



Working together to plan for the future

REGIONAL TRANSPORTATION ADVISORY COMMITTEE
September 22, 2021 - 8:30 a.m.
COMPASS, 1st Floor Board Room
700 NE 2nd Street, Meridian, Idaho

ZOOM CONFERENCE CALL

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

Committee 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 September 22, 2021, will be provided to the Committee members and read into the record during the meeting.

****AGENDA****

I. CALL TO ORDER (8:30)

II. OPEN DISCUSSION/ANNOUNCEMENTS

III. CONSENT AGENDA

Page 3 ***A. Approve August 25, 2021, RTAC Meeting Minutes**

Page 6 ***B. Recommend Support of Priorities for Rural Projects**

IV. ACTION ITEM

8:55 ***A. Recommend FY2022 Resource Development Plan**

Destinie Hart

Page 9 *Destinie Hart will seek RTAC recommendation for COMPASS Board of Directors' approval of the FY2022 Resource Development Plan.*

9:10 ***B. Recommend Communities in Motion 2050 (CIM 2050) Performance Measures and Targets**

Carl Miller

Page 22 *Carl Miller will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 performance measures and targets.*

9:25 ***C. Recommend Resolutions Amending *Communities in*** **Toni Tisdale**
Page 28 ***Motion 2040 2.0 (CIM 2040 2.0), Amending the FY2021-2027 TIP,***
and Approving the Draft FY2022-2028 Regional Transportation Improvement
Program (TIP) and Associated Air Quality Conformity Demonstration
Toni Tisdale will seek RTAC recommendation for 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.

9:45 ***D. Recommend CIM 2050 COMPASS Funding Policy** **Toni Tisdale**
Page 40 *Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of the CIM 2050 Funding Policy.*

V. INFORMATION/DISCUSSION ITEMS

9:55 ***A. Ada County Highway District (ACHD) Livable Street** **Ryan Head**
Page 45 **Performance Measures**
Ryan Head will review the ACHD's Livable Street performance measures and targets.

10:10 **B. Travel Survey Data Study Progress Update** **Mary Ann Waldinger**
Mary Ann Waldinger will provide an update on the progress of the household travel survey effort.

10:20 ***C. Approach to CIM 2050 Needs Identification** **Mary Ann Waldinger**
Page 60 *Mary Ann Waldinger and Mitch Skiles will review the approach to identifying CIM 2050 transportation network needs.*

VI. STATUS REPORTS (INFORMATION ONLY)

Page 61 ***A. RTAC Agenda Worksheet**

Page 65 ***B. Obligation Report**

VII. OTHER:

Next Meeting: November 17, 2021, RTAC Meeting

VIII. ADJOURNMENT (10:35)

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

Those needing assistance with COMPASS events or materials, or needing materials in alternate formats, please call 475-2229 with 48 hours advance notice. Si necesita asistencia con una junta de COMPASS, o necesita un documento en otro formato, por favor llame al 475-2229 con 48 horas de anticipación.

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**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
AUGUST 25, 2021
ZOOM CONFERENCE CALL**

****MINUTES****

ATTENDEES:

Drew Alexander, Boise State University, via telephone
Rodney Ashby, City of Nampa, via telephone
Nichoel Baird Spencer, City of Eagle, via telephone
Jeff Barnes, City of Nampa, via telephone
Lee Belt, City of Greenleaf, via telephone
Clair Bowman, City of Nampa, via telephone
Bre Brush, City of Boise, via telephone
Jared Hale for Al Christy, City of Meridian, via telephone
Caleb Hood, City of Meridian, via telephone, via telephone
Lara Disney, Public Participation Workgroup, via telephone
Tom Ferch, Ada County Highway District, via telephone
Steve Fultz, Canyon County Development Services, via telephone
Karen Gallagher, City of Boise, via telephone
Ryan Head, Ada County Highway District, via telephone
Jace Hellman, City of Kuna, via telephone
Stephen Hunt, Valley Regional Transit, via telephone
Liisa Itkonen, COMPASS, Ex. Officio, via telephone
Tom Laws, Ada County Highway District, via telephone
Dan Lister, Canyon County Development Services, via telephone
Brent Moore, Ada County Development Services, **Vice Chair**, via telephone
Shawn Nickel, City of Star, via telephone
Lenny Riccio, Canyon Highway District No. 4, **Chair**, via telephone
Michael Toole, Department of Environmental Quality, via telephone
Bob Watkins, Golden Gate Highway District, via telephone
Stacey Yarrington, Ada County Development Services, via telephone

MEMBERS ABSENT:

Aaron Bauges, Idaho Transportation Department
Becky Crofts, City of Middleton
Kate Dahl, Canyon County Development Services
Rob Howarth, Central District Health, Ex. Officio
Angie Lee, City of Parma
Angela Lively, City of Caldwell
Robb MacDonald, City of Caldwell
Brian McClure, City of Meridian
Darrell Romine, City of Melba
Jenah Thornborrow, City of Garden City
Bill Vaughan, City of Eagle

OTHERS PRESENT: Cecilia Arritola, Idaho Transportation Department, via telephone
Miranda Carson, City of Meridian, via telephone
Braden Cervetti, COMPASS, via telephone
Tevrin Fuller, COMPASS, via telephone
Amy Luft, COMPASS, via telephone
Jeremy Maxand, Living Independence Network, via telephone
Matt Stoll, COMPASS, in person
Toni Tisdale, COMPASS, via telephone
Hailey Townsend, COMPASS, in person

CALL TO ORDER:

Chair Lenny Riccio called the meeting to order at 8:34 a.m.

OPEN DISCUSSION/ANNOUNCEMENTS

Liisa Itkonen announced that the COMPASS Leadership in Motion awards are open for nominations through noon, October 1, 2021, with a new award category recognizing "Leadership in Development." Stephen Hunt announced that Valley Regional Transit has launched the Engage Valley Regional Transit platform (engage.valleyregionaltransit.org) to solicit public input on projects in Ada and Canyon Counties. Jeff Barnes announced that the City of Nampa will host an open house on Thursday, August 26, 2021, to provide information and solicit feedback on the State Highway 45 alignment project.

CONSENT AGENDA

A. Approve July 28, 2021, RTAC Meeting Minutes

Brent Moore moved and Nichoel Baird Spencer seconded approval of the Consent Agenda as presented. Motion passed unanimously.

SPECIAL ITEM

A. ADA Parking Presentation

Jeremy Maxand from Living Independence Network discussed issues and opportunities regarding accessible parking.

ACTION ITEMS

A. Request RTAC Subcommittee for *Communities in Motion 2050* (CIM 2050) and FY2024-2030 Application Guide Project Scoring Processes

Toni Tisdale requested volunteers to form a subcommittee to recommend scoring criteria for project selection for CIM 2050 and the FY2024-2030 Application Guide.

After discussion, **the following members volunteered for the RTAC subcommittee to recommend scoring criteria for project selection CIM 2050 and the FY2024-2030 Application Guide:**

- **Brent Moore**
- **Ryan Head**
- **Karen Gallagher**
- **Clair Bowman**
- **Stephen Hunt**
- **Jeff Barnes**
- **Nichoel Baird-Spencer**

Toni Tisdale specified that if additional members wish to join the subcommittee, they can contact her to be added.

B. Reconsider Recommended CIM 2050 Funding Policy

Toni Tisdale requested that RTAC confirm the recommendation of the CIM 2050 funding policy made in the July 28, 2021, RTAC meeting or direct the subcommittee to revisit the policy.

After discussion, **Jeff Barnes moved and Nichoel Baird-Spencer seconded to rescind the previous recommendation, reconvene the subcommittee, and bring the revised item to the September 22, 2021, RTAC meeting for recommendation. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Review CIM 2050 Pathways Prioritization Process

Braden Cervetti reviewed the CIM 2050 pathways prioritization process and requested feedback.

Next Meeting: September 22, 2021

ADJOURNMENT

Stephen Hunt moved and Clair Bowman seconded adjournment at 9:53 a.m. Motion passed unanimously.

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RTAC AGENDA ITEM III-B Date: September 22, 2021

Topic: Priorities for Rural Projects

Request/Recommendation:

COMPASS staff seeks an RTAC recommendation of COMPASS Board of Directors' adoption of Resolution Xa-2022 (Attachment 1) supporting priorities for applications in rural areas through the Local Highway Technical Assistance Council (LHTAC), as recommended by the Rural Prioritization Workgroup on August 5, 2021 (signatures are still being collected).

Background/Summary:

On August 20, 2012, the COMPASS Board of Directors approved a process for rural project prioritization. The process states that all rural roadway jurisdictions in Ada and Canyon Counties shall meet annually on a voluntary basis to recommend regional rural project priorities. Starting in 2015, the Rural Prioritization Workgroup was tasked to perform these duties.

The Rural Prioritization Workgroup held a hybrid meeting (in-person and virtually) on August 5, 2021, and recommended the following rural regional priorities for projects managed by LHTAC:

Local Rural Highway Investment Program – Construction

1. City of Notus: Widen Notus Road
2. City of Melba: Rebuild Carrie Rex Avenue, 4th Street to Base Line Road, including sidewalk improvements

Local Rural Highway Investment Program – Planning

1. Golden Gate Highway District
2. City of Wilder

Implication (policy and/or financial):

COMPASS Board of Directors' adoption of these priorities provides the regional support needed to help make these applications successful by allowing additional points in the LHTAC prioritization process for regional involvement and prioritization.

More Information:

- 1) Attachment 1 – Resolution Xa-2022
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

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RESOLUTION NO. Xa-2022

**FOR THE PURPOSE OF SUPPORTING RURAL PROJECT PRIORITIES
IN ADA AND CANYON COUNTIES**

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

WHEREAS, the COMPASS Board of Directors’ recognizes the need to prioritize rural project applications in Ada and Canyon Counties;

WHEREAS, the Local Highway Technical Assistance Council desires regional coordination prior to agencies submitting rural transportation applications;

WHEREAS, representatives of rural transportation jurisdictions in Ada and Canyon Counties met on August 5, 2021, to determine the highest priority rural projects in the region; and

WHEREAS, representatives of each rural transportation jurisdiction in Ada and Canyon Counties signed the attached rural prioritization recommendations, dated August 5, 2021, as support for these projects and the priorities.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors’ supports the rural priorities for Ada and Canyon Counties.

DATED this 18th day of October 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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**Recommendations from the
Ninth Annual Rural Prioritization Work Group
August 5, 2021**

A rural project prioritization process was agreed to by all the rural roadway jurisdictions in Ada and Canyon Counties and approved by the COMPASS Board on August 20, 2012. The process provides regional priorities for the Local Highway Technical Assistance Council's (LHTAC) rural project application process. Regional priorities allow additional points through LHTAC's scoring process.

Participation in the rural prioritization process is voluntary; and these priorities were established by agreement between those who attended the work group meeting and supported by those who did not attend.

The Tenth Annual Rural Prioritization Work Group meeting was held as a hybrid meeting (in-person and virtual) on August 5, 2021. After negotiations, the following priorities are recommended for consideration in the LHTAC application process:

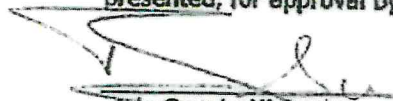


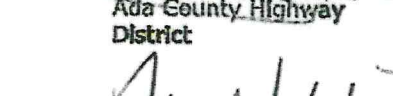
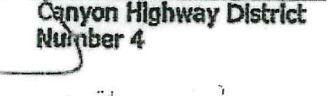

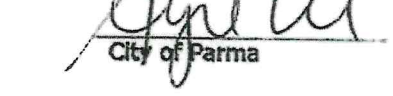

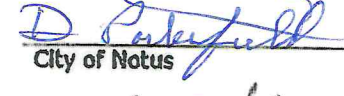
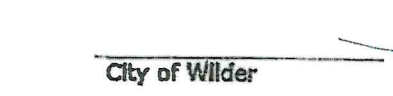
Local Rural Highway Investment Program – Construction

1. City of Notus
 - a. Street widening on Notus Road
2. City of Melba
 - a. Rebuild Carrie Rex Avenue, 4th Street to Base Line Road, including sidewalk improvements

Local Rural Highway Investment Program – Planning

1. Golden Gate Highway District
2. City of Wilder

The following agencies support and recommend the priorities and projects, as presented, for approval by the COMPASS Board.

 _____ Ada County Highway District	 _____ Canyon Highway District Number 4	 _____ City of Greenleaf
 _____ City of Parma	 _____ City of Melba	 _____ City of Notus
 _____ City of Wilder	 _____ Golden Gate Highway District Number 3	 _____ Nampa Highway District Number 1
 _____ Notus-Parma Highway District Number 2		

RTAC AGENDA ITEM IV-A

Date: September 22, 2021

Topic: FY2022 Resource Development Plan

Request/Recommendation:

COMPASS staff seeks RTAC recommendation of COMPASS Board of Directors' approval of FY2022 Resource Development Plan (attached).

Background/Summary:

The COMPASS Bylaws specify that one of the Board of Directors' primary responsibilities is to "approve the annual development plan which identifies: a) grants and other funding sources for COMPASS; and b) resource development activities which will be pursued by COMPASS staff."

COMPASS staff began soliciting FY2022 funding applications in October 2020. Phase I applications were due December 7, 2020. Phase II applications were due January 19, 2021. A second opportunity to submit Phase I applications for local funding programs was offered in the spring; those applications were due May 4, 2021. These applications form the basis for the Resource Development Plan, which guides staff resource development efforts throughout the year. To ensure the plan has the flexibility to allow staff to accommodate varied requests for assistance, the plan includes major focus areas that encompass each agency's needs.

Applications were ranked by RTAC based on funding source eligibility, using a paired comparison process, and were recommended for funding based on the ranked order. However, as needs far exceed resources, many projects remain unfunded or partially funded. Resource Development staff will focus their efforts on seeking funding for those projects that were NOT fully programmed for funding, as well as for projects that fall within the major focus areas for each agency.

COMPASS staff efforts will include:

- Finding and sharing grant opportunities
- Matching projects with funding sources
- Determining funding eligibility and interpreting guidelines
- Reviewing grants prepared by members prior to submittal
- Writing grants
- Managing grants
- Generating letters of support

Implications (policy and/or financial):

This plan furthers the goals of *Communities in Motion 2040 2.0* by increasing opportunities for funding local projects that help meet regional priorities.

More Information:

- 1) Attachment: Draft FY2022 Resource Development Plan
- 2) For detailed information, contact: Destinie Hart - Principal Planner, Resource Development at dhart@compassidaho.org.

