



REGIONAL TRANSPORTATION ADVISORY COMMITTEE
November 17, 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 November 17, 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 September 22, 2021, RTAC Meeting Minutes

Page 6 \*B. Recommend Amendment to the FY2023-2029 COMPASS Funding Application Guide

Page 16 \*C. Approve 2022 RTAC Meeting Times/Dates

IV. SPECIAL ITEM

8:35 A. Update on Idaho Transportation Department (ITD) Projects
ITD staff will provide an update on the major projects in the region.

V. ACTION ITEM

8:55 \*A. Request Affordable Housing RTAC Subcommittee

Page 17 Carl Miller will review the scope of work for affordable housing and request an RTAC subcommittee.

Carl Miller

9:15 **\*B. Recommend Adoptions of Resolutions Amending *Communities* in Motion 2040 2.0 (CIM 2040 2.0) and the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs (TIPs)** Liisa Itkonen  
Page 18  
*Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' adoption of resolutions to amend CIM 2040 2.0 and the FY2021-2027 and FY2022-2028 TIPs at the request of ITD, ACHD, Boise State University, and City of Nampa.*

9:25 **\*C. Approve Transportation Management Area (TMA) Balancing** Toni Tisdale  
Page 32  
*Toni Tisdale will seek RTAC approval of balancing actions to program available funds in the STBG and TAP programs in the Transportation Management Area.*

9:35 **\*D. Recommend the COMPASS Complete Network Policy** Carl Miller  
Page 44  
*Carl Miller will seek RTAC recommendation for COMPASS Board of Directors' adoption of the COMPASS Complete Network policy.*

## **VI. INFORMATION/DISCUSSION ITEMS**

9:50 **A. Review *Communities in Motion 2050* (CIM 2050) "Foundation" and Needs Identification Process** Mary Ann Waldinger  
*Mary Ann Waldinger will review the CIM 2050 "foundation" and the needs identification process.*

10:05 **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.*

## **VII. STATUS REPORTS (INFORMATION ONLY)**

Page 58 **\*A. RTAC Agenda Worksheet**

Page 63 **\*B. Obligation Report**

## **VIII. OTHER:**

**Next Meeting: December 15, 2021, RTAC Meeting**

## **IX. ADJOURNMENT (10:15)**

**\*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  
SEPTEMBER 22, 2021  
ZOOM CONFERENCE CALL  
COMPASS 1<sup>st</sup> Floor Board Room**

**\*\*MINUTES\*\***

**ATTENDEES:**

Drew Alexander, Boise State University, via telephone  
Rodney Ashby, City of Nampa, via telephone  
Nichoel Baird Spencer, City of Eagle, via telephone  
Clair Bowman, City of Nampa, via telephone  
Bre Brush, City of Boise, via telephone  
Al Christy, City of Meridian, via telephone  
Caleb Hood, City of Meridian, via telephone, via telephone  
Tom Ferch, Ada County Highway District, 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  
Angela Lively, City of Caldwell, via telephone  
Brian McClure, City of Meridian, 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  
Darrell Romine, City of Melba, via telephone  
Michael Toole, Department of Environmental Quality, via telephone  
Stacey Yarrington, Ada County Development Services, via telephone

**MEMBERS ABSENT:**

Jeff Barnes, City of Nampa  
Aaron Bauges, Idaho Transportation Department  
Lee Belt, City of Greenleaf  
Becky Crofts, City of Middleton  
Kate Dahl, Canyon County Development Services  
Lara Disney, Public Participation Workgroup  
Steve Fultz, Canyon County Development Services  
Rob Howarth, Central District Health, Ex. Officio  
Angie Lee, City of Parma  
Robb MacDonald, City of Caldwell  
Jenah Thornborrow, City of Garden City  
Bob Watkins, Golden Gate Highway District  
Bill Vaughan, City of Eagle

**OTHERS PRESENT:** Tevrin Fuller, COMPASS, via telephone  
Justin Lucas, Ada County Highway District, via telephone  
Amy Luft, COMPASS, via telephone  
Carl Miller, COMPASS, via telephone  
Jill Reyes, Valley Regional Transit, via telephone  
Mitch Skiles, COMPASS, via telephone  
Matt Stoll, COMPASS, in person  
Toni Tisdale, COMPASS, via telephone  
Hailey Townsend, COMPASS, in person  
Mary Ann Waldinger, COMPASS, via telephone

**CALL TO ORDER:**

Chair Lenny Riccio called the meeting to order at 8:33 a.m.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Liisa Itkonen reminded RTAC members 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 is hiring for a Community Engagement Manager.

**CONSENT AGENDA**

- A. Approve August 25, 2021, RTAC Meeting Minutes**
- B. Recommend Support of Priorities for Rural Projects**

**Clair Bowman moved and Brent Moore seconded approval of the Consent Agenda as presented. Motion passed unanimously.**

**ACTION ITEMS**

- A. Recommend FY2022 Resource Development Plan**

Toni Tisdale presented the FY2022 Resource Development Plan and requested RTAC recommendation of COMPASS Board of Directors' approval.

After discussion, **Stephen Hunt moved and Rodney Ashby seconded to recommend COMPASS Board of Directors' approval of the FY2022 Resource Development Plan. Motion passed unanimously.**

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

Carl Miller presented the CIM 2050 performance measures and targets and requested RTAC recommendation of COMPASS Board of Directors' approval.

After discussion, **Tom Laws moved and Stephen Hunt seconded to recommend COMPASS Board of Directors' approval of the CIM 2050 performance measures and targets. Motion passed unanimously.**

**C. Recommend Resolutions Amending *Communities in 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 reviewed resolutions amending CIM 2040 2.0 and the FY2021-2027 TIP, and approving the draft FY2022-2028 TIP and associated air quality conformity demonstration and requested RTAC recommendation of COMPASS Board of Directors' approval.

After discussion, **Ryan Head moved and Caleb Hood seconded to recommend COMPASS Board of Directors' approval of amendments to *Communities in Motion 2040 2.0* (CIM 2040 2.0) and the FY2021-2027 Regional Transportation Improvement Program (TIP) and approval of the FY2022-2028 TIP and associated air quality conformity demonstration, with the amendment to clarify the draft resolution titles as XC-2022, XT-2022, and XB-2022. Motion passed unanimously.**

**D. Recommend CIM 2050 Funding Policy**

Toni Tisdale reviewed the CIM 2050 funding policy and requested RTAC recommendation of COMPASS Board of Directors' approval.

After discussion, **Ryan Head moved and Clair Bowman seconded to recommend COMPASS Board of Directors' approval of the CIM 2050 funding policy with the modification to include a five-year rolling average. Motion passed unanimously.**

**INFORMATION/DISCUSSION ITEMS**

**A. Ada County Highway District (ACHD) Livable Streets Performance Measures**

Ryan Head reviewed ACHD's livable streets performance measures and targets.

**B. Travel Survey Data Study Progress Update**

Mary Ann Waldinger provided an update on the progress of the household travel survey effort.

**C. Approach to CIM 2050 Needs Identification**

Mary Ann Waldinger reviewed the approach to identifying CIM 2050 transportation network needs.

**Next Meeting: November 17, 2021**

**ADJOURNMENT**

**Clair Bowman moved and Ryan Head seconded adjournment at 10:01 a.m. Motion passed unanimously.**

## RTAC AGENDA ITEM III-B

Date: November 17, 2021

### **Topic: Amendment to the FY2023-2029 COMPASS Funding Application Guide**

#### **Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee recommendation for COMPASS Board of Directors' approval of an amendment to the FY2023-2029 COMPASS Funding Application Guide (attached).

#### **Background/Summary:**

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

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

The only recommended changes to the application guide are in Supplements IV and V, Federal Funding Sources and Funding Policies and Procedures (attached). The complete FY2023-2029 COMPASS Funding Application Guide, with proposed amendments, is posted on the RTAC meeting webpage: <https://www.compassidaho.org/people/rtacmeetings.htm>. Changes to the project selection process will not occur until the next application cycle and will be described in the FY2024-2030 COMPASS Application Guide.

#### **Implication (policy and/or financial):**

Approval of the amendment to the FY2023-2029 COMPASS Funding Application Guide allows additional flexibility in programming federal funding in the STBG programs in Ada and Canyon Counties.

#### **More Information:**

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

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COMPASS manages three federal funding programs:

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

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

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

<b>Program</b>	<b>PD<sup>1</sup></b>
<b>STBG-TMA<sup>2</sup> Local Network Improvements</b>	\$7,259,040
<b>STBG-TMA<sup>3</sup> Pathways (state highway or off-network)</b>	\$1,209,840
<b>STBG-TMA Public Transportation Capital</b>	\$1,310,660
<b>STBG-TMA<sup>3</sup> Studies/Special Projects</b>	\$302,460
<b>TAP-TMA</b>	\$443,000
<b>STBG-U<sup>3,4</sup> Local Network Improvements</b>	\$1,462,030
<b>STBG-U<sup>3,4</sup> Alternative Transportation Capital</b>	\$206,404
<b>STBG-U<sup>3,4</sup> Studies/Special Projects</b>	\$51,601

<b>Program</b>	<b>PD<sup>1</sup></b>
<b>STBG-TMA<sup>2</sup> Roadway Maintenance</b>	See below <sup>2</sup>
<b>STBG-TMA<sup>3</sup> Alternative Transportation Maintenance</b>	\$1,431,000
<b>STBG-TMA<sup>3</sup> Studies/Special Projects</b>	\$286,000
<b>TAP-TMA</b>	\$443,000
<b>STBG-U<sup>3,4</sup> Roadway Maintenance</b>	\$1,443,000
<b>STBG-U<sup>3,4</sup> Alternative Transportation Maintenance</b>	\$264,000
<b>STBG-U<sup>3,4</sup> Studies/Special Projects</b>	\$53,000

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

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

<sup>3</sup> See “**Funding Policies and Procedures Supplemental**”

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

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

## Links to Federal Guidance

[Surface Transportation Block Group](#)<sup>1</sup> (formerly known as Surface Transportation Program)

