022-2028 TIP for first quarter obligations.	
						NHPP	2023	Increase PE by \$200,000 and PC by \$800,000.		
						NHPP	2028	Increase CE by \$1,000,000 and CN by \$14,000,000.		

Key	Project	Sponsor	Scheduled Funding for Project Lifetime			**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total						
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	City of Nampa	\$5,599,000	\$9,188,000	64.10%	Freight	2022	Increase PE by \$9,000, PC by \$900,000, and PL by \$50,000. Decrease CN by \$5,380,000.	To mirror the FY2022-2028 TIP and ITD phasing.	
						Freight	2023	Increase CE by \$20,000, CC by \$700,000, CL by \$90,000, and CN by \$7,200,000.		
20674	Roadway and ADA Improvements, Boise Area - FY2024	ACHD	\$8,629,000	\$8,179,000	-5.21%	Local Participating	2021	Decrease PE by \$29,000.	To mirror the FY2022-2028 TIP for first quarter obligation.	
						Local Participating	2022	Increase PE by \$29,000. Decrease PC by \$347,000.		
						STBG-TMA	2022	Increase PC by \$347,000.		
						Local Participating	2023	Increase RW by \$750,000.		
						STBG-TMA	2024	Decrease CE by \$52,000, CC by \$104,000, and CN by \$1,044,000.		
CPA2	Planning, Metropolitan Planning Funds, COMPASS	COMPASS	\$7,650,000	\$7,667,167	0.22%	Metro Planning	2021	Decrease PC by \$7,589.	To correct FY2021 and update remaining years to mirror the FY2022-2028 TIP for first quarter obligation. FY2022 is ITD KN 20640.	
						Metro Planning	2022	Increase PC by \$6,189.		
						Metro Planning	2023	Increase PC by \$6,189.		
						Metro Planning	2024	Increase PC by \$6,189.		
						Metro Planning	2025	Increase PC by \$6,189.		
7827	Study, SH-44, Junction I-84 in Canyon County to SH-55 in Eagle	ITD	\$5,506,000	\$6,466,000	17.44%	STBG-State	2022	Increase PC by \$960,000.	To mirror the FY2022-2028 TIP for first quarter obligation.	
23389	Railroad Crossing, Milwaukee Street, Boise	ITD	\$400,000	\$407,000	1.75%	State	2022	Increase PE by \$7,000.	Increase PE in the FY2021-2027 TIP and the FY2022-2028 TIP to cover design costs.	
22101	Peckham Road Intersections, Canyon County	Golden Gate HD	\$434,000	\$557,000	28.34%	Freight	2022	Decrease CN by \$371,000.	To mirror the FY2022-2028 TIP and also mirror ITD's phasing for first quarter obligation.	
						STBG-Local Rural	2022	Increase PL by 35,000, UT by \$80,000, and CN by \$379,000.		
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	City of Nampa	\$1,955,000	\$3,705,000	89.51%	Freight	2022	Decrease CN by \$1,524,000.	To mirror the FY2022-2028 TIP and also mirror ITD's phasing for first quarter obligation.	
					STBG-Local Urban	2022	Increase PE by \$9,000, PC by \$100,000, PL by \$40,000, RW by \$270,000, CE by \$10,000, CC by \$460,000, CL by \$90,000, and CN by \$2,295,000.			
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	City of Meridian	\$603,000	\$621,000	2.99%	Local Participating	2022	Decrease PE by \$10,000. Increase PL by \$10,000.	To mirror the FY2022-2028 TIP and also increase FY2022-2028 TIP by \$10,000 for first quarter obligation.	
						TAP-TMA	2022	Increase PE by \$10,000.		
						Local Participating	2025	Decrease CN by \$5,000.		
						TAP-TMA	2025	Increase CL by \$1,000 and CN by \$8,000.		
						STBG-TMA	2025	Increase CN by \$4,000.		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	City of Eagle	\$3,704,000	\$3,705,000	0.03%	Local Participating	2022	Increase CE by 1,000, CC by \$100,000, CL by \$20,000, and CN by \$667,000.	To mirror the FY2022-2028 TIP and advance local funds to prepare project for advance construction and first quarter obligation.	
						Local Participating	2023	Decrease CE by \$1,000, CC by \$102,000, CL by \$20,000, and CN by \$667,000.		