COMPASS Resource Development Plan FY2022



The intent of COMPASS' resource development efforts is to increase the amount of outside funding being invested in the Treasure Valley to implement the regional long-range transportation plan, *Communities in Motion 2040 2.0* (CIM 2040 2.0). The Resource Development Plan describes member agency and COMPASS needs that will be the focus of COMPASS' efforts to obtain additional funding. It is generated annually to provide transparency and obtain COMPASS Board of Directors' approval of funding pursuits for the year.

This plan includes projects submitted for FY2022-2028 through Apply software in response to COMPASS' annual "Call for Projects," as well as general funding focus areas specified by each COMPASS member. Members who request resource development assistance for projects not included or referenced in this plan will be required to submit a written request to the COMPASS Executive Director for approval prior to receiving resource development assistance from COMPASS staff.

To further the implementation of CIM 2040 2.0, COMPASS staff will conduct grant research, maintain a project needs database, refer funding sources to member agencies, provide technical assistance to secure grants, and write or administer grants directly for projects or focus areas referenced in the plan.

COMPASS resource development staff efforts will be dedicated to projects in the following order:

1. Programmed projects that need additional funding due to partial funding in previous years or increased costs based on new estimates
2. Prioritized unfunded needs included in CIM 2040 2.0
3. Projects that have gone through the COMPASS Project Development Program
4. Projects that fall within each member's focus areas, including those submitted through the COMPASS application process via Apply

Also included in this plan are COMPASS projects needing supplementary funding. Any matching funds required during the current year for funding awarded for COMPASS projects must be approved by the COMPASS Board of Directors prior to acceptance of the award. Match for future years will be addressed through the annual budget process or through Board of Directors approval, depending on the timing of acceptance.

The Resource Development Plan is organized into two sections:

- (A) Projects (Page 2)
- (B) Funding Sources (Page 9)

A. Projects



COMPASS staff meet at least annually with members to discuss project needs and COMPASS services. From those and subsequent discussions, resulting in COMPASS funding applications received, the following unfunded needs were identified. Please note that in the tables below, the “Requested” column shows only the dollar amount requested, not the total project cost. Definitions and explanations regarding the funding sources/abbreviations listed in the “Requested” column can be found in Part (B) of this document: Funding Sources.

❖ ADA COUNTY

Focus areas related to COMPASS funding assistance: greenbelt connectivity and improvements; planning for roadways, trails, and transit; fiscal impacts; and new facility locations. No projects submitted.

❖ ADA COUNTY HIGHWAY DISTRICT (ACHD)

Focus areas related to COMPASS funding assistance: roadway improvements, pavement management, congestion management and relief, safety, Americans with Disabilities Act compliance, air quality, stormwater, Commuteride vehicles, and staff training. Projects submitted:

Project Title	Description	Requested
Five Mile Road Overpass and Roadway Expansion Project	Complete full project development, per the National Environmental Policy Act (NEPA), of the Five Mile Road Overpass and Roadway Expansion Project. ACHD and the Idaho Transportation Department (ITD) are co-sponsoring the project.	\$1,215,440 <i>Partially funded STBG-TMA</i>
ACHD Commuteride Safety and Security Cameras	Purchase Security cameras for ACHD park and ride lots and Commuteride vans. The project will improve safety, asset management, data collection, and promote usage of vanpools and park and ride lots. (Locations: Ballantyne, Riverside, County Terrace, and Rackham Road).	\$37,440 <i>Partially funded STBG-TMA</i>

❖ **BOISE STATE UNIVERSITY**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, multi-modal corridors, and rolling stock and facilities for the Bronco Shuttle. Projects submitted:

Project Title	Description	Requested
Bicycle and Pedestrian Counters	Purchase pedestrian and bicycle counters to assist with facility planning and raise awareness of alternative modes of transportation.	\$20,848
Greenbelt Completion - Phase 2	Finalize Greenbelt improvements between the West Stadium Parking Lot and Broadway Avenue. Twelve-foot pedestrian path and landscape separation from Cesar Chavez lane.	\$352,100 <i>Partially funded STBG-TMA</i>
University Drive: Roadway Safety Improvements	Complete phase 1 of comprehensive roadway safety upgrades to University Drive. The project includes infrastructure improvements for pedestrians, bicyclists, transit operations, and motorists.	\$926,600

❖ **CANYON COUNTY**

Focus areas related to COMPASS funding assistance: planning (with an emphasis on agricultural lands) and public involvement. No projects submitted.

❖ **CANYON HIGHWAY DISTRICT #4**

Focus areas related to COMPASS funding assistance: planning, pavement management, safety, Plymouth Street Bridge, and capacity improvements. No projects submitted.

❖ **CITY OF BOISE**

Focus areas related to COMPASS funding assistance: trail development plans, smart corridors, economic impact of bicycle/pedestrian infrastructure, bicycle/pedestrian improvements, driver/rider education campaigns, modeling (specific area growth projections), transit improvements, Rail with Trail support, and airport improvements. Projects submitted:

Project Title	Description	Requested
I-184 Liberty Street Bike/Pedestrian Bridge	Design bike and pedestrian bridge over the I-184 Connector on the Liberty Street alignment.	\$25,000
Bike Counter with Digital Display	Procure and install permanent bike counter with highly visible, digital display of real-time bike counts on Capitol Boulevard's parking-protected bike lane between Front Street and Bannock Street.	\$25,000
Federal Way/Broadway Multi-Use Pathway	Construct Federal Way and Broadway Avenue Multi-Use Pathway.	\$1,293,114 <i>Funded STBG-TMA</i>

Project Title	Description	Requested
Garden Street Multi-Use Pathway, Cassia Park to Albion	Construct a multi-use pathway to provide a critical link in the Boise Central Bench to seven schools, Cassia Park, and the ACHD Garden Street and Cassia Street Bikeways.	\$1,606,897 <i>Partially funded STBG-TMA</i>
Eagle Road Multi-Use Path, McMillan Road to Bristol Heights (Phase 2 of Seg 18)	Construct Eagle Road (State Highway 55) Multi-Use Pathway, McMillan Road to Bristol Heights.	\$ 737,360

❖ **CITY OF CALDWELL**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements to roadways and pathways, intersection improvements, and alternative fuel infrastructure. No projects submitted.

❖ **CITY OF EAGLE**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian access across state highways, downtown circulation and redevelopment, bicycle/pedestrian bridge over the North Channel of the Boise River, and greenbelt/park connectivity. Projects submitted:

Project Title	Description	Requested
Grade-Separated Bicycle and Pedestrian Crossing of State Highway 44 - Phase 2	Plan for Phase 2 of a grade-separated ped/bike crossing of State Highway 44 west of Eagle Road (State Highway 55) including selecting a preferred alternative, formalizing location, and developing a cost estimate for engineering and design.	\$25,000 <i>Funded PDP</i>

❖ **CITY OF GARDEN CITY**

Focus areas: bicycle/pedestrian infrastructure, parks, open space preservation for flood capacity, greenbelt or roads as levees. Projects submitted:

Project Title	Description	Requested
52 nd Street Pedestrian Bridge	Connect existing pathways on Plantation Island to the southside Greenbelt, addressing user safety, path connectivity, and emergency personnel access.	\$25,000 <i>Funded PDP</i>
Chinden Drainage and Design Plan: Branstetter to Fairview Avenue	Create a Chinden redevelopment plan from Branstetter to Fairview Avenue, including a drainage plan, cross sections, project list, and public involvement plan.	\$185,000 <i>Funded STBG-TMA</i>

❖ **CITY OF GREENLEAF**

Focus areas related to COMPASS funding assistance: fiscal impact tool assistance, road surface, signs, safety improvements, bicycle/pedestrian improvements, and planning/map assistance. No projects submitted.

❖ CITY OF KUNA

Focus areas related to COMPASS funding assistance: downtown revitalization, parking, and greenbelt pathways; railroad overpass; planning study on frontage/backage roads; and quality of life improvements. Projects submitted:

Project Title	Description	Requested
ADA (Americans with Disabilities Act) Sidewalk Connector Between Downtown Main Street and Kuna Senior Center	Construct a 180-foot ADA accessible sidewalk connector with curb and gutter by an ACHD approved contractor; connecting a major activity center and Kuna's downtown Main Street.	\$25,000 <i>Funded CIMI</i>
Kuna Public Transportation - CIP and Operation Plan	Gather public and stakeholder input and develop a public transportation plan for Kuna with funding levels needed for capital investment and operations and identification of local and regional partners.	\$125,000
Kuna's 4th Street Improvements Final Design	Develop a preferred alternative, set of preliminary/final design plans, and estimates to determine a construction package for revitalization along Kuna's 4th Street from N Linder Avenue to N School Avenue.	\$500,000

❖ CITY OF MELBA

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, road and park signs, downtown vitalization, senior center pathway, roadway improvements. No projects submitted.

❖ CITY OF MERIDIAN

Focus areas related to COMPASS funding assistance: bicycle and pedestrian infrastructure and safety improvements. Projects submitted:

Project Title	Description	Requested
Linder Road Overpass	Complete preliminary design for a Linder Road overpass.	\$25,000
E 2 nd St Placemaking – Broadway to Pine	Plan for placemaking along 2nd Street.	\$25,000
N. Eagle Road Street Lighting	Design and install continuous street lights for Eagle Road from Overland to Ustick.	\$110,000

❖ CITY OF MIDDLETON

Focus areas related to COMPASS funding assistance: improve pedestrian access from neighborhoods to elementary schools, State Highway 44 - alternate route and congestion mitigation, and Boise River bridge crossings. No projects submitted.

❖ CITY OF NAMPA

Focus areas related to COMPASS funding assistance: Intelligent Transportation Systems (ITS) projects, safety, system maintenance, connectivity of off-street pathways, sidewalks, technology, and on-street bicycle access. Projects submitted:

Project Title	Description	Requested
Victory Road and Pedestrian Improvements	Rebuild 1.2 miles of roadway along Victory Road from Sugar Street to Happy Valley Road, adding 5-foot shoulders for student and pedestrian safety.	\$1,292,996
Nampa's Historic Downtown Master Plan	Develop a strategic plan to revitalize historic downtown Nampa into a vibrant regional destination place.	\$25,000
Airport Perimeter Pathway	Create a multi-use trail around the Nampa Airport, supporting access to major activity center locations and an Environmental Justice Area community.	\$25,000
Indian Creek Pathway Extension	Extend Indian Creek Pathway from 16th Avenue N to East Shortline Drive.	\$2,628,318
Northside Boulevard and Karcher Road Roundabout	Improve the Northside/Karcher intersection and widen the road adjacent to the Amalgamated Sugar Plant.	\$5,600,000
Stoddard Pathway Extension - 2nd St to Downtown Connection	Extend the Stoddard City Pathway from 2nd Street S to downtown, including 4,200 linear feet of 12-foot wide asphalt pathway, parking, and lighting improvements.	\$1,640,000
Intelligent Traffic System	Develop an I-84 Business Loop Intelligent Transportation System.	\$1,999,335
Midland and Marketplace Boulevard Traffic and Safety Improvements	Upgrade the intersection at Midland Boulevard and Marketplace Boulevard to improve capacity, efficiency, and safety at the congested retail/commercial and medical hub.	\$1,430,000

❖ **CITY OF NOTUS**

Focus areas related to COMPASS funding assistance: preserve, extend, and improve city streets. Projects submitted:

Project Title	Description	Requested
Notus Comprehensive Street Rebuild Project	Evaluate and develop preliminary plans and cost estimates to rebuild city streets including: curb and gutter, storm drains, sidewalks, and repaving.	\$25,000

❖ **CITY OF PARMA**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, including sidewalks; roadway improvements; culvert replacement; and a potential roundabout. No projects submitted.

❖ **CITY OF STAR**

Focus areas related to COMPASS funding assistance: bike master plan update and connecting and updating sidewalks. Projects submitted:

Project Title	Description	Requested
Safe Route to School Floating Feather Road to Star Middle School	Conduct an initial planning study to determine the exact location, land ownership, estimated cost, and environmental issues associated constructing a safe route to Star Middle School.	\$25,000 <i>Funded PDP</i>
Star Greenbelt Planning	Conduct an initial planning study to determine the location, cost, land availability, and environmental issues associated with a greenbelt pathway on the north side of the Boise River between State Highway 16 and Star Road.	\$25,000
Star Downtown Parking Study	Conduct a study to eliminate the existing on-street parking on State Highway 44, including a contract with an traffic consultant to plan for a shared parking facility for the older existing users.	\$25,000

❖ CITY OF WILDER

Focus areas related to COMPASS funding assistance: road repair, drainage, and safety, and ADA compliant sidewalks. Projects submitted:

Project Title	Description	Requested
Golden Gate Avenue Sidewalk Project	Construct sidewalk, curb, gutter, and pavement from the road to the sidewalk on the north side of Golden Gate Avenue between 5th Street (Highway 95) and 6th Street.	\$25,000 <i>Funded CIMI</i>
2 nd Street East Sidewalk Installation	Construct a sidewalk along the east side of 2nd Street East for pedestrian safety and to provide an additional walkway for Wilder Elementary Students to get to and from school.	\$25,000
Road Reconstruction Following Irrigation Repairs	Re-construct roadways after irrigation pipes have been repaired and replaced.	\$25,000

❖ COMPASS

Projects submitted:

Project Title	Description	Requested
Coordinate Local Waterway-Pathway Plans	Conduct an analysis to coordinate and connect local waterway-pathway plans.	\$111,192 <i>Funded STBG-TMA</i>
Bicycle/Pedestrian Permanent Automated Counter Purchase	Purchase permanent bicycle/pedestrian counters with data processing.	\$64,862 <i>Partially funded STBG-TMA</i>
Transit Oriented Development and Infill Analysis/Fiscal Impact Storymap	Assess the impacts of infill and transit oriented developments on existing neighborhoods.	\$46,330
Smart Corridors	Evaluate and devise corridor-specific strategies to enhance safety and operations of the transportation system.	\$129,724 <i>Partially funded STBG-Urban</i>
Transportation Demand Management Plan	Develop a Transportation Demand Management plan with strategies to give commuters more options for how and when they commute.	\$138,990
Transportation System Management and Operations Plan Update	Update the Transportation System Management and Operations and ITS plan to cooperatively manage and operate the region's multimodal transportation system to improve safety, efficiency, and reliability.	\$231,650
Deferred Maintenance Analysis	Conduct analyses to determine deferred maintenance needs and help optimize timing of maintenance activities.	\$138,990

Project Title	Description	Requested
Freight Study/Plan Update	Develop a freight plan for Ada and Canyon Counties.	\$231,650
Economic Impact of Bicycle/Pedestrian Infrastructure	Conduct before-and-after analyses of the economic influence of bike lanes, pathways, street crossings, and other bicycle/pedestrian infrastructure to local businesses and communities.	\$41,697
Treasure Valley Safest Driver Contest	Coordinate a competition to encourage safer driving, quantified by a smart phone app.	\$45,000

❖ **GOLDEN GATE HIGHWAY DISTRICT #3**

Focus areas related to COMPASS funding assistance: intersection safety, freight mobility, small structure maintenance and improvements, warning signs, and safety/roadway improvement design. No projects submitted.