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

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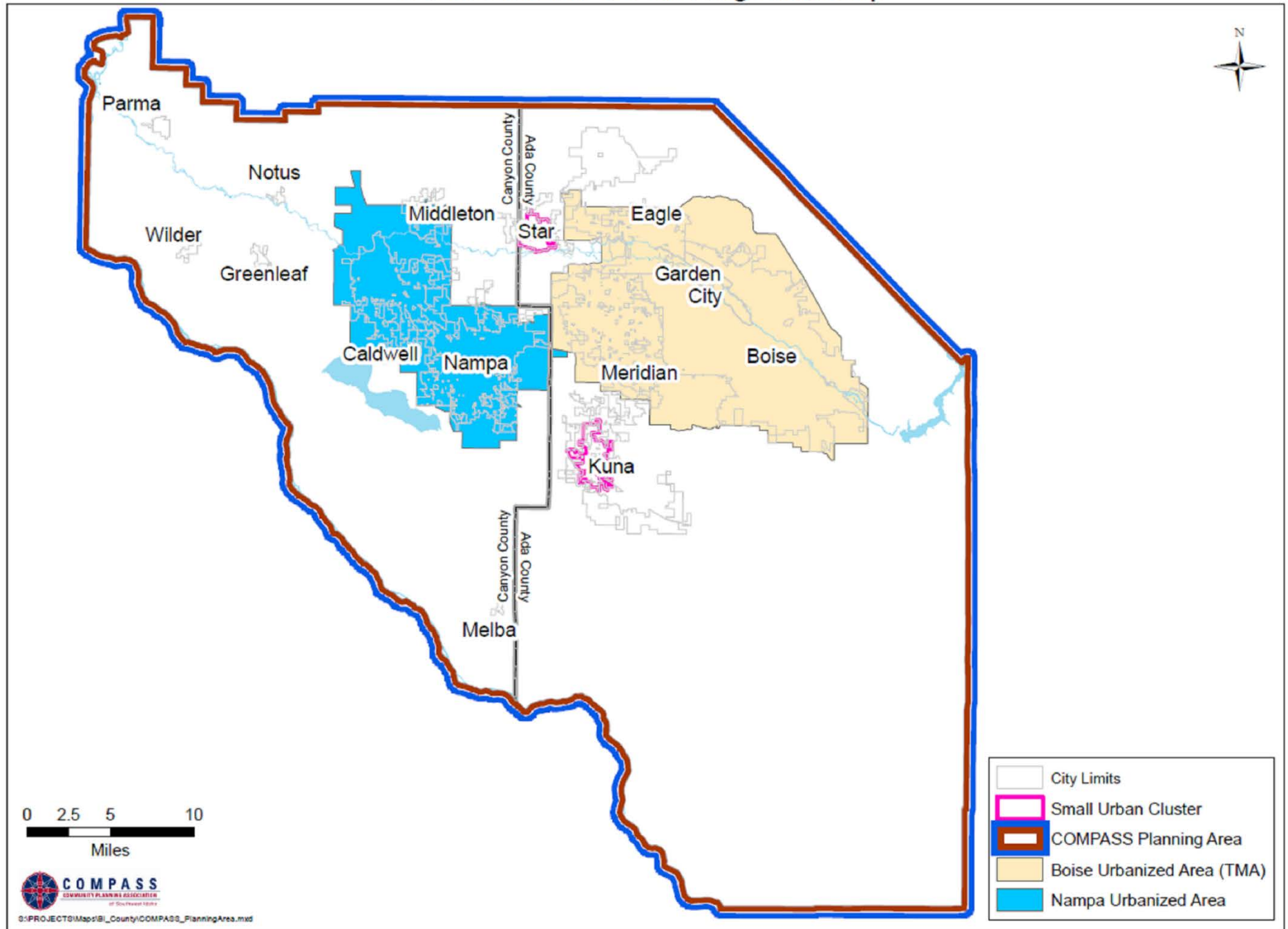
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<sup>1</sup> STP Federal Guidance - <https://www.fhwa.dot.gov/specialfunding/stp/>

<sup>2</sup> TAP Federal Guidance - [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm)



# COMPASS MPO Planning Area Map



# Funding Policy and Procedures Supplemental

FY2023-2029 COMPASS Application Guide

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

## Federal-Aid Funding Policy

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

### Funding Policy

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

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

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

### Funding Goals

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

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

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

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

Gray highlight = illustrative information based on FY2022 estimates

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

\*\* See definition of local network improvements below

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

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

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

Work may include:

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

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

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

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

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

~~The Surface Transportation Block Grant program (STBG) funding policy was originally adopted by the COMPASS Board of Directors in July 2014 as part of *Communities in Motion 2040*, the previous long-range transportation plan. This policy directs STBG funding in the Boise and Nampa Urbanized Areas<sup>1</sup> (see map in the **"Federal Funding Sources Supplemental"**) to be programmed (budgeted) as follows:~~

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

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

~~Percentage splits of remaining funding:~~

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

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

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

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

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

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

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

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

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

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

### Deadline for Obligation of Federal Funds

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

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

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

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

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

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

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

### Formal Policies

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

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

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

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

### **Internal Procedures**

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

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

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

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

**ITEM III-C**

**2022 Regional Transportation Advisory Committee Meeting Dates  
COMPASS, 1<sup>st</sup> Floor Board Room  
8:30-10:30 a.m.**

<b>January 26, 2022</b>
<b>Optional Workshop February 2, 2022</b>
<b>February 23, 2022</b>
<b>Optional Workshop March 2, 2022</b>
<b>March 16, 2022</b>
<b>April 27, 2022</b>
<b>May 25, 2022</b>
<b>June 22, 2022</b>
<b>July 27, 2022</b>
<b>August 24, 2022</b>
<b>September 28, 2022</b>
<b>October 26, 2022</b>
<b>November 16, 2022</b>
<b>December 14, 2022</b>

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## RTAC AGENDA ITEM V-A

Date: November 17, 2021

### **Topic: Affordable Housing Subcommittee**

#### **Request/Recommendation:**

COMPASS staff request volunteers to serve on a subcommittee to support the development of an affordable housing study.

#### **Background/Summary:**

In December 2020, the COMPASS Board of Directors approved goals and objectives for *Communities in Motion 2050*. One of the objectives to support the "Quality of Life" goal was a focus on "Housing and Affordability." The description of that objective encourages COMPASS and its member agencies to "promote development patterns and a transportation system that provide for affordable housing and transportation options for all residents." COMPASS has recently begun work on regional housing assessment with three main phases:

Phase I: housing policy analysis (FY2022)

Phase II: demographic and housing data analysis (FY2022)

Phase III: market conditions analysis and community outreach (FY2023)

COMPASS has begun efforts to address affordable housing by coordinating with the Boise State University "Housing Opportunities for All" class. The class will present some preliminary findings from Phase I and seek feedback on additional analyses.

On November 6, 2021, the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Deal, was passed by the House of Representatives. This new bill adds a "housing coordination process" for Transportation Management Areas (TMAs), such as COMPASS. This process is meant to address the integration of housing, transportation, and economic development strategies and may include projects and strategies that could be considered in the long-range transportation plan.

COMPASS seeks the formation of an RTAC subcommittee to guide future work on regional affordable housing. The subcommittee will help to evaluate recent housing data and policies and develop a Request for Proposals (RFP) to select a consultant to conduct the market conditions analysis and community outreach in FY2023. This subcommittee may evolve as a COMPASS workgroup as we learn more about the regulations of this new law and invite additional stakeholders to participate.

#### **Implications (policy and/or financial):**

Establishing an RTAC subcommittee will enable COMPASS staff to work on affordable housing studies to support *Communities in Motion 2050* goals.

#### **More Information:**

1) For detailed information contact Carl Miller at [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org).

CM: T:\FY22\600 Projects\620 Demographics and Growth Management\Housing\RTAC\_Housing\_MMO\_111721.docx

## RTAC AGENDA ITEM V-B November 17, 2021

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

#### **Request/Recommendation:**

COMPASS staff requests that RTAC recommend COMPASS Board of Directors' adoption of resolutions (Attachments 1 and 2) amending *Communities in Motion 2040 2.0* (CIM 2040 2.0), and the FY2021-2027 and the FY2022-2028 Regional Transportation Improvement Programs (TIPs).

The COMPASS Board of Directors will be asked to adopt the resolutions in its December 20, 2021, meeting.

#### **Background/Summary:**

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

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

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

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

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

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

**Implication (policy and/or financial):**

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

**More Information:**

- 1) Attachment 1 – Resolution x1-2022
- 2) Attachment 2 – Resolution x2-2022
- 3) Attachment 3 – Request Letters
- 4) For detailed information contact: Liisa Itkonen, Principal Planner, at [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org) or Toni Tisdale, Principal Planner, at [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. X1-2022**

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

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

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

**WHEREAS**, the Community Planning Association of Southwest Idaho 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 amendment to *Communities in Motion 2040 2.0*.