Key	Project	Sponsor	Scheduled Funding for Project Lifetime		**Percent Change	Program/ Funding Source	Funding Year	Revision	Brief Explanation
			*Current Total	*Revised Total					
						TAP-TMA	2023	Increase CN by \$3,000.	
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection Improvements, Eagle	ITD	\$9,760,000	\$9,708,731	-0.53%	State	2021	Decrease PE by \$150,000, PC by \$2,153,052, RW by \$11,000, LP by \$397,000, CE by \$224,000, CC by \$1,538,000, and CN by \$6,612,000.	To mirror the FY2022-2028 TIP for first quarter obligation.
						HIP	2021	Increase CN by \$20,000 and PC by \$206,000.	
						NHPP	2021	Increase PE by \$50,000, PC by \$856,000, and RW by \$193,000.	
						State	2022	Increase PE by \$80,000, PC by \$1,062,052, RW by \$1,000, LP by \$192,000 CE by \$224,041, CC by \$1,537,753, and CN by \$6611,937.	
22600	Western Heritage Byway, Swan Falls Road, ACHD	ACHD	\$5,798,000	\$5,342,000	-7.86%	FLAP	2021	Increase PC by \$200,000.	Adjust FY2021-2027 TIP and FY2022-2028 TIP to mirror the STIP. Remove previous expenditures, as no funds were obligated prior to FY2021.
						FLAP	2022	Increase PC by \$206,000.	
						FLAP	2023	Decrease PC by \$4,000.	
						FLAP	2024	Decrease PC by \$7,000 and CN by \$425,000.	
						Previous	N/A	Decrease by \$426,000.	
22602	Indiana and Orchard Shared Roadway, Canyon County	City of Nampa	\$3,453,000	\$5,303,000	53.58%	FLAP	2021	Increase PC by \$13,000.	To mirror the FY2022-2028 TIP for first quarter obligation.
						FLAP	2022	Decrease PC by \$101,000.	
						FLAP	2023	Increase PC by \$19,000.	
						FLAP	2024	Decrease CC by \$300,000. Increase CN by \$1,844,000.	
						FLAP	2025	Increase CC by \$375,000.	
GRN23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	City of Boise	\$0	\$1,399,000	100.00%	TAP-TMA	2022	Increase PE by \$5,000, PL by \$36,000, and PC by \$134,000.	To mirror the FY2022-2028 TIP for first quarter obligation.
						STBG-TMA	PD	Increase RW by \$5,000, LP by \$100,000, UT by \$48,000, CE by \$5,000, CC by \$134,000, CL by \$36,000, and CN by \$896,000.	
23335	SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon	ITD	\$10,035,000	\$15,000,000	49.48%	TECM	2023	Decrease PE by \$3,182,000.	Adjust amounts to mirror the FY2022-2028 TIP. Input corrections were also needed to match program approved by COMPASS Board in October. The funding source needs to be updated in the FY2022-2028 TIP
						TECM	2024	Decrease RW by \$6,853,000.	
						State	2025	Increase PC by \$5,000,000.	
						State	2026	Increase RW by \$10,000,000.	
GRN23184	SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon	ITD	\$0	\$38,500,000	100.00%	TECM	2027	Increase CE by \$2,500,000, CC by \$1,000,000, and CN by \$35,000,000.	To mirror the FY2022-2028 TIP.

ACHD = Ada County Highway District
ADA = Americans with Disabilities Act
ARP = American Rescue Plan
CC = Construction Engineering Consultant
CE = Construction Engineering
CL = Construction Engineering (LHTAC)
CN = Construction
CRRSAA = Coronavirus Response and Relief Supplemental Appropriations Act
FLAP = Federal Lands Access Program

FTA = Federal Transit Administration
FTA = Federal Transit Administration
FY = Fiscal Year
HD = Highway District
HIP = Highway Infrastructure Program
I = Interstate
INFRA = Infrastructure for Rebuilding America
PC = Preliminary Construction
PD = Preliminary Development


PE = Preliminary Engineering
PL = Preliminary Engineering (LHTAC)
R = Rural
RW = Right of Way
SH = State Highway
STBG = Surface Transportation Block Grant
SU = Small Urban
TVT = Treasure Valley Transit
US = United States

VRT = Valley Regional Transit

Staff Recommendation:

/s/ Tevrin Fuller
Tevrin Fuller, Data Specialist
COMPASS

Approval:


Matthew J. Stoll, Executive Director
COMPASS