❖ **IDAHO TRANSPORTATION DEPARTMENT**

Focus areas related to COMPASS funding assistance: capacity, congestion mitigation, safety (Highway Safety Improvement Program [HSIP]), and pavement preservation/restoration. No projects submitted.

❖ **VALLEY REGIONAL TRANSIT**

Focus areas related to COMPASS funding assistance: transit maintenance, facilities, and vehicles; integrated marketing; technology enhancements; and implementing ValleyConnect 2.0 including bus rapid transit, transit oriented development, services, and facilities. Projects submitted:

Project Title	Description	Requested
Safe Routes to School Program-Ada County	Support a Safe Routes to Schools program to provide tools to reduce car trips to school, employment, and services, and address congestion and air quality issues.	\$260,212 <i>Funded TAP-TMA</i>
Public Transportation Rolling Stock, Infrastructure, and Technology	Purchase cutaway buses, passenger vans, fixed route transit buses, destination signs, hardware and software equipment, security systems, bus stop amenities, equipment for garage doors, and materials for shop floor improvements.	\$3,099,477



B. Funding Sources


Funds Distributed through COMPASS



Funding Type	Typical Uses of Funds In Ada and Canyon Counties	Who can use this funding
Surface Transportation Block Grant – Urban (STBG–Urban)	Projects in urbanized areas between 5,000 and 200,000 population. Funding has flexibility to fund a broad range of projects, including studies, roadway improvements, sidewalks, bike lanes, and more.	Generally, jurisdictions in the Nampa Urbanized Area
Surface Transportation Block Grant – Transportation Management Area (STBG–TMA)	Projects in urbanized areas of 200,000 or greater population. Funding has flexibility to fund a broad range of projects, including studies, roadway improvements, sidewalks, bike lanes, and more.	Generally, jurisdictions in the Boise Urbanized Area
Transportation Alternatives Program – Transportation Management Area (TAP–TMA)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 200,000 or greater population. Note that while these funds are programmed as a priority for use in the TMA, entities in the TMA may also apply for non-TMA TAP funds through the Idaho Transportation Department. (See “Funds Distributed by Other Agencies,” below.)	Generally, jurisdictions in the Boise Urbanized Area
Communities in Motion Implementation Grants (CIMI)	Locally important projects that reinforce the regional goals established in <i>Communities in Motion</i> such as 1) better access to public transportation, bike, and pedestrian facilities to offset congestion, 2) investment in town centers, main streets, and existing infrastructure as identified in CIM, and 3) developing specific area plans for activity centers consistent with CIM and planned integration of alternative transportation systems. This is a COMPASS-funded program.	COMPASS Members
Project Development Program (PDP)	Planning to transform member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement information to ensure readiness for funding applications. This is a COMPASS-funded program.	COMPASS Members
Unified Planning Work Program	COMPASS budget detailing projects and tasks to support members and fulfill federal requirements. Members can request staff assistance days.	COMPASS Members

Funds Distributed by Other Agencies

Agency/Source	Types and Typical Uses of Funds in Ada and Canyon Counties	Who can use this funding
<p>Local Highway Technical Assistance Council (LHTAC)</p> 	<p>Federal-Aid:</p> <ul style="list-style-type: none"> • Bridge – projects to replace or rehabilitate bridge structures over 20 feet in any local jurisdiction. • Rural – projects on arterial or collector roadways in areas of population under 5,000. • Federal Lands Access Program (FLAP) – projects to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. <p>Local Rural Highway Investment Program (LRHIP): projects in areas of population under 5,000 for the following programs (non-federal funding):</p> <ul style="list-style-type: none"> • Construction – for roadway improvements. • Federal-Aid Match – to assist local agencies with required local match for federal-aid projects. • Transportation Plans – for agency transportation plans and plan updates; eligible for funds every ten years. • Signs – for traffic sign replacements to bring to national standards. <p>Local Highway Safety Improvement Program (LHSIP): projects in local areas to improve safety and eliminate crashes.</p>	<p>Varies</p>
<p>LHTAC and COMPASS</p>	<p>Federal Aid Urban (LHTAC and COMPASS): projects on arterial or collector roadways and transportation plans, in areas of population 5,000 to 50,000.</p>	<p>Varies</p>
<p>Idaho Transportation Department</p> 	<p>Freight Program-Federal: freight-related projects on the designated National Freight System.</p> <p>Transportation Alternatives Program (TAP-State): alternative, non-motorized, transportation projects.</p> <p>ADA Curb/Ramp Program-State: projects to bring sidewalk ramps up to standards under the Americans with Disabilities Act (ADA) along state highways.</p>	<p>Varies</p>

Agency/Source	Types and Typical Uses of Funds in Ada and Canyon Counties	Who can use this funding
<p>Valley Regional Transit or Idaho Transportation Department</p> 	<p>5307: planning, developing, improving, and operating public transportation services in urbanized areas. 5310: providing public transportation services and purchasing equipment that directly benefits the elderly and people with disabilities. 5311: planning, developing, improving, and operating public transportation services in areas with a population less than 50,000. 5339: replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, and constructing bus-related facilities.</p>	<p>Public transportation providers</p>
<p>Technical Assistance</p>	<p>Expertise provided from outside sources; not a financial contribution.</p>	<p>Varies</p>
<p>Foundations and Other Miscellaneous Sources</p>	<p>Focus areas and eligibility vary depending on funder. Some available to nonprofit 501(c)(3) organizations only, requiring partnership. Large grant amounts are rare.</p>	<p>Varies</p>

COMPASS resource development staff maintain a database of potential funding sources and frequently add additional sources as they are identified. A regular “Funding News” email is sent out to members to keep them informed of current funding opportunities, including private funding sources.

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RTAC AGENDA ITEM IV-B

Date: September 22, 2021

Topic: *Communities in Motion 2050 (CIM 2050) Performance Measures and Targets*

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' approval of draft CIM 2050 performance measures and targets (attached), as recommended by an RTAC subcommittee.

Background/Summary:

In April 2021, COMPASS staff presented draft CIM 2050 performance measures to RTAC. These performance measures were developed to monitor progress toward achieving the goals of CIM 2050, approved in December 2020. A subcommittee of RTAC members was formed in April to review the draft performance measures and develop targets.

Since April, the subcommittee met has met two times, and has reviewed the measures and targets from CIM 2040, evaluated current data trends and member agency measures and targets, and reviewed federal performance measures and targets set by the Idaho Transportation Department and Valley Regional Transit. Using that information, the subcommittee has refined the draft performance measures and established draft targets. The performance measures and targets, as recommended by the subcommittee, are attached.

Implication (policy and/or financial):

The CIM 2050 performance measures and targets will be used to track progress and illustrate areas where additional work is necessary to accomplish CIM 2050 goals. They will be reported in the Change in Motion Scorecard to help identify policy issues that need additional resources, funding, or planning efforts.

More Information:

- 1) Attachment: Proposed CIM 2050 Performance Measures and Targets
- 2) For detailed information contact: Hunter Mulhall, Principal Planner, 208/475-2231 or hmulhall@compassidaho.org, or Carl Miller, Principal Planner, cmiller@compassidaho.org.

HM: T:\FY21\600 Projects\661 CIM\7. Performance Management\CIM 2050 Performance Measures\rtacmemo_CIM2050_performance_measure_targets.docx

Goal	Objective	Performance Measure	Description	Most Recent Measure	Existing Target	Recommended CIM 2050 Target	Notes
Convenience	Accessibility and mobility	Job accessibility (auto)	Average number of jobs accessible by automobile within 15 minutes on average weekday from all Traffic Analysis Zones in the travel demand model.	227,198 (2019)	N/A	Informational	RTAC subcommittee recommended keeping this measure informational. It is a new measure, so no trend has been established to help guide target setting.
Convenience	Accessibility and mobility	Job accessibility (transit)	Average number of jobs accessible by transit within 30 minutes on average weekday from all Traffic Analysis Zones in the travel demand model.	6,938 (2019)	N/A	Informational	RTAC subcommittee recommended keeping this measure informational. It is a new measure, so no trend has been established to help guide target setting.
Convenience	Accessibility and mobility	Households near transit	Percent of total households in Ada and Canyon counties within ½ mile network distance of an existing ValleyRide stop.	42.8% (2020)	CIM 2040: > 20%	> 48% (2030)	
Convenience	Accessibility and mobility	Vanpools	Average number of vanpools operating for the year.	↓80 (2019) 82 (2017)	N/A	20% increase by 2030 (96 total)	
Convenience	Accessibility and mobility	Transit passenger ridership	Number of passengers for the year on fixed route transit. Data come from Valley Regional Transit's automatic passenger counters.	↓1.06 Million (2020) 1.21 Million (2019)	N/A	Informational	
Convenience	Connectivity	Walkability: Public schools	Percentage of households within ½ mile distance of a school that can access the school using the walkable network (½ mile walk)	67.90%	CIM 2040: > 34%	> 73% (2030)	RTAC subcommittee recommended a change in the methodology of calculating this measure. Instead of percentage of total households in the region, use percentage of households within half mile of the school. 57.6% or 155216/269287 households within half mile of a school. 67.9% or 105436/155216 households within half mile of school have half mile walkable access to school.
Convenience	Connectivity	Walkability: Transit stops	Percentage of households within ½ mile distance of a transit stop that can access the stop using the walkable network (½ mile walk)	81.5% (2020)	N/A	> 85% (2030)	Added this measure to capture progress on first/last mile connections more appropriately. This measure will use percentage of total households within half a mile of the stop that have network access rather than all households in the region. 42.8% or 115201/269287 households are within half mile of a transit stop. 81.5% or 93889/115201 households within half a mile of a transit stop have half mile walkable access to the stop.
Convenience	Connectivity	Walkability: Regional activity centers	Percentage of total households in or within ½ mile network distance of a regional activity center.	N/A	N/A	TBD	New measure. Waiting for final approval of CIM 2050 vision to determine location of regional activity centers.
Convenience	Efficiency and congestion management	Annual hours of peak hour delay per capita	Total hours of excessive delay (20mph slower or 60% of the posted speed limit) during peak travel time (weekdays 6am-10am and 3pm-7pm) calculated per capita for the Boise Urbanized Area as required per the FAST Act.	N/A	N/A	TBD	Target on hold until further discussion with ITD about methodology, reporting requirements, and historic trends.

Goal	Objective	Performance Measure	Description	Most Recent Measure	Existing Target	Recommended CIM 2050 Target	Notes
Convenience	Efficiency and congestion management	Number of "Event" days on the interstate	Number of weekdays in a year with congestion on I-84/I-184 causing a 30% longer commute from Caldwell/Boise (AM peak) or Boise/Caldwell (PM peak). Current commute times average about 30 minutes for both the AM and PM peak hours.	↓ 23 days (2020) 25 days (2019)	N/A	< 15 days (2030)	New measure. It was possible to calculate trend using historic travel time data set.
Convenience	Efficiency and congestion management	Percentage of roadway miles considered highly congested	Percent of roadway miles with travel time index (TTI = Peak Hour Congested Travel Time/Free Flow Travel Time) > 2 for tier 1 congestion management network. Data come from the National Performance Measure Research Dataset and includes interstate, state highway, and other facilities designated as National Highway System.	↓ 3.2% (2020) 6.5% (2019)	N/A	< 8% (2030)	Large drop in 2020 due to COVID-19 shutdowns.
Quality of Life	Environment	Non-single-occupancy vehicle mode share	Percentage of commutes completed using modes other than single occupancy vehicle for five-year period based on American Community Survey estimates for Boise Urbanized Area as required per the FAST Act.	18.9% (2019) 18.9% (2017)	N/A	25% (2030)	
Quality of Life	Environment	Total emission reductions in Congestion Mitigation and Air Quality Program (CMAQ)	Total emissions reductions for all projects funded by CMAQ funds, by applicable criteria pollutant and precursors for which the area is designated nonattainment or maintenance.	N/A	N/A	0	Currently no projects funded with under CMAQ
Economic Vitality	Farmland preservation	Farmland consumption	Percentage of total acres farmland consumed by new development for the reporting period (baseline 2019 farmland inventory).	438,612 existing acres (2019), 987.9 acres or %0.2 consumed in 2019-2020	N/A	Preserve 95% of baseline by 2030 (416,682 acres preserved)	2019 baseline developed using orthophotography with assessor data.
Economic Vitality	Freight accessibility and mobility	Truck travel time reliability (interstate)	Weighted (length) average truck travel time reliability measure for the interstate system. Reliability for a roadway is calculated by comparing the 95th percentile travel time to the 50th percentile travel times for peak periods for the year.	↑ 1.5 (2019) 1.47 (2017)	FY2021: < 1.3 Statewide	Support ITD target as regional target	
Economic Vitality	Growth management	Regional activity center catchment	Percentage of households within a 5 minute drive time to a regional activity center.	N/A	N/A	TBD	New measure. Target setting on hold until CIM 2050 regional activity centers are defined.
Economic Vitality	Growth management	Net fiscal impact of building permits	Net amount of fiscal impact of new development reported in dollars for the reporting period.	N/A	N/A	TBD	New measure. Awaiting results from fiscal impact tool.
Quality of Life	Health	Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	The percentage of arterial and collector roadway that have existing bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes or multiuse pathways that allow for bicycle travel.	↑ 22.5% (2019) 21.3% (2018)	N/A	>30% (2030)	Added multiuse pathways to this measure to capture ACHD's efforts to add this type of facility along arterial network.
Quality of Life	Health	Bicycle/pedestrian volumes	Average of annual volumes from selected fixed bike pedestrian counters.	289,000 (2019)	N/A	Informational	RTAC subcommittee recommends keeping this measures informational. Unclear what COMPASS can do to directly impact this number.
Quality of Life	Housing and affordability	Housing affordability	TBD	N/A	N/A	TBD	Measure and target on hold. Pending housing affordability study that can help determine measure and target.