**ADOPTED** this 20<sup>th</sup> day of December 2021.

By: \_\_\_\_\_  
**Garrett Nancolas, Chair**

**Community Planning Association  
of Southwest Idaho Board of Directors**

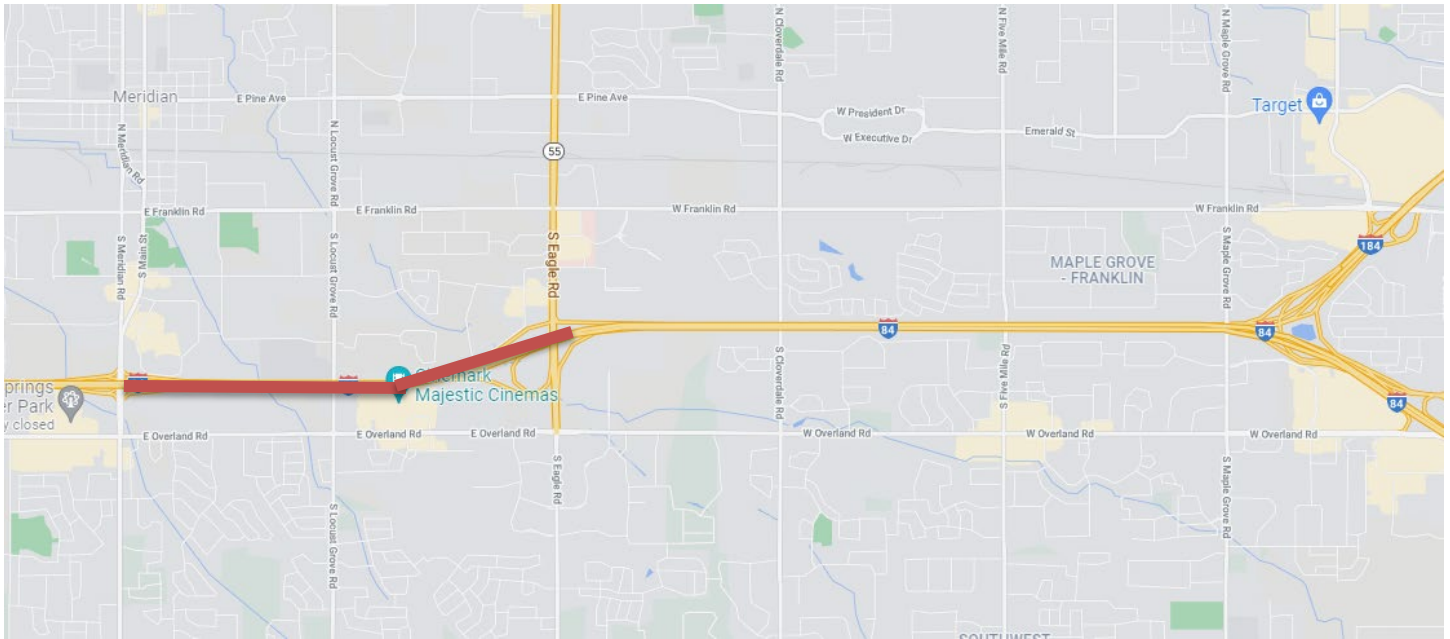
**ATTEST:**

**By: \_\_\_\_\_  
Matthew J. Stoll, Executive Director  
Community Planning Association  
of Southwest Idaho**

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

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

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



**RESOLUTION NO. X2-2022**

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

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

**WHEREAS**, the 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 the transportation improvement program be developed and amended in consultation with all interested parties;

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

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

**WHEREAS**, the Community Planning Association of Southwest Idaho developed this amendment to the FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

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

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

**ADOPTED** this 20<sup>th</sup> day of December 2021.

**By:** \_\_\_\_\_  
**Garret Nancolas, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

**By:** \_\_\_\_\_  
**Matthew J. Stoll, Executive Director**  
**Community Planning Association**  
**of Southwest Idaho**

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COMPASS Amendment #9 for the FY2021-2027 Regional Transportation Improvement Program (TIP) and Amendment #1 for the FY2022-2028 TIP

Idaho Transportation Department, September 2021

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

Ada County Highway District, August 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PC	RW	UT	CE	CN	SUM
20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023	2021							0
	Funding Source: Local Participating	2022							0
	Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include Idaho Street, 16th Street to Broadway Avenue; 16th Street, Front Street to State Street; Bannock Street, 16th Street to 15th Street and 9th to 2nd; and 15th Street, Front Street to State Street. (Federal = \$0) <b>Remove project, at request of sponsor.</b>	2023						300	300
		2024						<u>0</u>	<u>0</u>
		2025							0
		PD							0
		SUM	0	0	0	0	0	0	300
							<u>0</u>	<u>0</u>	
20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023	2021							0
	Funding Source: STBG-TMA	2022	ϑ	ϑ					ϑ
	<b>Same as above.</b> (Federal = -\$6,000) <b>Remove project, at request of sponsor.</b>	2022	<u>-5</u>	<u>-75</u>					<u>-80</u>
		2023							0
		2024							0
		2025							0
		PD							0
SUM	ϑ	ϑ	0	0	0	0	0	ϑ	
		<u>-5</u>	<u>-75</u>					<u>-80</u>	

Boise State University, September 2021

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

City of Nampa, September 2021

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PC	RW	UT	CE	CN	SUM	
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	2021							0	
	Funding Source: STBG-U	2022	20 <u>-41</u>	0 <u>-80</u>					20 <u>-121</u>	
	Reconfigure the four-lane Holly Street roadway section (Roosevelt Avenue to Colorado Avenue) to a three-lane section and add bicycle lanes to improve vehicle, bicycle, and pedestrian transportation safety issues along the Holly Street corridor adjacent to Northwest Nazarene University (NNU) in the City of Nampa. The project will also extend bicycle lanes from Roosevelt Avenue to Hawaii Avenue to the south, connecting existing bicycle lane facilities to the area. (Federal = -\$112,000)  <b>Remove project, at request of sponsor.</b>	2023						0		
		2024						0		
		2025						0		
		PD					53 <u>0</u>	285 <u>0</u>	338 <u>0</u>	
		SUM		20 <u>-41</u>	0 <u>-80</u>	0	0	53 <u>0</u>	285 <u>0</u>	358 <u>-121</u>

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



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

October 15th, 2021

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

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

Matt:

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

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

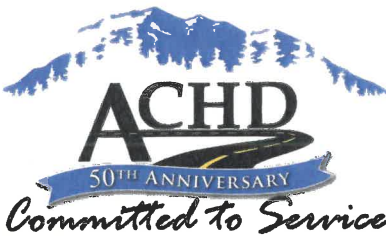
With the growth we are facing here in the treasure valley, we have observed an increased frequency and severity of stacking on the Exit 44 (Meridian Rd) on ramp which results in I-84 mainline slowing, congestion and safety issues (i.e. unsafe weaving and merging behavior, along with crashes). We have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

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

Sincerely,

J. Caleb Lakey, P.E.  
District Administrator

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



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

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

Dear Mr. Stoll: *MATT*

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

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

Sincerely,

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



**BOISE STATE UNIVERSITY**

**DEPARTMENT OF PUBLIC SAFETY**

September 22, 2021

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

**Re: Withdrawal of KN 20095 and KN 21913**

Dear Matt,

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

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

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

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

Sincerely,

Tony Plott  
Interim Director – Transportation and Parking Services

**From:** [Clemente Salinas](#)  
**To:** [dcoonce@lhtac.org](mailto:dcoonce@lhtac.org)  
**Cc:** [Toni Tisdale](#); [Jeff Barnes](#)  
**Subject:** Holly Street/Northwest Nazarene University Roadway Reconfiguration, KN22132 Termination  
**Date:** Thursday, September 2, 2021 12:06:15 PM  
**Attachments:** [image002.png](#)

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Good afternoon Dan,

I wanted to give you the bad news that the City of Nampa will not proceed with the design or construction of the Holly Street/Northwest Nazarene University Roadway Reconfiguration project, KN22132. We request removing the project from the Regional Transportation Improvement Program. Please perform a financial review to determine how much the City must pay due to the termination of the project. I apologize for the direction the project has taken and I look forward to working with you on the next project. Take care and have a good day.



**Clemente Salinas**  
Assistant City Engineer, Engineering  
O: 208.468.4462, F: 208.465.2261  
[City of Nampa, Like us on Facebook](#)

**NAMPA** Ready

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RTAC AGENDA ITEM V-C  
Date: November 17, 2021

**Topic: Transportation Management Area (TMA) Balancing**

**Request/Recommendation:**

COMPASS staff seeks Regional Transportation Advisory Committee (RTAC) approval to balance the Surface Transportation Block Group (STBG)-TMA and Transportation Alternatives Program (TAP)-TMA programs to use funding released through the removal of several projects to cover needs in other projects.

**Background/Summary:**

Balancing the STBG-TMA and TAP-TMA programs allows funds released at the end of the fiscal year and through project withdrawals to be used for other projects with funding needs. The STBG-TMA program currently has \$568,000 available for reprogramming and the TAP-TMA program has \$233,000 available.

COMPASS staff recommends programming available funds based on priorities outlined in Board Policy 2021-01, "Balancing Policy for the Surface Transportation Block Grant Program and Transportation Alternatives Program Funds," approved by the COMPASS Board of Directors on February 22, 2021. The policy is available on the COMPASS webpage: <https://www.compassidaho.org/prodserv/resourcedev.html#TIP>.

The needs submitted by sponsoring agencies are listed below, along with funding recommendations from COMPASS staff, based on the balancing policy priorities.

KN	Policy Priority	Project	FY2022 Request	Recommend STBG-TMA	Recommend TAP-TMA	Notes
<b>Available</b>				<b>-\$568,000</b>	<b>-\$233,000</b>	
20129	1A	Capital Maintenance, Phase 2, Boise Area - FY2021	\$315,000	\$315,000		To cover high bid.
19465	1B	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$500,000	\$253,000		To covert local portion to federal aid for construction, which increased based on the engineer's estimate.
20841	2A	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$912,000		\$233,000	To convert local portion to federal aid for construction. Project is "advance construction."
19763	2C	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	\$423,000			To cover annual shortfall for bus replacements.
20259	3	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$500,000			To convert local portion to federal aid for right-of-way costs.



KN	Policy Priority	Project	FY2022 Request	Recommend STBG-TMA	Recommend TAP-TMA	Notes
19993	3	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$250,000			To convert local portion to federal aid for right-of-way costs.
19465	4	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$141,557			To convert local funds to federal aid for increased design costs.
20647	4	Roadway and ADA Improvements, Boise Area - FY2024	\$207,000			To convert local portion to federal aid for increased design costs.
20259	4	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$300,000			To convert local portion to federal aid for increased design costs.
20006	7	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$300,000			To convert local funds to federal aid for construction costs.
20006	9	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$75,000			To convert local funds to federal aid for design costs.
23095	9	Five Mile Road Overpass and Widening, NEPA, Boise	\$1,550,000			To convert local funds to federal aid for design costs.