Goal	Objective	Performance Measure	Description	Most Recent Measure	Existing Target	Recommended CIM 2050 Target	Notes
Health	Open Space	Walkability: Public parks	Percentage of households within ½ mile distance of a public park that can access the park using the walkable network (½ mile walk).	69.2% (2020)	CIM 2040: > 58%	> 74% (2030)	RTAC subcommittee recommended a change in the methodology of calculating this measure. Instead of percentage of total households in the region, use percentage of households withing half mile of the park access. 57.5% or 154708/269287 households are within half mile of a school. 69.2% or 107002/154708 households within half mile of school have half mile walkable access to school.
Quality of Life	Open Space	Miles of trails and pathways	Percentage increase of the miles of trails and pathways from previous reporting period (source: COMPASS Trails and Pathways inventory).	↑577 (2019) 565 (2017)	CIM 2040: 754	1% increase per year (643 miles total by 2030)	Used to report this as number of miles. Moving forward progress will be shown as percent increase each performance period. Report will also include longest continuous connected miles of trails and pathways.
Economic Vitality	Preservation and infrastructure condtion	Interstate pavement in “good” condition	Percentage of pavement on the interstate system considered to be in good condition.	↑70% (2020) 42.0% (2019)	FY2022: > 50% Statewide	Support ITD target as regional target	
Economic Vitality	Preservation and infrastructure condtion	Interstate pavement in “poor” condition	Percentage of pavement on the interstate system considered to be in poor condition.	0% (2020) 0% (2019)	FY2022: < 4% Statewide	Support ITD target; < 1% regional target (2030)	RTAC subcommittee recommended setting aspirational long-term target for this measure for the region in addition to supporting ITD's statewide target.
Economic Vitality	Preservation and infrastructure condtion	Non-interstate NHS pavement in “good” condition	Percentage of pavement on the NHS (excluding interstate) considered to be in good condition.	↑42.2% (2020) 39.0% (2019)	FY2022: > 50% Statewide	Support ITD target as regional target	
Economic Vitality	Preservation and infrastructure condtion	Non-interstate NHS pavement in “poor” condition	Percentage of pavement on the NHS (excluding interstate) considered to be in poor condition.	↑0.2% (2020) 0% (2019)	FY2022: < 8% Statewide	Support current ITD target; < 2% regional target (2030)	RTAC subcommittee recommended setting aspirational long -term target for this measure for the region in addition to supporting ITD's statewide target.
Economic Vitality	Preservation and infrastructure condtion	Bridges in “good” condition	Percentage of deck area on bridges located on the NHS considered to be in good condition.	↓29% (2019) 38.7% (2017)	FY2022: > 19% Statewide	Support ITD target as regional target	
Economic Vitality	Preservation and infrastructure condtion	Bridges in “poor” condition	Percentage of deck area on bridges located on the NHS considered to be in poor condition.	↓0.45% 7 of 618 (2019) 0.60% (2017)	FY2022: < 3% Statewide	Support ITD target; < 1% regional target (2030)	RTAC subcommittee recommended setting aspirational long-term target for this measure for the region in addition to supporting ITD's statewide target.
Economic Vitality	Preservation and infrastructure condtion	Transit state of good repair: Rolling stock	Percentage of rolling stock that has reached or exceed its useful life (age).	↑27.6% (2019) 21.25% (2017)	FY2022: < 24.67%	Support VRT target as regional target	
Economic Vitality	Preservation and infrastructure condtion	Transit state of good repair: Equipment	Percentage of equipment that has reached or exceed its useful life (age).	↓5.0% (2019) 38.5% (2017)	FY2022: < 12.70%	Support VRT target as regional target	
Economic Vitality	Preservation and infrastructure condtion	Transit state of good repair: Facilities	Percentage of facilities with a condition rating below 3. Criteria for rating facilities developed by Valley Regional Transit.	↑37.5% (2019) 33.3% (2017)	FY2022: < 42.86%	Support VRT target as regional target	
Economic Vitality	Reliability	Interstate travel time reliability	Percentage of person miles traveled (average annual daily traffic X occupancy X segment length) on the interstate considered reliable for the year. Reliability for a roadway is calculated by comparing the 80th percentile travel time to the 50th percentile travel time for peak periods for the year.	↓90.4% (2019) 92.7% (2017)	FY2021: > 90% Statewide	Support ITD target as regional target	

Goal	Objective	Performance Measure	Description	Most Recent Measure	Existing Target	Recommended CIM 2050 Target	Notes
Economic Vitality	Reliability	NHS travel time reliability (excluding interstate)	Percentage of person miles traveled (average annual daily traffic X occupancy X segment length) on the NHS (excluding interstate) considered reliable for the year. Reliability for a roadway is calculated by comparing the 80th percentile travel time to the 50th percentile travel time for peak periods for the year.	↓76.2% (2019) 78.6% (2017)	FY2021: > 70% Statewide	Support ITD target as regional target	
Economic Vitality	Reliability	Transit reliability (% of trips delivered on time)	Percentage of stops on fixed route transit with arrivals no later than 5 minutes past scheduled and departures no earlier than scheduled for the reporting period.	84% (2020)	90% (set by VRT)	90% (2030)	
Safety	Resiliency	Percentage of new residential units permitted in the wildland urban interface	Percentage of newly permitted housing units permitted in the wildland-urban interface.	↑4.7% (2020; 435/9263) 3.8% (2019; 426/11257)	N/A	< 5% (2030)	Add information on WUI to development checklist
Safety	Resiliency	Percentage of new residential units permitted in the floodplain	Percentage of newly permitted housing units permitted in the floodplain.	↓5.2% (2020; 486/9263) 7.7% (2019; 865/11257)	N/A	< 5% (2030)	Add information on floodplain to development checklist
Safety	Resiliency	Percentage of bridges in the floodplain in "poor" condition	Percentage of bridges located in the floodplain considered to be in "poor" condition.	0.3% (2019; 2 of 618)	N/A	0% (2030)	
Safety	Safety	Number of auto fatalities (5-YR Avg.)	Five-year rolling average of auto fatalities. This number excludes bicycle and pedestrian fatalities related to autos.	↑43.60 (5-YR Avg. 2015-2019) 37.80 (2013-2017)	FY2021: < 247 Statewide	Support ITD target; Regional target of 12% reduction each year to achieve 75% decrease (14.25) by 2030	
Safety	Safety	Number of serious injuries (5-YR Avg.)	Five-year rolling average of auto serious injuries. This number excludes bicycle and pedestrian serious injuries related to autos.	484.00 (5-YR Avg. 2015-2019) 484.00 (2013-2017)	FY2021: < 1285 Statewide	Support ITD target; Regional target of 12% reduction each year to achieve 75% decrease (158.17) by 2030	
Safety	Safety	Rate of auto fatalities (5-YR Avg.)	Five-year rolling average of the rate of auto fatalities. The rate is calculated by auto fatalities per 100,000,000 vehicle miles traveled in Ada and Canyon Counties.	↑0.97 (5-YR Avg. 2015-2019) 0.87 (2013-2017)	FY2021: < 1.38 Statewide	Support ITD target; Regional target TBD	Regional targets for rate of auto fatalities will be updated as soon as CIM 2050 model network is complete and estimates for VMT in 2030 are available. This target will align with the target set for number of fatalities.
Safety	Safety	Rate of auto serious injuries (5-YR Avg.)	Five-year rolling average of the rate of auto serious injuries. The rate is calculated by auto serious injuries per 100,000,000 vehicle miles traveled for the year in Ada and Canyon Counties.	↓10.79 (5-YR Avg. 2015-2019) 11.15 (2013-2017)	FY2021: < 7.21 Statewide	Support ITD target; Regional target TBD	Regional targets for rate of auto serious injuries will be updated as soon as CIM 2050 model network is complete and estimates for VMT in 2030 are available. This target will align with the target set for number of serious injuries.
Safety	Safety	Non-motorized fatalities and serious injuries (5-YR Avg.)	Five-year rolling average of bicycle and pedestrian fatalities and serious injuries.	↑67.00 (5-YR Avg. 2015-2019) 64.80 (2013-2017)	FY2021: < 120 Statewide	Support ITD target; Regional target of 12% reduction each year to achieve 75% decrease (21.90) by 2030	
Safety	Safety	Total injury crashes (5-YR rolling average)	Five-year rolling average number of auto crashes involving injury for the reporting period.	↓3953 (5-YR Avg. 2016-2020) 4110 (5-YR Avg. 2015-2019)	N/A	Regional target of 12% reduction each year to achieve 75% decrease (1343.14) by 2030	

"Did you know?" Factsheets		
Goal	Objective	Description
Economic Vitality	Economic Vitality	Develop a multimodal transportation system, including public transportation, bicycle, pedestrian, and auto modes, that promotes economic vitality to enable people and business to prosper.
Economic Vitality	Travel and Tourism	Promote transportation improvements and scenic byways that support the Treasure Valley as a regional hub for travel and tourism.
Safety	Security	Proactively assess risks and safeguard the security of all transportation users and infrastructure.
Quality of Life	Equity	Provide equitable access to safe, affordable, and reliable transportation options.

RTAC AGENDA ITEM IV-C

DATE: September 22, 2021

Topic: *Communities in Motion 2040 2.0* Amendment, FY2021-2027 Regional Transportation Improvement Program Amendment, and FY2022-2028 Regional Transportation Improvement Program and Associated Air Quality Conformity Demonstration Approval

Request/Recommendation:

COMPASS staff requests RTAC recommendation of COMPASS Board of Directors' adoption of Resolution XC-2022 (Attachment 1) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0), Resolution XT-2022 (Attachment 2) amending the FY2021-2027 TIP, and Resolution XB-2022 (Attachment 3) approving the FY2022-2028 Regional Transportation Improvement Program (TIP) and associated air quality conformity demonstration for Northern Ada County. Details of all three actions are below.

Background/Summary:

CIM 2040 2.0 Amendment

Long-range transportation plans, such as CIM 2040 2.0, must be fiscally constrained, meaning they can only include projects that have funding identified to pay for them. When funding is identified to pay for new projects or when funding is removed from future projects that had been identified as "funded," the long-range transportation plan must be amended to reflect these changes. Therefore, COMPASS is proposing to amend CIM 2040 2.0 to mirror updates to funded projects in the Idaho Transportation Department's and local agencies' plans and budgets.

The proposed amendment would remove one project that had previously been identified as funded, and add five new short-term funded projects (FY2018-2024) and seven new long-term funded projects (FY2025-2040). The details of the proposed changes are included in Attachment 1.

Two public comment periods were held to address projects in the proposed amendment. The first was held August 2 – 31, 2021, in conjunction with the public comment period on the draft FY2022-2028 Regional Transportation Improvement Program (TIP) and the air quality conformity demonstration for Northern Ada County. COMPASS received eight comments related to projects in the proposed CIM 2040 2.0 amendment during that comment period.

Verbatim public comments from the August public comment period are posted under "Supplemental Information" on the COMPASS RTAC webpage: www.compassidaho.org/people/rtacmeetings.htm. Staff does not recommend changes based on public comments received.

During the August public comment period, the Ada County Highway District (ACHD), the Idaho Transportation Department (ITD), and the City of Meridian jointly request to add a project to

design the widening of Linder Road, from Overland Road to Franklin Road, including adding an overpass over Interstate 84 in the City of Meridian (Attachment 1). Right-of-way acquisition and construction remain unfunded.

Subsequently, a second public comment period, specific to adding the Linder Road project as a short-term funded project, was opened on September 3, and will run through September 17, 2021. Public comments will be posted to the RTAC web page (link above) on September 20, 2021, after the comment period closes. Details regarding comments received and any changes recommended based on public comment will be shared at the September 22, 2021, RTAC meeting.

FY2021-2027 TIP Amendment

The Linder Road widening and overpass project in the City of Meridian also needs to be added to the FY2021-2027 TIP, to allow work to begin immediately. The details of this project are included in Attachment 2.

FY2022-2028 TIP and Associated Air Quality Conformity Demonstration Approval

The TIP is updated annually. The full FY2022-2028 TIP project list and the updated Major Changes List are provided on the COMPASS website under "supplemental information" at the link above. The project list includes all projects and changes discussed in this memo. The Major Changes List highlights changes provided by member agencies prior to the open of public comment and also recent changes to the State Highway 55 corridor in Canyon County.

The air quality conformity demonstration for the FY2022-2028 TIP and proposed amendment to CIM 2040 2.0 is also available at the link above. The proposed project list conforms to air quality budgets approved for Northern Ada County.

During the August 2 - 31, 2021, public comment period, referenced above, COMPASS received 26 comments related to the draft FY2022-2028 TIP and 6 to the air quality conformity demonstration.

The following changes were made to the FY2022-2028 TIP project list based on comments received:

- Key Number 20259, Roadway and ADA Improvements, Part 1, Boise Area – FY2023
 - The segment on McDermott Road from McMillan Road to Chinden Boulevard was removed at the request of ACHD, as work will be completed under Key Number 23408 (State Highway 16, Ustick Road to US 20/26 and State Highway 44), which is a new project in the TIP.
- Key Number 22101, Peckham Road Intersections, Canyon County
 - The funding source was changed from Freight to Surface Transportation Block Grant (STBG) – Rural, and the program was changed from Freight to Safety and Capacity to mirror changes made by ITD.
- Key Number 22102, Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa
 - The funding source was changed from Freight to STBG-Urban, and the program was changed from Freight to Safety and Capacity to mirror changes made by ITD.

- Key Number 22165, US 20/26 (Chinden), I-84 to Middleton Road, Canyon County
 - The construction year was changed from FY2022 to FY2023/2024, to mirror changes made by ITD.
- Key Number 22944, Pedestrian Improvements, Stoddard Pathway, Nampa
 - The map in the TIP document was updated to correct an error.

ITD received comments during a July public comment period on the draft FY2022-2028 Idaho Transportation Investment Program (the statewide equivalent of the regional TIP). However, ITD staff does not expect the comments will be analyzed and responses provided until the end of September 2021. When available, these comments will be shared with the COMPASS Board of Directors and posted on the COMPASS website.

Staff is working on the final version of the TIP document that includes federal requirements and explains the effect of projects in the TIP project list on the overall transportation system. This document will be posted on the COMPASS website when complete.

Implication (policy and/or financial):

The amendment to CIM 2040 2.0 ensures that the plan continues to meet federal fiscal constraint requirements and enables work on the new short-term funded projects to begin immediately.

The FY2022-2028 TIP is not official until adopted by the COMPASS Board of Directors and Idaho Transportation Board and approved by Federal Highway and Federal Transit Administrations. The current FY2021-2027 TIP remains in effect, allowing work on projects to continue, until final approval of the FY2022-2028 TIP, anticipated by December 31, 2021. Changes to projects in early FY2022 occur via amendments to the FY2021-2027 TIP.

More Information:

- 1) Attachment 1 – Resolution XC-2022
- 2) Attachment 2 – Resolution XT-2022
- 3) Attachment 3 – Resolution XB-2022
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at ttisdale@compassidaho.org.