A negative amount = funding is available for programming.

The changes, as proposed above, are shown in more detail on the STBG-TMA balancing worksheet (Attachment 1) and the TAP-TMA balancing worksheet (Attachment 2). Letters of request from sponsoring agencies are provided in Attachment 3 (note that funds already shown as local to convert to federal do not require an official request).

**Implication (policy and/or financial):**

The recommended staff actions allow full obligation of available STGB-TMA and TAP-TMA program funds, while maintaining balanced programs.

**More Information:**

- 1) Attachment 1: STBG-TMA balancing worksheet
- 2) Attachment 2: TAP-TMA balancing worksheet
- 3) Attachment 3: Letters of request
- 4) For detailed information contact: Toni Tisdale, Principal Planner, [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org)

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**STBG-TMA Program Worksheet  
FY2022-2028**

Attachment 1

(amounts include local match)(Projects in Boise Urbanized Area)

Key No	Project	Prev	2022 (2021 CRRSAA)	2022	2023	2024 (2021 CRRSAA)	2024	2025	2026	2027 2028	Total	2022 Changes
<b>Off-the-Top</b>												
20729	Commuteride, ACHD (FY2022)	0		220							220	
22015	Commuteride, ACHD (FY2023)	0			220						220	
22436	Commuteride, ACHD (FY2024)	0					220				220	
22386	Commuteride, ACHD (FY2025)	0						220			220	
22738	Commuteride, ACHD (FY2026)	0							220		220	
23328	Commuteride, ACHD (FY2027)	0								220	220	
19920	COMPASS Planning (FY2022)	0		232							232	
20560	COMPASS Planning (FY2023)	0			232						232	
21889	COMPASS Planning (FY2024)	0					232				232	
22387	COMPASS Planning (FY2025)	0						232			232	
22800	COMPASS Planning (FY2026)	0							232		232	
23327	COMPASS Planning (FY2027)	0								232	232	
	<b>SUBTOTAL</b>			452	452		452	452	452	452		
<b>Roadway Maintenance (82%)</b>												
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	3367		315							3682	May 2021 increase \$473K to help cover OA limitation. Advanced to FY2021 per Admin Mod 18 through EOY. Oct 2021 requests \$315K to cover high bid recommended.
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	724		5680							6651	Oct 2021 recommend to convert \$253K from local to federal. Local funds added in Admin Mod #21/1 to cover engineer's estimate. Convert to federal, if possible.
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	243			2326						2569	
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	838			5379						7717	Local funds (ROW). Convert to federal, if possible (also \$300K in local design).
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	34			2305						3089	Design was already completed on segments in another key number and moved to this key number. Local funds.
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	80		-80							0	Aug 2021 - Remove from federal-aid program, at request of ACHD. Local funds.
20674	Roadway and ADA Improvements, Boise Area - FY2024	0		1055			6167				8179	Local funds.
21896	Roadway and ADA Improvements, Boise Area - FY2025	0			716		750	6075			8069	Local funds.
22390	Roadway and ADA Improvements, Boise Area - FY2026	0					1235	750	6175		8189	Local funds.
22816	Roadway and ADA Improvements, Boise Area - FY2027	0						1160	750	5801	7740	Local funds.
23323	Roadway and ADA Improvements, Boise Area - FY2028	0							896	5231	6156	Local funds.
	For balancing only - not programmed									2560		
	<b>GOAL</b>			8497	8323		8152	7985	7822	15644		
	<b>SUBTOTAL</b>		0	9296	8400	0	8152	7985	7821	11032		
	<b>Difference</b>			799	77		-1	0	-1	-2052		
<b>Alternative Transportation Maintenance (15%)</b>												
20095	Bicycle Parking, Secure Bicycle Facilities, Boise State	126		-11							0	Sept 2021 - Remove from federal-aid at request of Boise State. TAP-TMA funds.
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	42		-4							0	Sept 2021 - Remove from federal-aid at request of Boise State. TAP-TMA funds.
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2022	0	2548	529							3077	Sept 2019 - need \$2M every year to meet replacement goal.
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2023	0			0						0	
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2024	0					1491				1491	
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	0						1461			1461	
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026	0							1431		1431	
22815	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027	0								1431	1431	
13918	Rail with Trail Pathway, Meridian	75				529					724	Local funds.
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	0								1223	1398	TAP-TMA funds. (Design)
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion (Boise)	0	120			1093					1733	Local funds.
	<b>GOAL</b>			1554	1523		1491	1461	1431	2862		
	<b>SUBTOTAL</b>	75	2668	514	0	1622	1491	1461	1431	2654		
	<b>Difference</b>		2668	-1040	-1523		0	0	0	-208		
<b>Studies/Special Projects (3%)</b>												
20271	Planning, Communities in Motion Update, COMPASS	0			30		253	78	275		636	

Key No	Project	Prev	2022 (2021 CRRSAA)	2022	2023	2024 (2021 CRRSAA)	2024	2025	2026	2027 2028	Total	2022 Changes	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0		89	96			4			611	TAP-TMA funds.	
				0			418					Local funds.	
							4						
13046	High Capacity Corridor Alternatives Analysis	0								1000	1000		
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	659			1693						3839	Nov 2022 - request to advance construct project in FY2022, includes request for additional federal-aid in FY2022 to off-set advance construction.	
					38							TAP-TMA funds.	
					537								TAP-State funds.
				912	0								Local funds. Advance construct - advance local funds from 2023 to 2022. Convert to federal as much as possible.
22394	Study, Big Data Purchase, COMPASS	0						150			150		
22395	Study, Fiscal Impact Analysis, COMPASS	0						60			60		
23306	SR2S, VRT, Ada County - FY2027	0								208	281		
									73	TAP-TMA funds.			
23311	Study, Chinden Drainage and Design Plan, Garden City	0								200	200		
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	0								120	120		
23313	Bicycle and Pedestrian Permanent Automated Counters, COMPASS	0							8		8		
23314	Comuteride, Safety and Security Cameras, ACHD	0					45				48		
							3			Local funds.			
15001	Cost Increase Set-Aside, STBG-TMA	0							0		0		
	GOAL			311	305		298	292	286	572			
	SUBTOTAL	0	0	0	1723	0	298	292	283	1528			
	Difference			-311	1419		0	0	-3	956			
<b>Capital</b>													
23095	Five Mile Road Overpass and Widening, NEPA, Boise	351		552							2686		
					652		565	566				Local funds.	
	SUBTOTAL		0	552	0	0	0	0	0	0			
<b>Total Programmed</b>			<b>2668</b>	<b>10814</b>	<b>10575</b>	<b>1622</b>	<b>10393</b>	<b>10190</b>	<b>9987</b>	<b>15666</b>			
<b>*Total available</b>			<b>2668</b>	<b>10814</b>	<b>10602</b>	<b>1622</b>	<b>10394</b>	<b>10190</b>	<b>9991</b>	<b>19982</b>			
<b>Net Difference Programmed vs Available</b>			<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4316</b>			
% over/under programmed				0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	21.6%			
<b>OA Limitation</b>													
<b>Current obligations in bold text</b>													

red text = proposed changes

blue text = could change

Gray highlight = local/other funds, previous and overall total (not included in the total programmed)

Teal highlight = funds for right-of-way

Green highlight = balancing notes regarding subtotals and goals

Peach highlight = funds for construction

Purple highlight = funds for design

Yellow highlight = available for reprogramming

Other colors differentiate the funding split categories

\*available funds based on ITD's Available vs Programmed projects report in Update Packet (2/8/2021), includes reduction of 2% per year to show inflation

Bold lines separate project categories

TAP-TMA Program Worksheet  
FY2022-2028

(amounts include local match)

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Changes
20095	Bicycle Parking, Secure Bicycle Facilities, Boise State	126	-115						0	Sept 2021 - Remove from federal-aid at request of Boise State.
			-11							STBG-TMA funds.
21913	Bicycle Parking, Covered Bicycle Facility, Boise State	42	-38						0	Sept 2021 - Remove from federal-aid at request of Boise State.
			-4							STBG-TMA funds.
20493	SR2S, VRT, Ada County - FY2023	0		171					171	
21910	SR2S, VRT, Ada County - FY2024 and FY2025	0			411				411	
22993	SR2S, VRT, Ada County - FY2026	0					218	0	218	
23306	SR2S, VRT, Ada County - FY2027	0						73	281	
								208		STBG-TMA funds.
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City (ACHD)	0		165					165	
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	0	89	96		418		0	611	
						4				STBG-TMA funds.
			0			4	0	Local funds.		
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	538	136							
			500	1000						Local funds.
				5379						STBG-TMA funds.
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	659	233	38					3839	May 2021 increase FY2022 to cover overage in design.\$80K in FY2022 was advanced to FY2021 through balancing and EOY actions. Nov 2022 - request to advance construct project in FY2022, includes request for additional federal-aid in FY2022 to off-set advance construction. Recommend convert \$233K

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Changes
				1693						STBG-TMA funds.
			679	0						Local funds. (advance from 2023 to 2022 at City's request) recommend converting \$233K to federal.
				537						TAP-State funds.
22385	Pathway, Greenbelt Completion, Boise State	0			50		225	523	817	
							19			Local funds.
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26 (Chinden), Boise	0				34		291	351	
						26				Local funds.

Key No	Project	Prev Years	2022	2023	2024	2025	2026	PD	Total	2022 Changes
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	0	175						1398	
								1223		STBG-TMA funds (ROW, CN)
<b>Total Programmed</b>			<b>480</b>	<b>470</b>	<b>461</b>	<b>452</b>	<b>443</b>	<b>886</b>		
<b>*Total Available</b>			<b>480</b>	<b>470</b>	<b>461</b>	<b>452</b>	<b>443</b>	<b>886</b>		
<b>Net Difference Programmed vs Available</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
% over/under programmed			0.0%	0.1%	0.0%	0.0%	0.1%	0.0%		

red text = proposed changes

Gray highlight = local/other funds, previous and overall total (not included in the total programmed)

Purple highlight = funds for design

Teal highlight = funds for right-of-way

Peach highlight = funds for construction

\*available funds based on ITD's Available vs Programmed projects (AvP) report in the Update Packet (as of 2/8/2021), includes reduction of 2% per year to show inflation.