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

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

WHEREAS, the proposed amendment to *Communities in Motion 2040 2.0* adds new funded projects to the short-term and long-term funded project lists and removes a project from the long-term funded project list to mirror the updates to the Idaho Transportation Department's and local agencies' plans and budgets;

WHEREAS, the 1990 Clean Air Act Amendments requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

WHEREAS, COMPASS has performed an air quality conformity demonstration and has concluded the requested amendments do comply with applicable state implementation plans;

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

WHEREAS, a public comment period was held August 2 through 31, 2021, on the changes to mirror updates to Idaho Transportation Department and local agencies' plans and budgets, and a second public comment period was held September 3 through 17, 2021, to add one additional short-term funded project to design the widening of Linder Road from Overland Road to Franklin Road, including adding an overpass over Interstate 84. All comments were shared with the COMPASS Board of Directors for consideration;

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; and

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

ADOPTED this 18th day of October 2021.

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

ATTEST:

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

CIM 2040 2.0 Proposed Amendment #7

This proposed amendment updates the list of projects funded in CIM 2040 2.0 by removing one project that had previously been identified as “funded” and adding 11 new funded projects, divided into short-term projects (FY2018 – 2024) and long-term projects (FY2025 - 2040). These changes reflect updates to the Idaho Transportation Department’s and local agencies’ plans and budgets.

Add to Short-Term Funded Projects:

State Highway 16 – Interstate 84 to US 20/26 (Chinden Boulevard)

Construct new expressway. Phase 2 construction with at-grade interchanges.

Sponsoring agency: Idaho Transportation Department

Year: 2022

Cost: \$170,000,000

Garden Street Multi-Use Pathway – Cassia Park to Albion Street

Construct new multi-use pathway in Boise.

Sponsoring agency: City of Boise

Year: 2024

Cost: \$1,733,000

State Highway 55 – Pear Lane to Indiana Avenue

Fund design and right-of-way acquisition for future widening from two lanes to four lanes.

Sponsoring agency: Idaho Transportation Department

Year: 2022

Cost: \$40,000,000

US 20/26 – Middleton Road to Star Road

Fund design and right-of-way acquisition for future widening from two lanes to four lanes.

Sponsoring agency: Idaho Transportation Department

Year: 2022

Cost: \$52,000,000

Linder Road – Overland Road to Franklin Road

Design a widening project for Linder Road from Overland Road to Franklin Road, including adding an overpass over Interstate 84 in the City of Meridian. Construction is unfunded.

Sponsoring agencies: Ada County Highway District, Idaho Transportation Department, and City of Meridian

Year: 2022

Cost: \$1,010,000

Add to Long-Term Funded Projects:

Franklin Road – Star Road to SH-16 southbound ramp

Widen roadway from two lanes to five lanes.

Sponsoring agency: City of Nampa

Year: 2026-2030

Cost: \$3,500,000

Lake Hazel Road, Cole Road to Orchard Street Extension West

Widen roadway from two lanes to five lanes.

Sponsoring agency: Ada County Highway District

Year: 2036-2040

Cost: \$6,400,000

Northside Boulevard – Karcher Road to Ustick Road

Widen roadway from two lanes to four lanes.

Sponsoring agency: City of Nampa

Year: 2026-2030

Cost: \$6,000,000

Pathway – Federal Way and Broadway Avenue

Construct a new multi-use pathway to connect Federal Way and Broadway Avenue in Boise.

Sponsoring agency: City of Boise

Preliminary Development, funding year not yet identified

Cost: \$1,400,000

State Highway 16 – SH-44 to Junction SH-52

Conduct environmental reevaluation.

Sponsoring agency: Idaho Transportation Department

Year: 2026

Cost: \$3,000,000

State Highway 55 – Farmway Road to Indiana Avenue

Widen roadway from two lanes to four lanes.

Sponsoring agency: Idaho Transportation Department

Year: 2029/2030

Cost: \$30,000,000

Ustick Road – Ustick Road Overpass to Middleton Road

Widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes in the City of Caldwell.

Sponsoring agency: City of Caldwell

Year: 2030

Cost: TBD

**Remove from Long-Term Funded:
Intersection – SH-44 and Palmer Lane**

Install a traffic signal.

Sponsoring agency: Idaho Transportation Department

Year: 2027

Cost: \$850,000

RESOLUTION NO. XT-2022

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

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

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

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

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

WHEREAS, a public comment period was held between September 3 and 17, 2021, and comments were shared with the COMPASS Board of Directors for consideration;

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

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

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

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

ADOPTED this 18th day of October 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 #8 for the
FY2021-2027 Regional Transportation Improvement Program (TIP)

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
NEW	Linder Road, Overland Road to Franklin Road, Widen and Add Overpass, Meridian	2021							0
	Funding Source: Local Non-Participating	2022	ϕ <u>10</u>	ϕ <u>300</u>					ϕ <u>310</u>
	Design work to widen Linder Road, from Overland Road to Franklin Road in the City of Meridian. The project includes adding an overpass over Interstate 84. The project is a partnership between the Ada County Highway District, Idaho Transportation Department, and City of Meridian. Right-of-way acquisition and construction, estimated at \$20.3 million, are currently unfunded. (Federal = \$0)	2023		ϕ <u>700</u>					ϕ <u>700</u>
		2024							0
		2025							0
		PD							0
		SUM	ϕ <u>10</u>	ϕ <u>1000</u>	0	0	0	0	ϕ <u>1010</u>
Add project.									

CE = Construction Engineering
 CN = Construction
 FY = Fiscal Year
 PE = Preliminary Engineering
 PC = Preliminary Engineering Consultant
 RW = Right-of-Way
 UT = Utilities

RESOLUTION NO. XB-2022

**FOR THE PURPOSE OF APPROVING THE
FY2022-2028 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

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

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

WHEREAS, the 1990 Clean Air Act Amendment requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

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

WHEREAS, FAST Act, 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 August 2 and 31, 2021, and a second public comment period was held between September 3 and 17, 2021. All 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; and

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2022-2028 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding air quality conformity demonstration for Northern Ada County, 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 FY2022-2028 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

Adopted this 18th day of October 2021.

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

ATTEST:

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

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RTAC AGENDA ITEM IV-D

Date: September 22, 2021

Topic: Recommend *Communities in Motion 2050* Funding Policy

Request/Recommendation:

Staff seeks a recommendation of COMPASS Board of Directors' approval of the *Communities in Motion 2050* (CIM 2050) Funding Policy, as recommended by the RTAC subcommittee.

Background/Summary:

A funding policy, to guide how federal transportation funding is allocated throughout the region, will be included in CIM 2050, the long-range transportation plan for Ada and Canyon Counties. This policy informs not only the long-range transportation plan itself, but is used continually to guide budgeting decisions in the regional transportation improvement program (TIP).

RTAC recommended a funding policy and goals on July 28, 2021. At the request of the City of Nampa, RTAC rescinded the recommendation on August 25, 2021, and requested the subcommittee meet again to reconsider the funding policy and goals. The RTAC subcommittee met on September 9, 2021, and recommended the following (the original recommendation, for comparison, is provided in the attachment):

Overall 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.

Off-the-Top	Policy Amount	Illustrative Amount	Illustrative Running Total Remaining
Estimated Available			\$10,814,000
COMPASS*	\$232,000		\$10,582,000
Ada County Highway District (ACHD) Commuteride	\$220,000		\$10,362,000
Safe Routes to School Education Program (Ada)	\$280,000		\$10,082,000
Split of Remaining Funds			
Local Network Improvements**	72%	\$7,259,040	\$2,822,960
Pathways (state highway or off-network)***	12%	\$1,209,840	\$1,613,120
Public Transportation Capital	13%	\$1,310,660	\$302,460
Studies and Special Projects	3%	\$302,460	\$0

STBG-Urban (Nampa Urbanized Area) – shown below using dollar amounts as examples, based on the FY2022 estimated available amount of \$1,924,035.

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

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

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: <https://www.compassidaho.org/prodserv/cms-intro.htm>.

The COMPASS Board of Directors will be requested to approve the RTAC recommendation at its October 18, 2021, meeting.

Implication (policy and/or financial):

The CIM 2050 funding policy will guide COMPASS staff in proposing funding priorities for CIM 2050 and will direct how projects are funded in future TIPs.

More Information:

- 1) Attachment: Original RTAC Recommendation for CIM 2050 Funding Policy
- 2) For detailed information contact: Toni Tisdale, Principal Planner, ttisdale@compassidaho.org

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Original RTAC Recommendation for *Communities in Motion 2050* Funding Policy
August 25, 2021

Overall Funding Policy

Use federal formula funds to maintain the existing transportation network and fill gaps in the alternative transportation system, and use new available funding to strategically address regional priorities as identified in the regional long-range transportation plan.

Funding Goals

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

Off-the-Top	Policy Amount	Illustrative Amount	Illustrative Running Total Remaining
Estimated Available			\$10,814,000
COMPASS*	\$232,000		\$10,582,000
Ada County Highway District (ACHD) Commuteride	\$220,000		\$10,362,000
Safe Routes to School Education Program (Ada)	\$280,000		\$10,082,000
Split of Remaining Funds			
Local Network Improvements**	72%	\$7,259,040	\$2,822,960
Pathways (State Highway or off-network)***	12%	\$1,209,840	\$1,613,120
Public Transportation Capital	13%	\$1,310,660	\$302,460
Studies and Special Projects	3%	\$302,460	\$0

STBG-Urban (Nampa Urbanized Area) – shown below using dollar amounts as examples, based on the FY2022 estimated available amount of \$1,924,035.

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

Gray highlight = illustrative information based on FY2022 estimates

*COMPASS Off-the-Top is based on a standard \$331,000, 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

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 (with no added through-lane capacity)
- 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

Projects should reflect strategies outlined in the COMPASS Congestion Management Process, which can be found on the COMPASS website:

<https://www.compassidaho.org/prodserv/cms-intro.htm>.

Ada County Highway District



LIVABLE STREETS PERFORMANCE MEASURES

ACKNOWLEDGMENTS



ACHD COMMISSION

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

ACHD PROJECT TEAM

Ryan Head, AICP CTP
Tom Laws, AICP
Shawn Martin, PE PTOE
Dyan Bevins, PE
Dale Kuperus, PE
Christy Little
Alexander Crown

CONSULTANT TEAM

Erin David, AICP
Jean Crowther, AICP
David Wasserman, AICP

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Chris Laraway
Matt Vraspri

*Bike and Pedestrian Performance Measure Advisory Sub-Committee Members

LIVABLE STREETS

ACHD's Commitment to **LIVABLE STREETS** was articulated through its 2009 Transportation Land Use Integration Plan (TLIP). This Plan included four guiding documents that help inform all activities of the District:

- Complete Streets Policy
- Livable Streets Design Guide
- Master Street Map
- Cost Share Ordinance

Since 2009, ACHD has adopted a series of various foundational documents that further articulate the vision of TLIP as it applies to various modes of travel:

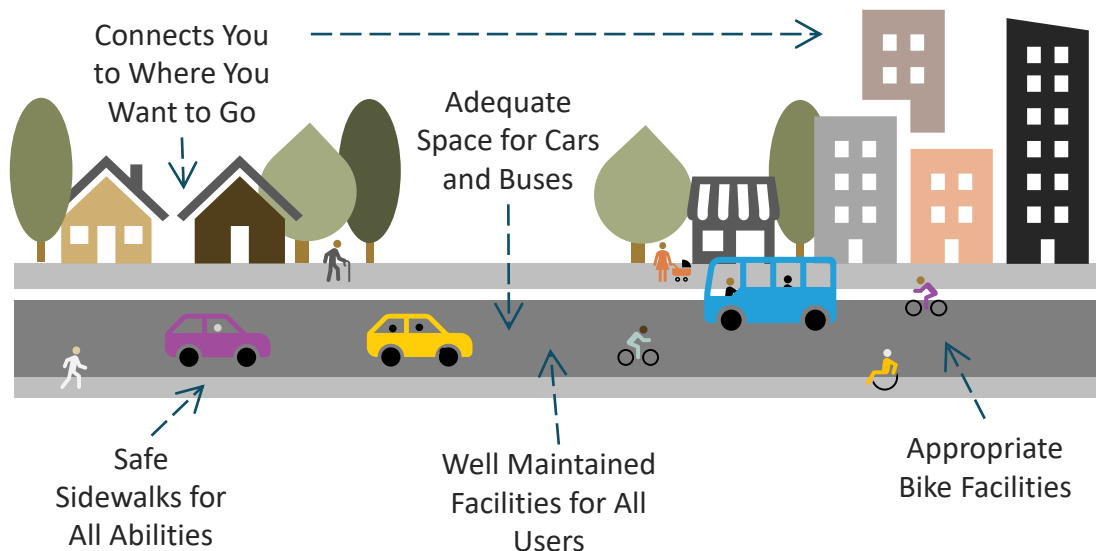
- Bike Master Plan - 2018 Addendum
- Neighborhood Bike and Pedestrian Plans
- Americans with Disability Act Transition Plan Update
- Capital Improvement Plans

This document articulates the measures and procedures ACHD will utilize to gauge the impact and experience of the various users of the transportation system. ACHD's investments will be focused on the vision of livable streets for all users.

ACHD'S COMPLETE STREETS GUIDING PRINCIPLE

Streets, bridges and transit stops within Ada County should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities can travel safely and independently. (ACHD Policy Manual Section 3110.2)

ANATOMY OF A LIVABLE STREET



A MEASUREMENT FOR ALL

DRIVERS



LEVEL OF SERVICE (LOS)

A-C	High Comfort Driving
D	Some Traffic
E	Growing Traffic
F	Large Delays

BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

PEDESTRIANS



LEVEL OF TRAFFIC STRESS (PLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience

A MEASUREMENT FOR DRIVERS

DRIVERS



LEVEL OF SERVICE (LOS)

A-C	High Comfort Driving
D	Some Traffic
E	Growing Traffic
F	Large Delays

→

Adopted minimum acceptable planning threshold for Arterials. No adopted threshold for Collectors and Local roads

VEHICULAR LEVEL OF SERVICE DESCRIPTION

The Vehicular Level of Service performance measure provides a transparent framework to guide assessment of vehicular networks. The LOS reflects relative comfort of roads and intersections. The original methodology was developed by the Florida Department of Transportation. This methodology has been adapted to reflect local experience.

Planning LOS thresholds based on peak hour volumes and specific facility design components (typically the number of travel lanes) help determine the relative comfort for drivers on a corridor. Separate measures for arterial roadways and intersections are derived from tables adopted through the most current Capital Improvement Plan. The most recent Capital Improvement Plan can be found [here](#).

Vehicular LOS is evaluated for the future condition using the travel demand model. This ensures that projects that are built meet the needs for the expected growth projected by the land use jurisdictions for the next 20 years.