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

November 9, 2021  
Matt Stoll, Executive Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear Mr Stoll, *MATT*

ACHD would like to request additional STBG/TMA funds to cover the cost of the winning, low bid for the FY2021 Capital Maintenance Project - Phase II (KN 20129). On October 5, 2021, 4 bids were opened for KN 20129 and the low bid of \$2,961,975.25 was 11.6% higher than the Engineer's Estimate (EE) of \$2,653,299.00. ACHD accepted this higher bid and has submitted to ITD's Contracts Engineer a Justification for Bid Award letter. To cover the difference between the low bid and EE, and other related increased amounts based on the low bid such as contingency, non-bid items, and construction engineering, ACHD would like to request **\$315,000** in additional STBG-TMA funds.

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

Sincerely,

A handwritten signature in black ink that reads 'Justin Lucas'. The signature is fluid and cursive, with a long horizontal line extending to the right.

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



## City of Eagle

P.O. Box 1520  
Eagle, Idaho 83616  
208-939-6813

Jason Pierce  
Mayor

Council Members:  
Charlie Baun  
Melissa Gindlesperger  
Brad Pike  
Kenny Pittman

*Via e-mail, Hard Copy to Follow*

### COMPASS

Attn: Matt Stoll, Director  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, Id 83642

November 2, 2021

### **RE: Key # 20841/Request for additional funding**

Dear Director Stoll,

On behalf of the City of Eagle, I would like to request that Key#20841- Eagle Road Pedestrian and Bike Bridge be considered for additional funding for construction in Fiscal Year 2022. On October 12, 2021, the Eagle City Council voted unanimously to advance the construction of the Eagle Road Ped Bike Bridge from FY23 to FY22. Construction is anticipated to begin in Early 2023 and based on the results of the bid process complete by the end of the calendar year.

As you know, at the commencement of this project, it was estimated the project would be under \$2M to construct. The City at this point has a construction estimate of \$3.2M with over 1/3 of the cost being funded from local dollars. Through pathway impact fees and capital funds the City is in the position to advance the construction of the project but would like to request any additional balancing dollars that are available in FY22 to help off set the local burden and support advancing the construction.

This bridge project is local government investing in the increased modality and safety of SH-55. The bridge provides a dedicated pedestrian and bike option across the north channel of the Boise River along SH-55 (a 6 lane, 55-MPH, state highway) that was not provided by ITD when the bridge was constructed in 1999. ITD has no plans for expansion or for the provision of pedestrian and bike facilities on the existing bridge (or within the existing highway ROW). The nearest on-system crossings of the Boise River are Glenwood Street (SH-44) located 4-miles to the east or Linder Road (ACHD roadway) located 3-miles to the west. Increased federal funding will help off se the City's burden of improving safety on the state system. The project is programed to go out to bid the end of November with bid award in late December/Early January.

If you have any questions or concerns, please feel free to contact our City representative, Nichoel Baird Spencer at 939-0227 or by email at [nbaird@cityofeagle.org](mailto:nbaird@cityofeagle.org). Thank you for your consideration.



Sincerely,



Jason Pierce  
Mayor

CC: Eagle City Council  
Toni Tisdale, COMPASS  
LHTAC, Amanda LaMott

**TO:** Matt Stoll, Executive Director, COMPASS  
**FROM:** Kelli Badesheim, Executive Director, VRT  
**SUBJECT:** Request for Surface Transportation Funding  
**DATE:** July 8, 2019

Per COMPASS staff, \$668,747 funded in FY2020  
\$945,000 funded in FY2021

**Summary:**

As the Regional Public Transportation Authority (RPTA) for Ada and Canyon counties, Valley Regional Transit (VRT) is responsible for developing a list of funded and unfunded public transportation capital needs in the region. The VRT Board of Directors adopted the Transit Asset Management (TAM) Plan in 2018. The plan requires an analytical process to prioritize all regional public transportation assets. VRT uses this prioritization process to improve and maintain all public transportation assets in a State of Good Repair (SGR). The following outlines the process for asset management and the findings of our current replacement and maintenance priorities for capital required to support existing services in the region.

VRT adopted a policy to establish the TAM target of 2.5 for most of the asset categories. VRT defines the assets below 2.5 as either delayed replacement or deferred maintenance. VRT completed an analysis to determine the level of investment required to replace all assets under the 2.5 score in a five-year replacement/improvement scale. VRT score assets and update the analysis each year.

VRT staff provided the details of the analysis to the Regional Technical Advisory Committee (RTAC) on June 26, 2019. The information provided in the packet outlined the details of the annual investment required to reach the five-year replacement/improvement goal. The total need to address the capital backlog for the region is \$35 million. VRT has federal funding to address the issues in the small urban area. VRT requires up to \$2 million annually in additional federal funding in the large urban area to meet the replacement goal.

**Recommendation/Request:**

Based on the average annual need, VRT requests up to \$2 million each year to address assets in the Boise system with scores between 0.0 through 2.5. VRT would fund projects identified in the Transit Asset Management Plan including rollingstock replacement, CNG fueling system improvements, and infrastructure improvements. In addition, the projects represented in these categories are “shovel ready” and can be selected and scaled based on the additional federal funding secured. The local match

has been identified and is currently being secured through VRT's annual budgeting process.

**Implication (policy and/or financial):**

Maintaining public transportation assets in a state of good repair is critical to ensure the continuity and cost effective delivery of regional public transportation services. The asset management system provides a data-drive approach to achieving priorities that ensure assets are replaced at the optimal time.

Please contact me if you have any questions. Thank you in advance for considering this request.

## RTAC AGENDA ITEM V-D

Date: November 17, 2021

### **Topic: Complete Network Policy**

#### **Request/Recommendation:**

COMPASS staff requests Regional Transportation Advisory Committee (RTAC) recommendation for COMPASS Board of Directors' approval of the Complete Network Policy to replace the 2009 Complete Streets Policy.

#### **Summary:**

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

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

The policy describes different transportation modes and shows these modes in a layered complete network map. This policy also provides a variety of implementation strategies to help promote the *Communities in Motion 2050* goals and objectives.

In July 2019, RTAC established a complete network subcommittee to oversee this work. In addition to this subcommittee, COMPASS staff have been working with the Active Transportation, Freight Advisory, Public Transportation, and Environmental Review Workgroups to coordinate various modal and land use needs in the policy. In May 2021, COMPASS staff provided an overview of the policy to RTAC and now requests a recommendation to the COMPASS Board of Directors.

#### **More Information:**

- 1) Attachment: *Complete Network Policy*
- 2) For detailed information contact Carl Miller at [cmiller@compassidaho.org](mailto:cmiller@compassidaho.org).

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**Hold for Resolution**

## POLICY STATEMENT

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

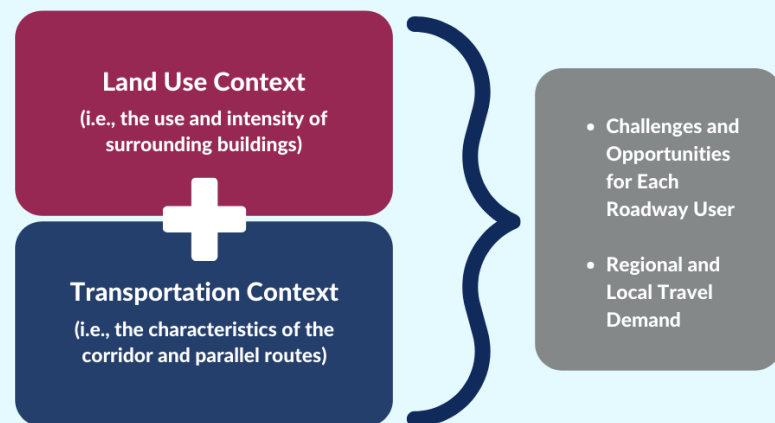
## INTRODUCTION

In 2009, the Board of Directors of the Community Planning Association of Southwest Idaho (COMPASS) adopted the COMPASS Complete Streets Policy<sup>1</sup> to articulate how each transportation user will be served on a roadway. However, an undifferentiated roadway, trying to be all things to all users, ultimately fails by not respecting the inherent differences in transportation users and land uses. This 2021 Complete Network Policy was developed to replace the 2009 Complete Streets Policy to better express how various land uses and types of transportation infrastructure together to form a complete transportation network.<sup>2</sup>

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

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

### Land Use and Transportation Characteristics



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

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

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

The Complete Network Policy is divided into three main sections:

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

## GOALS OF THE COMPLETE NETWORK POLICY

The goals of this Complete Network Policy are to:

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



## TOWARD A COMPLETE NETWORK

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

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

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

## COMPLEMENTARY PLANS

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

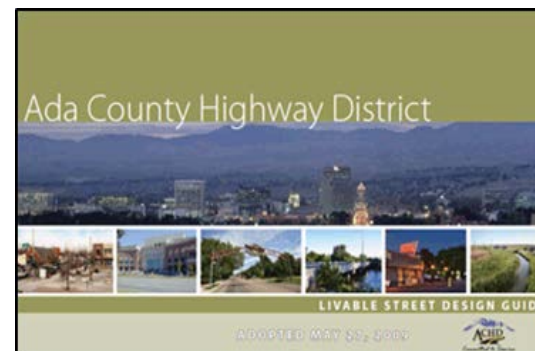
[www.compassidaho.org/planning/plansregs.htm](http://www.compassidaho.org/planning/plansregs.htm).

### *Livable Street Design Guide*<sup>3</sup>

#### Ada County Highway District (ACHD)

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

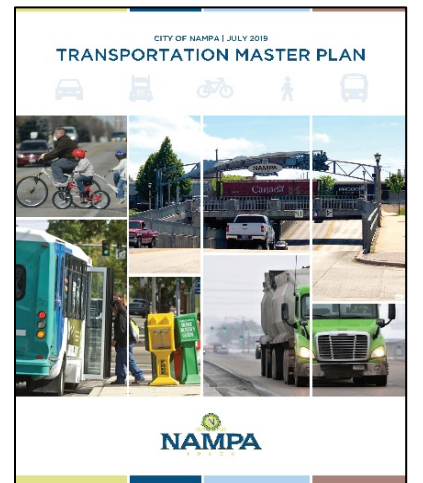
The *Livable Street Design Guide* provides specific and detailed cross sections for different roadway typologies to reflect the level of detail needed for a highway



district. The COMPASS Complete Network Policy provides a regional, multimodal vision for the transportation system, but without the level of specificity in the *Livable Street Design Guide* to complement, but not compete with, local planning efforts.

### *Transportation Master Plan*<sup>4</sup> City of Nampa

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



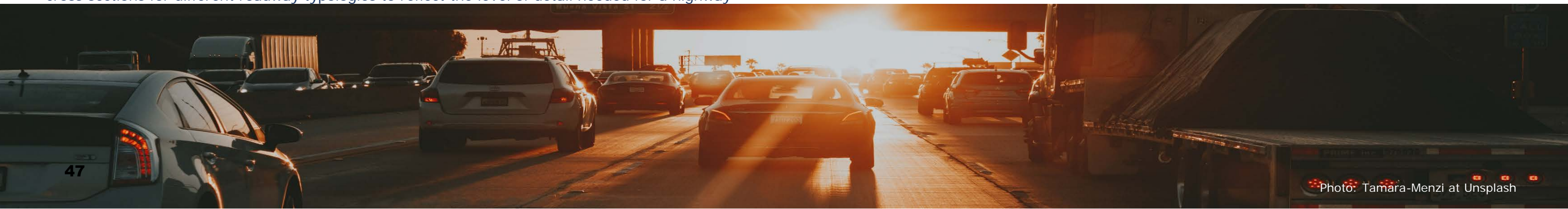
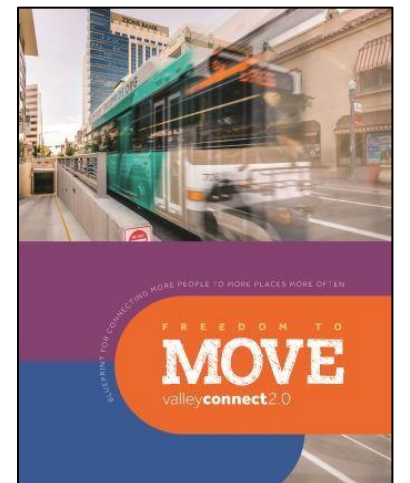
### *Freight Strategic Plan*<sup>5</sup> Idaho Transportation Department

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

### *ValleyConnect 2.0*<sup>6</sup> Valley Regional Transit

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

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



## COMMUNITIES IN MOTION 2050 GOALS AND OBJECTIVES

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

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

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

## THE CASE FOR A COMPLETE NETWORK

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

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

## TRANSPORTATION MODES

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



Automobile



Bicycle



Freight



Pedestrian



Public Transportation



Safety



Economic Vitality



Convenience



Quality of Life



## LAND USE INTEGRATION

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

### Activity Centers

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



### Urban and Suburban Areas

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



### Rural

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



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

**Description**

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

**Modal Map**

This section links to a map relevant to the mode.

**Photos**


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

**Communities in Motion 2050 Goals**

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

## Automobile

Automobile travel is typically the fastest way to get from point A to point B, especially for longer trips. Most commuting in the Treasure Valley is done by a single-occupancy vehicle. With the fast growth in the region, coupled with minimal transportation dollars for additional roadway capacity, congestion has been increasing. Congestion occurs when a roadway has reached its capacity or incurs a temporary reduction in capacity, resulting in slower travel times. There are two types of congestion: recurring and non-recurring.



**Congestion Management Map**  
(icon will hyperlink to map)

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

The Complete Network Policy balances the goals of minimizing congestion with the needs of other modes. The [COMPASS Congestion Management Plan](#)<sup>10</sup> provides a variety of strategies, including capacity projects, to address either recurring or non-recurring congestion. The Appendix highlights how these strategies can be used depending on the characteristics of the land use and location.



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



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



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



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



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



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



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

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



**Congestion Management Map<sup>7</sup>**  
(click icon)  
This map identifies congested transportation facilities

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

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

The Complete Network Policy balances the goals of minimizing congestion with the needs of other modes. The [COMPASS Congestion Management Plan<sup>2</sup>](#) provides a variety of strategies, including capacity projects, to address both recurring and non-recurring congestion. The appendix of this policy highlights how these strategies can be used, based land use and location.



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



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



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



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



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



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



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

## Bicycle

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

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

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



Photo: COMPASS

Buffered bike lanes help increase comfort for less experienced cyclists.



Photo: COMPASS

Cycle tracks separate cyclists and pedestrians from parallel vehicular traffic.



Photo: COMPASS

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



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



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



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



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



### Bike Walk COMPASS Map<sup>10</sup> (click icon)

The Bike Walk COMPASS is an interactive map that shows existing and planned bicycle and pedestrian infrastructure.

## Freight

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

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

Key considerations:

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



Photo: COMPASS

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



Photo: COMPASS

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



Photo: Greg Keller

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



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



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



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



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



### Freight Map<sup>11</sup> (click icon)

The freight map shows how various freight industries link to regional and interstate corridors. While the map shows the main freight corridors, the emergence of freight delivery to residential neighborhoods needs to be a consideration throughout the region.

## Pedestrian

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

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

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

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

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



**Pedestrian Map<sup>12</sup>**  
(click icon)

The Bike Walk COMPASS is an interactive active transportation map that shows existing and planned pedestrian and bicycle infrastructure.



Photo: COMPASS

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



Photo: COMPASS

Pedestrian hybrid beacons with crosswalks can provide safe crossings.



Photo: COMPASS

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



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



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



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



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

## Public Transportation

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

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



**Public Transportation Map<sup>13</sup>**  
(click icon)

The public transportation network map is based on future plans for public transportation expansion, including ValleyConnect 2.0, and highlights the most important corridors for public transportation improvements and prioritization.



Photo: Valley Regional Transit

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



Photo: Valley Regional Transit

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



Photo: Valley Regional Transit

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



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



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

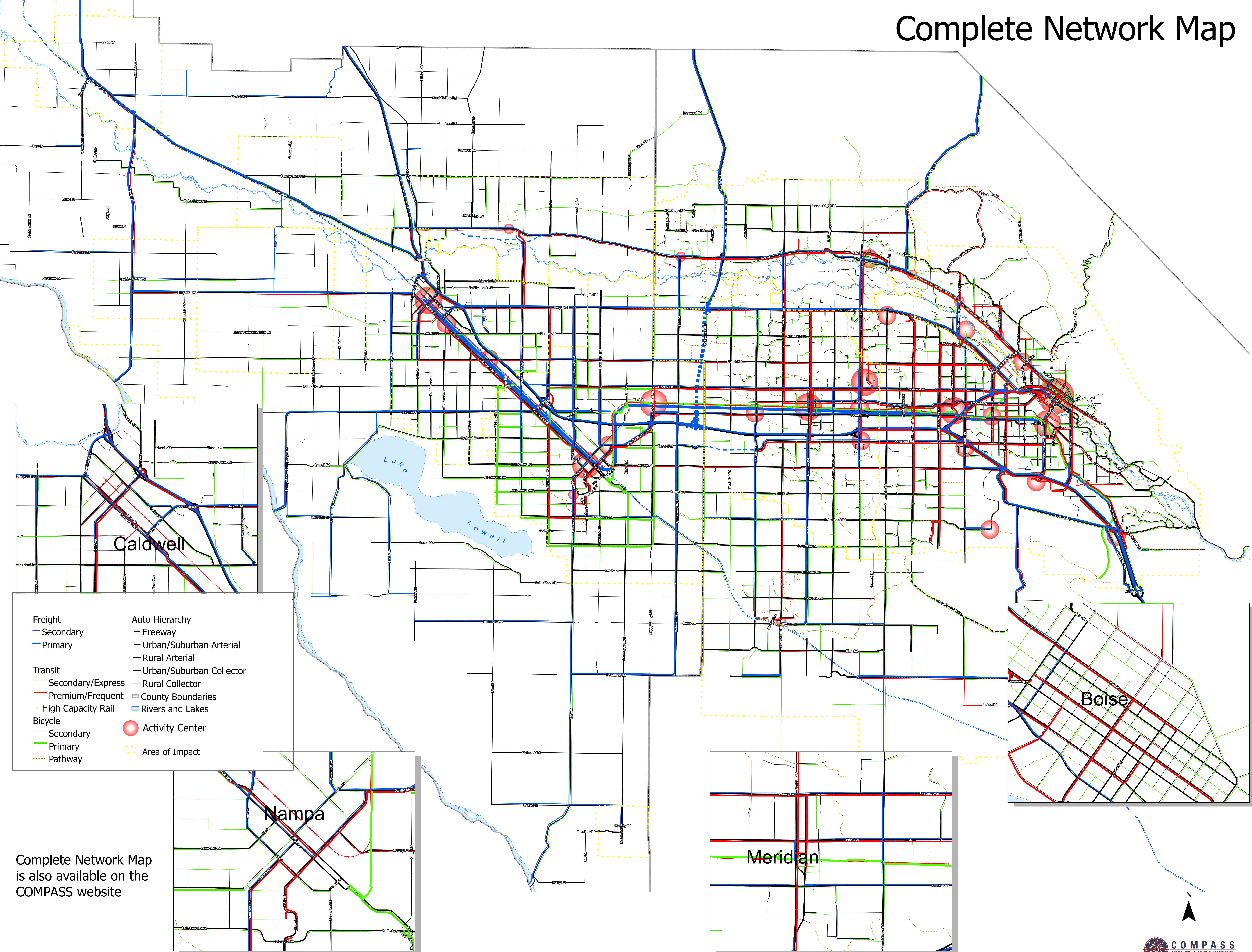


**Economic Vitality** is supported by public transportation as it reduces congestion for all road users, supports tourism, and promotes responsible growth and development.