A MEASUREMENT FOR BICYCLISTS

BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

BIKE LEVEL OF TRAFFIC STRESS DESCRIPTION

The Level of Traffic Stress Analysis provides a transparent framework to guide assessment of bicycle facility networks. The BLTS reflects relative comfort and safety of roads and intersections. The original methodology was developed and documented in the 2012 Mineta Transportation Institute *Report 11-19: Low-Stress Bicycling and Network Connectivity*. Since the 2012 report, numerous adaptations and updates have occurred. This methodology has been adapted to reflect local experience.

To identify the BLTS for a specific road segment or intersection, the user would select the appropriate table on the following pages.

Segments

- Mixed Traffic
- Bike Lane + Buffered Bike Lane
- Raised Lane, Protected Lane, or Multi-Use Paths

Intersections

- Unsignalized
- Signalized and Enhanced Crossings
- Roundabouts

In all cases, scores are determined by the weakest link principle, meaning that the least comfortable quality of a roadway or intersection determines the score or ranking for that location.

A MEASUREMENT FOR BICYCLISTS

BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

MIXED TRAFFIC

Used in situations where there is no dedicated bike facility, or the dedicated facility is frequently blocked forcing the bicyclist to take the lane.

# of Auto Lanes	Average Daily Traffic	Posted Speed (Actuals When Available)						
		20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
2-Way Street (No Centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4
	751-1500	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	3000+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
1-3 (With Centerline)	0-750	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4
	751-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501-3000	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	3000+	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
4-5	0-8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8000+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
6+	Any ADT	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

Adjustment Factors

- Traffic calming features in place on roads with 3 or less lanes – Lower 1 LTS

A MEASUREMENT FOR BICYCLISTS

BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)

- 1 High Comfort for All
- 2 High Comfort for Adults
- 3 Increasing Stress for Most
- 4 Strong and Experienced Bicyclists Only

Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

BIKE LANE AND BUFFERED BIKE LANES

Used in situations where there is a dedicated bike lane with or without a painted buffer. Bike lane width is measured exclusive of the gutter pan.

# of Auto Lanes	Bike Lane Width (Includes Buffer)	Posted Speed (Actuals When Available)						
		20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50+ mph
2-3	6'+	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	4' or 5'	LTS 2	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4
4-5	6'+	LTS 2	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	4' or 5'	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
6+	Any Width	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4

Adjustment Factors

- Heavily Utilized Parking Adjacent to a 4' or 5' Bike Lane – Add 1 LTS
- Roadway Pavement Condition Index Rating Below 70 – Add 1 LTS
- Frequent Commercial Driveway Crossings – Add 1 LTS

RAISED/PROTECTED LANES AND MULTI-USE PATHS

Used in situations where there are protected bike lanes or multi-use paths. For all segments (between intersections), these would be considered LTS 1.

Adjustment Factors

- Raised Bike Lanes At >35 MPH – Add 1 LTS
- Frequent Commercial Driveways – Add 1 LTS
- Bike lanes using only candles – Add 1 LTS

A MEASUREMENT FOR BICYCLISTS

BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	Strong and Experienced Bicyclists Only

Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

UNSIGNALIZED INTERSECTIONS

Used in situations where there is no signal. To rank, the highest stress score of any leg would be utilized.

Posted Speed	Total Auto Lanes Crossed		
	1-3 Lanes	4-5 Lanes	6+ Lanes
20-25	LTS 1	LTS 2	LTS 4
30	LTS 1	LTS 2	LTS 4
35	LTS 3	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Adjustment Factors

- Adding a Rectangular Rapid Flashing Beacon (RRFB) – Lower 1 LTS
- Refuge medians of at least 8' with a vertical element would reduce the total number of lanes crossed at one time to the distance from curb to median.
- Intersections with a Bike Lane and Right Turn Lane – Add 1 LTS

ROUNDABOUTS

Used in situations with a roundabout to describe the experience when bicyclists take the lane. For those mixing with pedestrians, the pedestrian table would be used.

Circulating Lanes	Total Entry Leg ADT (VPD)	LTS
1	<6000	LTS 2
1	>6000	LTS 3
2+ (Partial or Full)	Any	LTS 4

Adjustment Factors

- Slip lane present – Add 1 LTS

A MEASUREMENT FOR BICYCLISTS

BICYCLISTS



LEVEL OF TRAFFIC STRESS (BLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

SIGNALIZED INTERSECTIONS AND ENHANCED CROSSINGS

Used in situations where there is a signal present. To rank, the highest stress score of one leg would be utilized.

Intersection Features	Total Auto Lanes Crossed At One Time		
	1-3	4-5	6+
Enhanced Crossing w/ Median Refuge	LTS 1	N/A	N/A
Protected Intersection or Enhanced Crossing (No Refuge)	LTS 1	LTS 2	LTS 3
Floating Bike Lane (Left of RTL)	LTS 2	LTS 3	LTS 4
Bike Lane (Right of RTL or Thru-Right Lane)	LTS 3	LTS 4	LTS 4

Adjustment Factors

- Refuge medians of at least 8' with a vertical element would reduce the total number of lanes crossed at one time to the distance from curb to median.

A MEASUREMENT FOR PEDESTRIANS

PEDESTRIANS



LEVEL OF TRAFFIC STRESS (PLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

PEDESTRIAN LEVEL OF TRAFFIC STRESS DESCRIPTION

The Level of Traffic Stress Analysis provides a transparent framework to guide assessment of pedestrian facility networks. PLTS is an emerging practice as of 2021. The PLTS reflects relative comfort and safety of roads and intersections. This methodology has been adapted to reflect local experience.

To identify the PLTS for a specific road segment or intersection, the user would review the appropriate table(s) as noted below. In all cases, scores are determined by the weakest link principle, meaning that the least comfortable quality of a roadway or intersection determines the ranking for that location.

Segments

For segments, all below tables would be reviewed. The highest stress score for any of the tables would be the assigned PLTS for the segment.

- Sidewalk Presence
- Sidewalk Buffer
- Sidewalk Width and Condition

Intersections

Only the applicable table would be used to describe the intersection.

- Unsignalized
- Signalized and Enhanced Crossings
- Roundabouts

A MEASUREMENT FOR PEDESTRIANS

PEDESTRIANS



LEVEL OF TRAFFIC STRESS (PLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

SIDEWALK PRESENCE

Sidewalk Presence	# of Travel Lanes	Posted Speed (Actuals When Available)				
		20 mph	25 mph	30 mph	35 mph	40+ mph
Complete Both Sides	2 Lanes	LTS 1	LTS 1	LTS 1	LTS 1	LTS 2
	3+ Lanes	LTS 1	LTS 1	LTS 1	LTS 1	LTS 2
Complete 1 Side	2 Lanes	LTS 2	LTS 2	LTS 2	LTS 2	LTS 3
	3+ Lanes	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
Incomplete Both Sides	2 Lanes	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
	3+ Lanes	LTS 2	LTS 2	LTS 4	LTS 4	LTS 4

Adjustment Factors

- Frequent Commercial Driveways – Add 1 LTS
- Low volume residential streets 25 MPH or less – Lower 1 LTS

SIDEWALK BUFFER

Total Travel Lanes	Total Buffer Width (Includes Landscaping, Parking, Bike Lanes, etc)			
	<5'	5'-10'	11'-14'	15'+
1-2	LTS 2	LTS 2	LTS 1	LTS 1
3	LTS 3	LTS 2	LTS 1	LTS 1
4-5	LTS 4	LTS 3	LTS 2	LTS 1
6+	LTS 4	LTS 4	LTS 3	LTS 2

Adjustment Factors

- Low volume residential streets with 1-2 lanes – Lower 1 LTS
- Buffers for multi-use paths to be measured at centerline of the pathway.
- Buffers with street trees – Lower 1 LTS

A MEASUREMENT FOR PEDESTRIANS

PEDESTRIANS



LEVEL OF TRAFFIC STRESS (PLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

SIDEWALK WIDTH AND CONDITION

Actual Sidewalk Width	Sidewalk Condition			
	Very Good	Good	Fair	Poor
<4'	LTS 4	LTS 4	LTS 4	LTS 4
4'	LTS 3	LTS 3	LTS 3	LTS 4
5'	LTS 2	LTS 2	LTS 2	LTS 4
6'+	LTS 1	LTS 1	LTS 2	LTS 3

Adjustment Factors

- Low volume residential streets with 4'-5' sidewalk – Lower 1 LTS
- 5' detached sidewalk in very good or good condition – Lower 1 LTS

UNSIGNALIZED CROSSINGS

Speed Limit	Total Auto Lanes Crossed At One Time		
	1-3 Lanes	4-5 Lanes	6+ Lanes
20-25	LTS 1	LTS 2	LTS 4
30	LTS 1	LTS 2	LTS 4
35	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Adjustment Factors

- No Illumination Present – Add 1 LTS
- Ramps Inaccessible per Inventory – Add 1 LTS
- Add a Rectangular Rapid Flashing Beacon (Median required when over 3 lanes) – Lower 1 LTS
- Pedestrian refuge medians of at least 8' with a vertical element would reduce the total number of lanes crossed at one time to the distance from curb to median.

A MEASUREMENT FOR PEDESTRIANS

PEDESTRIANS



LEVEL OF TRAFFIC STRESS (PLTS)



Desired facility level for an All Ages and Abilities network. May not be feasible in some land use contexts.

SIGNALIZED INTERSECTIONS AND CROSSINGS

Intersection Features	Total Auto Lanes Crossed At One Time			
	1-3	4-5	6-7	8+
PHB or Ped Signal	LTS 1	LTS 2	LTS 4	LTS 4
Signalized Intersection	LTS 1	LTS 2	LTS 3	LTS 4

Adjustment Factors

- Ramps and Pushbuttons Inaccessible per Inventory – Add 1 LTS
- No Illumination Present – Add 1 LTS
- Add Leading Pedestrian Interval – Lower 1 LTS
- Pedestrian refuge medians of at least 8’ with a vertical element would reduce the total number of lanes crossed at one time to the distance from curb to median.
- Frequency of signalized crossing opportunities should be considered during project design.

ROUNDABOUTS

Lanes Crossed	LTS w/o Enhanced Crossing	LTS w/ Enhanced Crossing
1	LTS 2	LTS 1
2+	LTS 2	LTS 1

Adjustment Factors

- Slip lane present – Add 1 LTS

IMPLEMENTATION STRATEGY

Moving the **LIVABLE STREETS PERFORMANCE MEASURES** from idea into everyday practice is a key part of the success of this effort. Many activities are already underway. The list here is a summary of current and proposed actions being taken to fully embrace the measures set forth in this document. The identified responsible department and timeline is a guide to encourage ongoing effort to implement these measures.

In all things, ACHD is committed to its Complete Streets policy and seeking to meet the desired performance levels identified here.



ONGOING EFFORTS

EFFORT DESCRIPTION	RESPONSIBLE DEPARTMENT
Expand the scope of roadway maintenance projects to include a comprehensive improvement for all users.	Planning
Establish multi-use paths and raised or protected bike lanes as the standard bike facility treatment on arterial roadways.	Planning
Select and acquire sweeper equipment for use in protected bike lanes.	Maintenance
Development typical drawings reflecting best practices for raised bike lanes and multi-use paths (including at driveways and intersections).	Design
Establish an interim policy for the construction of temporary multi-use paths along arterial roadways with development.	Development Services
Hire a Bicyclist and Pedestrian Program Coordinator to facilitate implementation.	Planning

NEW EFFORTS

EFFORT DESCRIPTION	RESPONSIBLE DEPARTMENT	TIMELINE
Hold training for all project team members on new metrics.	Planning	Summer 2021
Develop projects that meet desired performance levels during project scoping. Document if not able to meet.	Planning	Summer 2021
Review current design efforts to determine if projects will meet desired LTS upon construction. Revise as feasible.	Capital Projects	Summer 2021
Establish comprehensive project prioritization process to be used across all categories and modes for the IFYWP.	Planning	Fall 2021
Review Sections 7100 and 7200 for modifications to bring development review in alignment with new measures.	Development Services	Winter 2022
Review and adjust other ACHD policies as identified that support implementing Livable Streets.	All	Ongoing

RTAC AGENDA ITEM V-C

Date: September 22, 2021

Topic: *Communities in Motion 2050 (CIM 2050) Needs Identification*

Request/Recommendation:

This is an information and discussion item only.

Background/Summary:

The COMPASS Board of Directors approved the demographic allocation for the CIM 2050 Vision in its August 2021 meeting. Using that information, COMPASS staff will start the process to identify potential transportation improvements needed to accommodate the forecasted growth in the region. COMPASS staff proposes a two-step approach to identify transportation needs for CIM 2050.

1. Confirm existing (2040) and identify new (2050) funded projects

COMPASS staff will reach out to transportation agencies to confirm their agency's funded projects through 2040 and request information on additional projects that will likely be funded between 2040 and 2050, including projects that are currently on the lists of unfunded priorities and new projects. A link to the list of currently funded projects can be found under "More Information."

2. Update unfunded priorities

CIM 2040 2.0 prioritizes unfunded needs for state system, local system, and public transportation (link to list under "More Information"). Having these priorities in the regional long-range transportation plan has helped advance the implementation of projects on the prioritized corridors (as attested by seven CIM 2040 2.0 amendments). COMPASS staff proposes to start with the remaining unfunded corridors and projects and update the lists for prioritization. Technical analyses will be used to help inform the process and will include:

- Travel demand forecast
- Performance Measure Framework analysis
- Fiscal impact analysis
- Environmental justice/equity analysis

The following assumptions and considerations will be included by mode:

- Roadways: assumed to include multiuse pathways, sidewalks, and/or bike lanes
- Public transportation system: will include ValleyConnect 2.0 Intermediate and Growth, and a 2050 system with regional rail
- Active transportation: will focus on identified regional pathways
- Freight: needs will be addressed through the Complete Network Policy considerations

COMPASS staff requests your feedback on this proposed process. Based on feedback received and any follow-up, COMPASS staff will present an updated needs list for review at the November 17, 2021, RTAC meeting. In January 2022, RTAC will receive both the funded project list and unfunded needs lists for review, and in February 2022, RTAC will begin prioritization of the unfunded needs.