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

# Complete Network Map



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

Complete Network Map is also available on the COMPASS website

**APPENDIX**

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

**Communities in Motion 2050 Development Review**

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


**Development Name:**

**CIM Vision Category:** Select

**New Jobs:**

**CIM Corridor:** Select


**New Households:**



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

Pedestrian level of stress

Bicycle level of stress




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

Activity Center Access

Farmland Preservation

Net Fiscal Impact

Within CIM Forecast




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

Nearest bus stop

Nearest public school

Nearest public park



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

**Active Transportation**

**Automobile Transportation**

**Public Transportation**

**Roadway Capacity**

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

**Comments:**

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

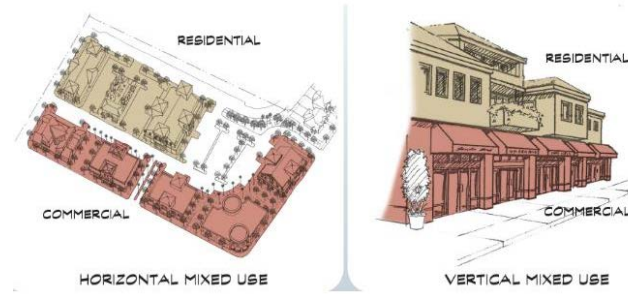
Web: [www.compassidaho.org](http://www.compassidaho.org)  
 Email: [info@compassidaho.org](mailto:info@compassidaho.org)



## Land Uses to Support Bicycle and Pedestrian Transportation

Land use decisions can support the safety and comfort of bicyclists and pedestrians. A robust mix of nearby housing, jobs, and services can<sup>15</sup>:

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



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

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

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

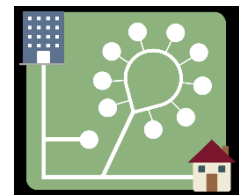
## Bicycle and Pedestrian Infrastructure

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

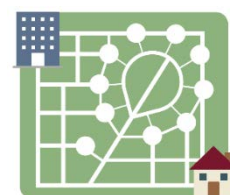
One way to measure route directness is take the ratio of the route distance to the straight line distance. The closer the ratio is to 1, the better for connectivity of the area.

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

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



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



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

## Land Use to Support Public Transportation

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

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

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

## Public Transportation Infrastructure

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

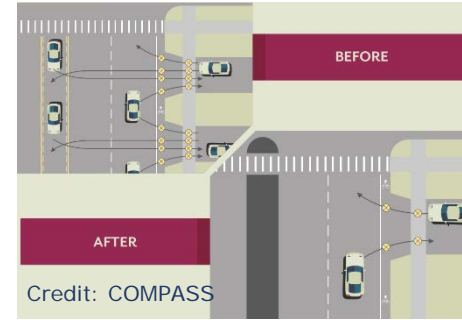
While stop location and spacing will depend on the circumstances of the route, there are some general guidelines to improve the user experience:

- ✓ Locate bus stop amenities in areas that are expected to generate the most ridership, such as near employment centers, retail centers, education centers, or major medical facilities.
- ✓ Provide sidewalks and/or bike paths designed to meet the needs of all users (including elderly, children, and individuals with disabilities) to connect development to transit stops.
- ✓ Provide bicycle parking that includes covered bike racks at transit stops; ensure it does not conflict with vehicular or pedestrian travel.
- ✓ Provide shelters, benches, and landscaping to enhance the overall comfort and attractiveness of transit; ensure amenities do not block pathways, sidewalks, or bike lanes.
- ✓ Include doors with 32 inches of clear passage space, and at least one zero-step entrance and accessible bathroom on the main floor to support those with limited mobility.
- ✓ Join the Valley Regional Transit group pass program: <https://www.valleyregionaltransit.org/group-pass-programs>
- ✓ Use Valley Regional Transit's [Bus Stop Location and Transit Amenities Development Guidelines](#) for siting new bus stops and reviewing current and bus stops<sup>18</sup>

## Access Management

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

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



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

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

## Parking Management

Getting to the right balance of parking is important. Not enough parking means that parking spills into nearby areas, customers can't get to businesses, and safety is decreased due to illegal parking and increased traveling to find parking spaces. However, an oversupply of parking can result in less land for businesses and diminished efforts to promote other modes<sup>21</sup>.



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

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

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

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

## Roadway Capacity

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

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

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



## ENDNOTES

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- <sup>1</sup> COMPASS Complete Streets Policy, <https://www.compassidaho.org/documents/prodserv/reports/dmr/COMPASSPolicyFinal.pdf>
- <sup>2</sup> Graphic adapted from *Florida Department of Transportation Context Classification Guide*, [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_2)
- <sup>3</sup> Livable Street Design Guide, [https://www.achdidaho.org/Documents/Projects/Livable\\_Street\\_Design\\_Guide\\_Adopted\\_5-27-09.pdf](https://www.achdidaho.org/Documents/Projects/Livable_Street_Design_Guide_Adopted_5-27-09.pdf)
- <sup>4</sup> Transportation Master Plan, <https://www.cityofnampa.us/522/Nampa-Transportation-Master-Plan>
- <sup>5</sup> Freight Strategic Plan, <https://apps.itd.idaho.gov/Apps/freight/FreightPlan.pdf>
- <sup>6</sup> ValleyConnect 2.0, [https://www.valleyregionaltransit.org/wp-content/uploads/2020/11/valleyconnect2\\_apr18\\_final.pdf](https://www.valleyregionaltransit.org/wp-content/uploads/2020/11/valleyconnect2_apr18_final.pdf)
- <sup>7</sup> COMPASS Congestion Map: <https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6>
- <sup>8</sup> COMPASS High Volume Intersection Study, <https://www.compassidaho.org/prodserv/specialprojects-hvis.htm>
- <sup>9</sup> COMPASS Congestion Management Plan, <https://www.compassidaho.org/prodserv/cms-intro.htm>
- <sup>10</sup> Bike Walk Compass <https://www.compassidaho.org/prodserv/activetrans/activetransportation.html#bikewalkcompass>
- <sup>11</sup> **FREIGHT MAP LINK TBD**
- <sup>12</sup> Bike Walk Compass <https://www.compassidaho.org/prodserv/activetrans/activetransportation.html#bikewalkcompass>
- <sup>13</sup> **PUBLIC TRANSPORTATION MAP LINK TBD**
- <sup>14</sup> COMPASS Development Checklist, <https://www.compassidaho.org/dashboard/devreview.htm> (p. 28)
- <sup>15</sup> Graphic Credit: Lakeland Village Community Plan, Riverside County Planning Department, <https://planning.rctlma.org/Portals/14/AdvancedPlanning/LV/LCVCAC%2002.22.17.pdf?ver=2017-03-24-094814-420>
- <sup>16</sup> Adapted from Safe Routes to Schools Guide, <http://guide.saferoutesinfo.org/engineering/connectivity.cfm>
- <sup>17</sup> Communities in Motion Implementation Guidebook, [https://www.compassidaho.org/documents/prodserv/rltp/ImplementationGuidebook\\_entire.pdf](https://www.compassidaho.org/documents/prodserv/rltp/ImplementationGuidebook_entire.pdf)
- <sup>18</sup> Bus Stop Location and Transit Amenities Development Guidelines, Valley Regional Transit, <https://www.valleyregionaltransit.org/wp-content/uploads/2021/01/vrt-bus-stop-location-and-transit-amenities-development-guidelines.pdf>
- <sup>19</sup> COMPASS Access Management Toolkit, [https://www.compassidaho.org/documents/planning/studies/AcMgtTikt\\_08Cover\\_Electronic.pdf](https://www.compassidaho.org/documents/planning/studies/AcMgtTikt_08Cover_Electronic.pdf)
- <sup>20</sup> Access Management What Does It Mean For My Business?, COMPASS, [https://www.compassidaho.org/documents/comm/COMPASS\\_AccessManagement.pdf](https://www.compassidaho.org/documents/comm/COMPASS_AccessManagement.pdf)
- <sup>21</sup> Graphic Credit: Global Designing Cities Initiative
- <sup>22</sup> COMPASS Transportation Improvement Program, <https://www.compassidaho.org/prodserv/transimprovement.htm>

# RTAC AGENDA WORKSHEET

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
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
<b>UPCOMING AGENDA ITEMS</b>								
4.	Update on Congestion Management Process	No	Hunter Mulhall will provide an update on the congestion management process.	Information/Discussion	20	Hunter Mulhall	Dec	N/A
5.	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
6.	Update on I-84 Operations Plan	No	Hunter Mulhall will provide an update on the I-84 operations plan.	Information/Discussion	20	Hunter Mulhall	Dec	N/A
7.	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

<sup>1</sup> No, Yes, N/A (Not Applicable)

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

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>8.</b>	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
<b>9.</b>	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
<b>10.</b>	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
<b>11.</b>	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
<b>12.</b>	Review <i>Communities in Motion 2050</i> (CIM 2050) Funded Projects and Unfunded Needs	No	Liisa Itkonen will review CIM 2050 funded projects and unfunded needs.	Information/Discussion	20	Liisa Itkonen	Jan	Feb

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>13</b>	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
<b>14</b>	Recommend <i>Communities in Motion 2050</i> (CIM 2050) Funded Projects	No	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 funded projects.	Action	10	Liisa Itkonen	March	Apr
<b>15</b>	Recommend Rail Planning Task for FY2023 UPWP	No	Liisa Itkonen will seek RTAC recommendation for COMPASS Board of Directors' approval of a rail planning task for FY2023 UPWP.	Action	10	Liisa Itkonen	March	Apr
<b>16</b>	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
<b>17</b>	Review draft Coordinated Public Transit-Human Services Transportation Plan	No	Lila Klopfenstein will review the draft Coordinated Public Transit-Human Services Transportation Plan	Information/ Discussion	20	Lila Klopfenstein	March	N/A