More Information:

- 1) List of funded projects (CIM 2040 2.0; as of August 2021):
www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Funded_All.pdf
- 2) List of unfunded priorities (CIM 2040 2.0; as of August 2021):
www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Unfunded_All_Priorities.pdf
- 3) For detailed information contact Mary Ann Waldinger, at 208/475-2242 or mwaldinger@compassidaho.org

RTAC AGENDA WORKSHEET

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
1.	Approve RTAC Meeting Minutes	Yes		Consent Agenda	5	N/A	Monthly	N/A
2.	Receive Obligation Report	No		Status Report	N/A	N/A	As Appropriate	N/A
3.	Receive RTAC Agenda Worksheet	No		Status Report	N/A	N/A	Monthly	N/A
UPCOMING AGENDA ITEMS								
4.	Request Affordable Housing RTAC Subcommittee	No	Carl Miller will review the scope of work for affordable housing and request an RTAC subcommittee.	Action	15	Carl Miller	Nov	N/A
5.	Update on Idaho Transportation Department (ITD) projects	No	ITD staff will provide an update on the latest with big projects in Ada and Canyon Counties.	Information/ Discussion	20	Amy Schroeder (?)	Nov	N/A
6.	Travel Survey Data Study Progress Update	No	Mary Ann Waldinger will provide an update on the progress of the household travel and on-board transit data collection efforts.	Information/ Discussion	10	Mary Ann Waldinger	Nov	N/A

¹ No, Yes, N/A (Not Applicable)

² Action; Consent Agenda; Executive Director's Report; Information; Special Item; Committee Reports; Open Discussion/Announcements

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
7.	Review RTAC Subcommittee Recommendations for <i>Communities in Motion 2050</i> (CIM 2050) Project Scoring and FY2023-2029 Application Guide	Yes	Toni Tisdale will provide recommendations from the RTAC Subcommittee regarding CIM 2050 project scoring and FY2023-2029 Application Guide for review.	Information/ Discussion	20	Toni Tisdale	Dec	N/A
8.	Elect RTAC Chair and Vice Chair	Yes	Liisa Itkonen will facilitate the election of Chair and Vice Chair.	Action	15	Liisa Itkonen	Jan	N/A
9.	Recommend the COMPASS Complete Network Policy	No	Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the COMPASS Complete Network policy.	Action	15	Carl Miller	Jan	Feb
10.	Recommend <i>Communities in Motion 2050</i> (CIM 2050) Project Scoring and FY2023-2029 Application Guide	Yes	Toni Tisdale will seek RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 project scoring and FY2023-2029 Application Guide.	Action	15	Toni Tisdale	Jan	Feb
11.	Solicit Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)	No	Liisa Itkonen will solicit member agency requests for FY2023 UPWP.	Information/ Discussion	5	Liisa Itkonen	Jan	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
12.	Review Development of <i>Communities in Motion 2050</i> (CIM 2050)	No	Liisa Itkonen will review progress on developing <i>Communities in Motion 2050</i> .	Information/ Discussion	15	Liisa Itkonen	Jan	Feb
13.	Review Updated 2021 Information in <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0)	Yes	Liisa Itkonen will review updated 2021 information in CIM 2040 2.0.	Information/ Discussion	10	Liisa Itkonen	Jan	Feb
14.	Review <i>Communities in Motion 2050</i> (CIM 2050) unfunded needs	No	Liisa Itkonen will review CIM 2050 unfunded needs.	Information/ Discussion	20	Liisa Itkonen	Jan	Apr
15.	Review <i>Communities in Motion 2050</i> (CIM 2050) funded projects	No	Liisa Itkonen will review CIM 2050 funded projects.	Information/ Discussion	20	Liisa Itkonen	Feb	Apr
16.	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Funded Projects and Unfunded Priorities	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> funded projects and unfunded priorities.	Action	20	Liisa Itkonen	March	Apr
17.	Prioritize and Recommend Member Agencies' Requests for FY2023 Unified Planning Work Program (UPWP)	No	Liisa Itkonen will request RTAC prioritization of member agencies' requests for FY2023 UPWP and recommendation for Finance Committee's consideration.	Action	15	Liisa Itkonen	March	N/A

ID #	Title/Description	Mandatory¹	Additional Information	Agenda Type²	Time	Presenters	Proposed Agenda	Board Agenda
18	Review the <i>Communities in Motion 2050</i> Implementation Policies	No	Liisa Itkonen will review <i>Communities in Motion 2050</i> implementation policies.	Information/ Discussion	20	Liisa Itkonen	March	June
19	Review draft Coordinated Public Transit-Human Services Transportation Plan	No	Liisa Itkonen will review the draft Coordinated Public Transit-Human Services Transportation Plan	Information/ Discussion	20	Liisa Itkonen	March	N/A
20	Travel Survey Data Study Progress Update	No	Mary Ann Waldinger will share some of the results from the travel survey data.	Information/ Discussion	15	Mary Ann Waldinger	March	N/A
21	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Implementation Policies	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the CIM 2050 implementation policies.	Action	20	Liisa Itkonen	May	June
22	Recommend Approval of Coordinated Public Transit-Human Services Transportation Plan	Yes	COMPASS staff will seek RTAC recommendation for COMPASS Board of Directors' approval of the Coordinated Public Transit-Human Services Transportation Plan	Action	20	Liisa Itkonen	July	Aug

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Scheduled vs. Obligated for the 2021 Schedule Year



[Group Type:Program] [Group Name:Highway Program (System)] [Major Program: Federal-Aid, State Highway System; Federal-Aid, Local Road System; State Funded Program] [District: 3] [MPO: COMPASS]
[Grouped Project Status: Grouped, Individual] [Details: Include] [Project Property: Ignore Project Properties] [Date Range: 1/1/1900 - 9/8/2021] [Fiscal Year: 2021] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2021] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Pavement Preservation (Commerce)									
20060	3	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	2021	Awarded (or equiv.)	100	CE	\$89,725.00	\$89,725.00	\$0.00
						CC	\$24,800.00	\$24,800.00	\$0.00
						CN	\$1,224,515.00	\$1,224,515.00	\$0.00
							\$1,339,040.00	\$1,339,040.00	\$0.00
20738	3	I 84, BROADWAY TO MOUNTAINHOME, ADA & ELMORE CO	2021	Awarded (or equiv.)	100	PE	\$4,000.00	\$4,000.00	\$0.00
						CE	\$43,000.00	\$43,000.00	\$0.00
						CC	\$110,957.00	\$110,957.00	\$0.00
						CN	\$2,553,689.00	\$2,553,689.00	\$0.00
							\$2,711,646.00	\$2,711,646.00	\$0.00
22677	3	US 20, FY22 MICROSEALS: FRONT, MYRTLE, & BROADWAY	2022	Development	100	PE	\$1,000.00	\$1,000.00	\$0.00
							\$1,000.00	\$1,000.00	\$0.00
State Hwy - Pavement Preservation (Commerce) Total							\$4,051,686.00	\$4,051,686.00	\$0.00
State Hwy - Pavement Restoration									
20351	3	I 84, CALDWELL TO KARCHER, CANYON CO	2024	Development	111	PC	\$11,000.00	\$11,000.00	\$0.00
							\$11,000.00	\$11,000.00	\$0.00
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2025	Development	111	PE	(\$131,400.00)	(\$131,400.00)	\$0.00
						PC	\$69,075.00	\$69,075.00	\$0.00
							(\$62,325.00)	(\$62,325.00)	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	111	CN	\$59,084.00	\$59,084.00	\$0.00
							\$59,084.00	\$59,084.00	\$0.00
22665	3	SH 55, EAGLE RD; I-84 TO SH-44, ADA CO	2027	Development	111	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$700,000.00	\$700,000.00	\$0.00
							\$750,000.00	\$750,000.00	\$0.00
State Hwy - Pavement Restoration Total							\$757,759.00	\$757,759.00	\$0.00
State Hwy - Bridge Preservation									
20251	3	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	2021	Awarded (or equiv.)	101	PE	(\$56,000.00)	(\$56,000.00)	\$0.00
						CE	\$83,210.00	\$83,210.00	\$0.00
						CC	\$110,000.00	\$110,000.00	\$0.00
						CN	\$999,705.00	\$999,705.00	\$0.00
							\$1,136,915.00	\$1,136,915.00	\$0.00
State Hwy - Bridge Preservation Total							\$1,136,915.00	\$1,136,915.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
State Hwy - Bridge Restoration									
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PC	\$115,000.00	\$115,000.00	\$0.00
							\$115,000.00	\$115,000.00	\$0.00
State Hwy - Bridge Restoration Total							\$115,000.00	\$115,000.00	\$0.00
State Hwy - Supporting Infrastructure Assets									
22258	3	US 20, D3 CULVERT REPAIR	2021	PS&E (or equiv.)	146	CE	\$12,342.00	\$12,342.00	\$0.00
						CC	\$22,500.00	\$0.00	\$22,500.00
						CN	\$236,500.00	\$129,591.00	\$106,909.00
							\$271,342.00	\$141,933.00	\$129,409.00
State Hwy - Supporting Infrastructure Assets Total							\$271,342.00	\$141,933.00	\$129,409.00
State Hwy - Safety & Capacity (Safety)									
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	PS&E (or equiv.)	106	PE	\$145,800.00	\$145,800.00	\$0.00
						PC	\$4,200.00	\$4,200.00	\$0.00
							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Safety & Capacity (Safety) Total							\$150,000.00	\$150,000.00	\$0.00
State Hwy - Safety & Capacity (Capacity)									
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	PE	(\$70,000.00)	(\$70,000.00)	\$0.00
						PC	(\$1,091,052.00)	(\$1,091,052.00)	\$0.00
						RW	(\$10,000.00)	(\$10,000.00)	\$0.00
						LP	(\$205,000.00)	(\$205,000.00)	\$0.00
							(\$1,376,052.00)	(\$1,376,052.00)	\$0.00
20266	3	SH 44, INT SH-16 TO LINDER RD, ADA CO	2023	Development	112	PC	\$90,000.00	\$90,000.00	\$0.00
							\$90,000.00	\$90,000.00	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE	\$30,000.00	\$30,000.00	\$0.00
						RW	\$50,000.00	\$50,000.00	\$0.00
						LP	\$3,650,000.00	\$3,650,000.00	\$0.00
							\$3,730,000.00	\$3,730,000.00	\$0.00
20574	3	SH 44, STAR RD TO SH-16, ADA CO	2024	Development	112	PE	\$60,500.00	\$60,500.00	\$0.00
							\$60,500.00	\$60,500.00	\$0.00
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2022	Development	107	RW	\$7,500,000.00	\$0.00	\$7,500,000.00
							\$7,500,000.00	\$0.00	\$7,500,000.00
21867	3	SH 55, KARCHER RD; MIDWAY TO MIDDLETON, NAMPA	2025	Development	112	PE	\$50,000.00	\$50,000.00	\$0.00
						PC	\$974,000.00	\$974,000.00	\$0.00
							\$1,024,000.00	\$1,024,000.00	\$0.00
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2024	Development	112	PE	\$200,000.00	\$200,000.00	\$0.00
						PC	\$2,000,000.00	\$2,000,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22165	3	US 20/26, CHINDEN; I 84 TO MIDDLETON RD, CANYON CO	2024	Development	112	RW LP	\$50,000.00 \$10,950,000.00	\$50,000.00 \$10,950,000.00	\$0.00 \$0.00
							\$13,200,000.00	\$13,200,000.00	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	112	CE CC CN	\$68,664.00 \$250,868.00 \$1,066,521.52	\$68,664.00 \$250,868.00 \$1,066,521.52	\$0.00 \$0.00 \$0.00
					144	CN	\$717,940.28	\$717,940.28	\$0.00
							\$2,103,993.80	\$2,103,993.80	\$0.00
22715	3	SH 55, KARCHER RD; INDIANA TO LAKE, CALDWELL	2027	Development	112	PE	\$472,497.00	\$0.00	\$472,497.00
							\$472,497.00	\$0.00	\$472,497.00
22716	3	SH 55, KARCHER RD; LAKE TO MIDWAY, CALDWELL	2027	Development	112	PE	\$506,594.00	\$0.00	\$506,594.00
							\$506,594.00	\$0.00	\$506,594.00
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$20,000.00	\$0.00	\$20,000.00
							\$20,000.00	\$0.00	\$20,000.00
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Awarded (or equiv.)	112	CC CN	\$100,000.00 \$2,900,000.00	\$100,000.00 \$2,900,000.00	\$0.00 \$0.00
							\$3,000,000.00	\$3,000,000.00	\$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	112	CE CN	\$236,113.08 \$1,084,238.67	\$236,113.08 \$1,084,238.67	\$0.00 \$0.00
							\$1,320,351.75	\$1,320,351.75	\$0.00
State Hwy - Safety & Capacity (Capacity) Total							\$31,651,884.55	\$23,152,793.55	\$8,499,091.00
State Hwy - Board Unallocated									
23270	3	I 84, GALLOWAY ROAD UNDERPASS REPAIR	2021	Awarded (or equiv.)	71	PE CE CN	\$20,000.00 \$25,000.00 \$455,000.00	\$20,000.00 \$25,000.00 \$455,000.00	\$0.00 \$0.00 \$0.00
							\$500,000.00	\$500,000.00	\$0.00
State Hwy - Board Unallocated Total							\$500,000.00	\$500,000.00	\$0.00
Hwy - Metropolitan Planning									
20050	3	LOCAL, FY21 COMPASS METRO PLANNING	2021	Awarded (or equiv.)	91	PC	\$1,504,958.99	\$1,504,958.99	\$0.00
							\$1,504,958.99	\$1,504,958.99	\$0.00
Hwy - Metropolitan Planning Total							\$1,504,958.99	\$1,504,958.99	\$0.00
Local Hwy - Transportation Alternatives									
22031	3	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	2021	Awarded (or equiv.)	134	CN	\$64,753.00	\$64,753.00	\$0.00
							\$64,753.00	\$64,753.00	\$0.00
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PE PC	\$10,000.00 \$58,000.00	\$10,000.00 \$58,000.00	\$0.00 \$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	PL	\$10,000.00	\$10,000.00	\$0.00
							\$78,000.00	\$78,000.00	\$0.00
Local Hwy - Transportation Alternatives Total							\$142,753.00	\$142,753.00	\$0.00
State Hwy - Freight									
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	139	PC	\$280,908.00	\$280,908.00	\$0.00
							\$280,908.00	\$280,908.00	\$0.00
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2022	Development	139	PC	(\$280,908.00)	(\$280,908.00)	\$0.00
							(\$280,908.00)	(\$280,908.00)	\$0.00
State Hwy - Freight Total							\$0.00	\$0.00	\$0.00
Local Hwy - Urban									
12048	3	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	2021	Awarded (or equiv.)	46	PE	\$2,000.00	\$2,999.00	(\$999.00)
						PC	\$28,000.00	\$25,585.00	\$2,415.00
						PL	\$10,000.00	\$9,161.00	\$839.00
						UT	\$0.00	\$24,000.00	(\$24,000.00)
						CE	\$9,061.00	\$12,061.00	(\$3,000.00)
						CC	\$455,000.00	\$455,000.00	\$0.00
						CL	\$127,303.00	\$92,303.00	\$35,000.00
						CN	\$3,289,636.00	\$3,299,891.00	(\$10,255.00)
							\$3,921,000.00	\$3,921,000.00	\$0.00
13484	3	STP-719, CENTENNIAL WAY ROUNDABOUT, CALDWELL	2023	Development	46	PE	\$3,000.00	\$3,000.00	\$0.00
						PC	\$3,000.00	\$3,000.00	\$0.00
							\$6,000.00	\$6,000.00	\$0.00
13487	3	NHS-8213, MIDDLETON & USTICK ROUNDABOUT, CALDWELL	2025	Development	46	PL	\$20,000.00	\$20,000.00	\$0.00
						RW	\$10,000.00	\$10,000.00	\$0.00
						LP	\$550,000.00	\$550,000.00	\$0.00
						UT	\$11,000.00	\$11,000.00	\$0.00
							\$591,000.00	\$591,000.00	\$0.00
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	PL	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
13905	3	NHS-7773, N 10TH AVE ITS & OVERLAY, CALDWELL	2500	Development	46	PC	\$7,000.00	\$7,000.00	\$0.00
						PL	\$20,000.00	\$20,000.00	\$0.00
							\$27,000.00	\$27,000.00	\$0.00
22016	3	STC-7973, MIDWAY RD; KARCHER TO CALDWELL BLVD, CANYON HD	2500	Development	46	PC	\$145,000.00	\$145,000.00	\$0.00
						PL	\$25,000.00	\$25,000.00	\$0.00
							\$170,000.00	\$170,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
22017	3	NHS-8523, CHERRY LN; FRANKLIN BLVD TO 11TH AVE N, NAMPA	2500	Development	46	PC	\$100,000.00	\$100,000.00	\$0.00
						PL	\$30,000.00	\$30,000.00	\$0.00
							\$130,000.00	\$130,000.00	\$0.00
22018	3	SMA-7813, MONTANA AVE; PED IMPRV & WIDENING, CALDWELL	2500	Development	46	PC	\$4,000.00	\$4,000.00	\$0.00
						PL	(\$4,000.00)	(\$4,000.00)	\$0.00
							\$0.00	\$0.00	\$0.00
22132	3	LOCAL, INT HOLLY ST & NW NAZARENE U RDWAY, NAMPA	2500	Development	46	PL	\$20,000.00	\$20,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00
Local Hwy - Urban Total							\$4,915,000.00	\$4,915,000.00	\$0.00
Local Hwy - Transportation Management Area									
18701	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	2021	Awarded (or equiv.)	51	PE	(\$13,000.00)	(\$13,000.00)	\$0.00
						PC	(\$69,463.00)	(\$69,463.00)	\$0.00
						CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$419,700.00	\$419,700.00	\$0.00
						CN	\$4,406,850.00	\$4,406,850.00	\$0.00
							\$4,749,087.00	\$4,749,087.00	\$0.00
18905	3	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VRT	2021	Awarded (or equiv.)	51	CN	\$2,496,000.00	\$2,496,000.00	\$0.00
							\$2,496,000.00	\$2,496,000.00	\$0.00
19303	3	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	2021	Development	51	PC	\$700,000.00	\$700,000.00	\$0.00
							\$700,000.00	\$700,000.00	\$0.00
19993	3	LOCAL, ROADWAY & ADA IMPROVEMENTS, PART 2, BOISE AREA	2023	Development	51	PC	(\$197,000.00)	(\$197,000.00)	\$0.00
							(\$197,000.00)	(\$197,000.00)	\$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2022	PS&E (or equiv.)	51	CE	\$5,000.00	\$5,000.00	\$0.00
						CC	\$271,335.00	\$271,334.00	\$1.00
						CN	\$1,417,161.00	\$1,417,161.00	\$0.00
							\$1,693,496.00	\$1,693,495.00	\$1.00
20159	3	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	2021	PS&E (or equiv.)	51	CE	\$2,000.00	\$2,000.00	\$0.00
						CC	\$55,714.00	\$55,714.00	\$0.00
						CN	\$608,856.00	\$608,856.00	\$0.00
							\$666,570.00	\$666,570.00	\$0.00
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Awarded (or equiv.)	51	CN	\$56,305.00	\$56,305.00	\$0.00
							\$56,305.00	\$56,305.00	\$0.00
Local Hwy - Transportation Management Area Total							\$10,164,458.00	\$10,164,457.00	\$1.00
Local Hwy - Transportation Alternatives; TMA									
20122	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 2, BOISE	2022	Development	133	LP	\$10,000.00	\$10,000.00	\$0.00
							\$10,000.00	\$10,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20245	3	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	2021	Awarded (or equiv.)	133	CN	\$288,000.00	\$288,000.00	\$0.00
							\$288,000.00	\$288,000.00	\$0.00
20549	3	US 20, CHINDEN; INT 43RD ST PED IMPRV, GARDEN CITY	2023	Development	133	PE	\$8,000.00	\$8,000.00	\$0.00
						PC	\$48,000.00	\$48,000.00	\$0.00
							\$56,000.00	\$56,000.00	\$0.00
20841	3	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	2023	Development	133	PC	\$69,646.00	\$69,646.00	\$0.00
							\$69,646.00	\$69,646.00	\$0.00
Local Hwy - Transportation Alternatives; TMA Total							\$423,646.00	\$423,646.00	\$0.00
Local Hwy - Rural									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2022	Development	45	PL	\$15,000.00	\$15,000.00	\$0.00
							\$15,000.00	\$15,000.00	\$0.00
19951	3	STC-3856, OLD HWY 30; SAND HOLLOW RD TO SH-44, CANYON HD	2500	Development	45	PL	\$15,000.00	\$15,000.00	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00
						LP	\$75,000.00	\$75,000.00	\$0.00
							\$95,000.00	\$95,000.00	\$0.00
Local Hwy - Rural Total							\$110,000.00	\$110,000.00	\$0.00
Local Hwy - Bridge									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	PL	\$50,000.00	\$50,000.00	\$0.00
							\$50,000.00	\$50,000.00	\$0.00
Local Hwy - Bridge Total							\$50,000.00	\$50,000.00	\$0.00
Off-System Hwy - Bridge									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	PS&E (or equiv.)	50	PE	\$2,000.00	\$2,000.00	\$0.00
						PC	\$165,500.00	\$165,500.00	\$0.00
						CE	\$10,740.00	\$10,740.00	\$0.00
						CC	\$365,000.00	\$365,000.00	\$0.00
						CL	\$96,659.00	\$96,659.00	\$0.00
						CN	\$1,000,676.16	\$1,000,676.16	\$0.00
							\$1,640,575.16	\$1,640,575.16	\$0.00
Off-System Hwy - Bridge Total							\$1,640,575.16	\$1,640,575.16	\$0.00
Hwy Safety - Local									
20430	3	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	2021	Awarded (or equiv.)	118	PL	\$7,000.00	\$7,000.00	\$0.00
						CE	\$1,807.00	\$1,807.00	\$0.00
						CC	\$128,000.00	\$128,000.00	\$0.00
						CL	\$44,942.00	\$44,942.00	\$0.00
						CN	\$316,251.00	\$316,251.00	\$0.00
							\$498,000.00	\$498,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
21999	3	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	2021	Awarded (or equiv.)	118	PC	(\$7,474.00)	(\$7,474.00)	\$0.00
						PL	\$7,002.00	\$7,002.00	\$0.00
						CE	\$2,231.00	\$2,231.00	\$0.00
						CC	\$150,000.00	\$150,000.00	\$0.00
						CL	\$35,174.00	\$35,174.00	\$0.00
						CN	\$881,970.00	\$881,970.00	\$0.00
							\$1,068,903.00	\$1,068,903.00	\$0.00
22878	3	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	2024	Development	118	PE	\$4,000.00	\$4,000.00	\$0.00
						PC	\$98,000.00	\$98,000.00	\$0.00
						PL	\$30,000.00	\$30,000.00	\$0.00
							\$132,000.00	\$132,000.00	\$0.00
Hwy Safety - Local Total							\$1,698,903.00	\$1,698,903.00	\$0.00
Hwy Safety - Railroad Crossings									
20355	3	OFFSYS, LOOK LN UPRR RRX, CALDWELL	2022	Development	22	PE	\$15,000.00	\$15,000.00	\$0.00
						PC	(\$15,000.00)	(\$15,000.00)	\$0.00
							\$0.00	\$0.00	\$0.00
20537	3	OFFSYS, BENJAMIN LN BVRR RRX, BOISE	2022	Development	22	PE	\$20,000.00	\$20,000.00	\$0.00
							\$20,000.00	\$20,000.00	\$0.00
Hwy Safety - Railroad Crossings Total							\$20,000.00	\$20,000.00	\$0.00
Hwy - Discretionary									
22593	3	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	2021	PS&E (or equiv.)	38	CN	\$899,023.74	\$899,023.74	\$0.00
							\$899,023.74	\$899,023.74	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	145	CE	\$132,996.00	\$132,996.00	\$0.00
						CC	\$660,000.00	\$660,000.00	\$0.00
						CN	\$6,415,855.20	\$6,415,855.20	\$0.00
						\$7,208,851.20	\$7,208,851.20	\$0.00	
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	145	CE	\$354,169.61	\$0.00	\$354,169.61
						CN	\$2,317,139.23	\$0.00	\$2,317,139.23
						\$2,671,308.84	\$0.00	\$2,671,308.84	
Hwy - Discretionary Total							\$10,779,183.78	\$8,107,874.94	\$2,671,308.84
Hwy - Federal Lands Access									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2024	Development	59	PC	\$200,000.00	\$0.00	\$200,000.00
							\$200,000.00	\$0.00	\$200,000.00
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2024	Development	59	PC	\$13,000.00	\$0.00	\$13,000.00
							\$13,000.00	\$0.00	\$13,000.00
Hwy - Federal Lands Access Total							\$213,000.00	\$0.00	\$213,000.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy - Non-Participating									
22995	3	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	2021	Development	69	PE	\$1,000.00	\$0.00	\$1,000.00
						PC	\$46,000.00	\$46,000.00	\$0.00
							\$47,000.00	\$46,000.00	\$1,000.00
Hwy - Non-Participating Total							\$47,000.00	\$46,000.00	\$1,000.00
Hwy - Local Partnerships									
13349	3	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	2021	Development	131	CE	\$60,000.00	\$0.00	\$60,000.00
						CC	\$404,957.13	\$404,957.13	\$0.00
						CN	\$5,000,000.00	\$0.00	\$5,000,000.00
							\$5,464,957.13	\$404,957.13	\$5,060,000.00
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	79	PC	\$180,700.00	\$180,700.00	\$0.00
							\$180,700.00	\$180,700.00	\$0.00
20006	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 3, ACHD	2022	Development	79	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						PC	(\$75,000.00)	(\$75,000.00)	\$0.00
							(\$80,000.00)	(\$80,000.00)	\$0.00
20129	3	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	2022	PS&E (or equiv.)	79	CN	\$982,087.00	\$958,855.00	\$23,232.00
							\$982,087.00	\$958,855.00	\$23,232.00
20259	3	LOCAL, ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	79	PC	\$300,000.00	\$300,000.00	\$0.00
							\$300,000.00	\$300,000.00	\$0.00
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	79	PE	\$10,000.00	\$0.00	\$10,000.00
							\$10,000.00	\$0.00	\$10,000.00
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	79	PE	\$29,000.00	\$0.00	\$29,000.00
							\$29,000.00	\$0.00	\$29,000.00
21858	3	US 20, SH 16 TO LINDER RD, ADA COUNTY	2021	Development	131	PE	(\$5,000.00)	(\$5,000.00)	\$0.00
						RW	\$5,000.00	\$5,000.00	\$0.00
						LP	\$3,021,000.00	\$3,021,000.00	\$0.00
							\$3,021,000.00	\$3,021,000.00	\$0.00
22619	3	I 84, USTICK RD OVERPASS, CANYON CO	2021	Awarded (or equiv.)	79	CN	\$3,507,000.00	\$3,507,000.00	\$0.00
							\$3,507,000.00	\$3,507,000.00	\$0.00
22718	3	SH 44, PALMER LN INTERSECTION IMPROVEMENTS	2027	Development	131	PE	\$70,000.00	\$0.00	\$70,000.00
							\$70,000.00	\$0.00	\$70,000.00
23071	3	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, PEL, NAMPA	2021	Development	79	PE	\$5,000.00	\$5,000.00	\$0.00
						PC	\$400,000.00	\$400,000.00	\$0.00
							\$405,000.00	\$405,000.00	\$0.00
Hwy - Local Partnerships Total							\$13,889,744.13	\$8,697,512.13	\$5,192,232.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
Hwy GARVEE - 2017 Legislative Authorization									
20788	3	SH 16, I 84 TO US 20/26 & SH44 IC, ADA & CANYON COS	2022	Development	142	PE	\$100,000.00	\$100,000.00	\$0.00
						PC	\$2,281,395.00	\$17,281,395.00	(\$15,000,000.00)
						RW	\$150,000.00	\$150,000.00	\$0.00
						LP	(\$1,940,020.00)	(\$1,940,020.00)	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							\$641,375.00	\$15,641,375.00	(\$15,000,000.00)
22196	3	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	2021	Development	142	PE	(\$378,258.00)	(\$378,258.00)	\$0.00
						RW	\$100,000.00	\$100,000.00	\$0.00
						LP	\$900,000.00	\$900,000.00	\$0.00
						UT	\$50,000.00	\$50,000.00	\$0.00
							\$671,742.00	\$671,742.00	\$0.00
23079	3	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	2021	Awarded (or equiv.)	142	CE	\$500,000.00	\$500,000.00	\$0.00
						CC	\$1,000,000.00	\$1,000,000.00	\$0.00
						CN	\$7,324,191.00	\$7,324,191.00	\$0.00
							\$8,824,191.00	\$8,824,191.00	\$0.00
23080	3	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	2021	Awarded (or equiv.)	142	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$6,197,000.00	\$6,197,000.00	\$0.00
						CN	\$63,512,536.00	\$63,512,536.00	\$0.00
							\$69,809,536.00	\$69,809,536.00	\$0.00
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	142	CE	\$100,000.00	\$100,000.00	\$0.00
						CC	\$4,795,986.00	\$4,795,986.00	\$0.00
						CN	\$39,833,337.00	\$39,833,337.00	\$0.00
							\$44,729,323.00	\$44,729,323.00	\$0.00
Hwy GARVEE - 2017 Legislative Authorization Total							\$124,676,167.00	\$139,676,167.00	(\$15,000,000.00)
Report Total							\$208,909,975.61	\$207,203,933.77	\$1,706,041.84