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>18.</b>	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
<b>19.</b>	Review <i>Communities in Motion 2050</i> (CIM 2050) Draft Unfunded Priorities	No	Liisa Itkonen will review CIM 2050 draft of unfunded priorities.	Information/Discussion	20	Liisa Itkonen	Apr	June
<b>20.</b>	Recommend the <i>Communities in Motion 2050</i> (CIM 2050) Unfunded Priorities	No	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of the <i>Communities in Motion 2050</i> unfunded priorities.	Action	20	Liisa Itkonen	May	June
<b>21.</b>	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
<b>22.</b>	Recommend Approval of Coordinated Public Transit-Human Services Transportation Plan	Yes	Lila Klopfenstein will seek RTAC recommendation for COMPASS Board of Directors' approval of the Coordinated Public Transit-Human Services Transportation Plan	Action	20	Lila Klopfenstein	July	Aug

<b>ID #</b>	<b>Title/Description</b>	<b>Mandatory<sup>1</sup></b>	<b>Additional Information</b>	<b>Agenda Type<sup>2</sup></b>	<b>Time</b>	<b>Presenters</b>	<b>Proposed Agenda</b>	<b>Board Agenda</b>
<b>23</b>	Recommend Adoption of <i>Communities in Motion 2050</i> (CIM 2050).	Yes	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' adoption of CIM 2050.	Action	20	Liisa Itkonen	November	Dec
<b>24</b>	Recommend Approval of <i>Communities in Motion 2050</i> (CIM 2050) Update Policy.	Yes	Liisa Itkonen will seek a RTAC recommendation for COMPASS Board of Directors' approval of CIM 2050 update policy.	Action	10	Liisa Itkonen	November	Dec

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# Scheduled vs. Obligated for the 2022 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 - 11/10/2021] [Fiscal Year: 2022] [Obligation Approval Level: FHWA] [Project Status: Development, PS&E (or equiv.), Awarded (or equiv.)] [Fiscal Year: 2022] [Indirect Costs Excluded] [PSS Manager: Ignore] [PSS Owner: Ignore] [PSS Sponsor: Ignore]

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder	
<b>State Hwy - Pavement Preservation (Commerce)</b>										
22699	3	SH 69, KUNA TO MERIDIAN, ADA CO	2027	Development	100	PE	\$90,000.00	\$0.00	\$90,000.00	
							<b>\$90,000.00</b>	<b>\$0.00</b>	<b>\$90,000.00</b>	
State Hwy - Pavement Preservation (Commerce) Total							<b>\$90,000.00</b>	<b>\$0.00</b>	<b>\$90,000.00</b>	
<b>State Hwy - Pavement Restoration</b>										
21849	3	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	2022	Development	111	CE	\$150,750.00	\$0.00	\$150,750.00	
							CC	\$115,000.00	\$0.00	\$115,000.00
							CN	\$9,242,933.00	\$0.00	\$9,242,933.00
							<b>\$9,508,683.00</b>	<b>\$0.00</b>	<b>\$9,508,683.00</b>	
22665	3	SH 55, EAGLE RD; I-84 TO SH-44, ADA CO	2022	Development	111	CE	\$250,000.00	\$0.00	\$250,000.00	
							CC	\$853,375.90	\$0.00	\$853,375.90
							CN	\$8,000,000.00	\$0.00	\$8,000,000.00
							<b>\$9,103,375.90</b>	<b>\$0.00</b>	<b>\$9,103,375.90</b>	
State Hwy - Pavement Restoration Total							<b>\$18,612,058.90</b>	<b>\$0.00</b>	<b>\$18,612,058.90</b>	
<b>State Hwy - Bridge Preservation</b>										
20405	3	I 84, FY22 D3 BRIDGE REPAIR	2022	Development	101	CE	\$112,200.00	\$0.00	\$112,200.00	
							CN	\$1,591,812.00	\$0.00	\$1,591,812.00
							<b>\$1,704,012.00</b>	<b>\$0.00</b>	<b>\$1,704,012.00</b>	
State Hwy - Bridge Preservation Total							<b>\$1,704,012.00</b>	<b>\$0.00</b>	<b>\$1,704,012.00</b>	
<b>State Hwy - Bridge Restoration</b>										
20227	3	US 20, PHYLLIS CANAL BR, NR MERIDIAN	2023	Development	103	PE	(\$14,000.00)	(\$14,000.00)	\$0.00	
							<b>(\$14,000.00)</b>	<b>(\$14,000.00)</b>	<b>\$0.00</b>	
23188	3	SH 44, I 84 JCT SH 44 IC (MIDDLETON RD), CANYON CO	2028	Development	103	PE	\$225,000.00	\$0.00	\$225,000.00	
							PC	\$1,000,000.00	\$0.00	\$1,000,000.00
							<b>\$1,225,000.00</b>	<b>\$0.00</b>	<b>\$1,225,000.00</b>	
State Hwy - Bridge Restoration Total							<b>\$1,211,000.00</b>	<b>(\$14,000.00)</b>	<b>\$1,225,000.00</b>	
<b>State Hwy - Supporting Infrastructure Assets</b>										
22746	3	I 84, COLE & OVERLAND LIGHTING, BOISE	2023	Development	146	PE	\$10,000.00	\$0.00	\$10,000.00	
							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>	
State Hwy - Supporting Infrastructure Assets Total							<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$10,000.00</b>	
<b>State Hwy - Safety &amp; Capacity (Safety)</b>										
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	PS&E (or equiv.)	106	CE	\$100,000.00	\$100,000.00	\$0.00	
							CC	\$500,000.00	\$303,764.00	\$196,236.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
20428	3	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	2022	PS&E (or equiv.)	106	CN	\$3,500,000.00 <b>\$4,100,000.00</b>	\$3,189,525.00 <b>\$3,593,289.00</b>	\$310,475.00 <b>\$506,711.00</b>
22101	3	LOCAL, PECKHAM RD INTERSECTIONS, GOLDEN GATE HD	2022	Development	135	PL UT CN	\$35,000.00 \$80,000.00 \$379,000.00 <b>\$494,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$35,000.00 \$80,000.00 \$379,000.00 <b>\$494,000.00</b>
22102	3	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	2022	Development	135	PE PC PL RW CE CC CL CN	\$9,000.00 \$100,000.00 \$40,000.00 \$270,000.00 \$10,000.00 \$460,000.00 \$90,000.00 \$2,295,000.00 <b>\$3,274,000.00</b>	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$9,000.00 \$100,000.00 \$40,000.00 \$270,000.00 \$10,000.00 \$460,000.00 \$90,000.00 \$2,295,000.00 <b>\$3,274,000.00</b>
State Hwy - Safety & Capacity (Safety) Total							<b>\$7,868,000.00</b>	<b>\$3,593,289.00</b>	<b>\$4,274,711.00</b>
<b>State Hwy - Safety &amp; Capacity (Capacity)</b>									
13476	3	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	2022	Awarded (or equiv.)	112	PE PC RW LP CE CC CN	\$80,000.00 \$1,062,052.00 \$1,000.00 \$192,000.00 \$224,041.00 \$1,537,753.00 \$6,611,937.00 <b>\$9,708,783.00</b>	\$80,000.00 \$1,062,052.00 \$1,000.00 \$192,000.00 \$224,041.00 \$1,537,753.00 \$6,611,937.00 <b>\$9,708,783.00</b>	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 <b>\$0.00</b>
20367	3	US 20, PHYLLIS CANAL BR TO SH-16, ADA CO	2023	Development	112	PE PC	\$150,000.00 \$14,000.00 <b>\$164,000.00</b>	\$150,000.00 \$14,000.00 <b>\$164,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
22712	3	I 84B, GARRITY BLVD & STAMM LN INT IMPV, NAMPA	2027	Development	112	PE	\$137,583.00 <b>\$137,583.00</b>	\$137,583.00 <b>\$137,583.00</b>	\$0.00 <b>\$0.00</b>
22717	3	SH 45, LOCUST LANE INTERSECTION, NAMPA	2027	Development	112	PE	\$146,717.00 <b>\$146,717.00</b>	\$146,717.00 <b>\$146,717.00</b>	\$0.00 <b>\$0.00</b>
23081	3	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	2022	Awarded (or equiv.)	112	CN	\$460,521.02 <b>\$460,521.02</b>	\$0.00 <b>\$0.00</b>	\$460,521.02 <b>\$460,521.02</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	112	PC	\$101,000.00 <b>\$101,000.00</b>	\$0.00 <b>\$0.00</b>	\$101,000.00 <b>\$101,000.00</b>



KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23099	3	I 84, EXIT 25 IMPROVEMENT, CANYON CO	2022	Development	112	CN	\$1,300,000.00	\$0.00	\$1,300,000.00
							<b>\$1,300,000.00</b>	<b>\$0.00</b>	<b>\$1,300,000.00</b>
State Hwy - Safety & Capacity (Capacity) Total							<b>\$12,018,604.02</b>	<b>\$10,157,083.00</b>	<b>\$1,861,521.02</b>
<b>State Hwy - System Support</b>									
22963	3	LOCAL, FY22 GREENLEAF 8 ADA RAMPS	2022	Development	102	CN	\$58,000.00	\$0.00	\$58,000.00
							<b>\$58,000.00</b>	<b>\$0.00</b>	<b>\$58,000.00</b>
State Hwy - System Support Total							<b>\$58,000.00</b>	<b>\$0.00</b>	<b>\$58,000.00</b>
<b>State Hwy - Planning &amp; Scoping</b>									
7827	3	SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE	2022	Awarded (or equiv.)	104	PC	\$960,000.00	\$0.00	\$960,000.00
							<b>\$960,000.00</b>	<b>\$0.00</b>	<b>\$960,000.00</b>
State Hwy - Planning & Scoping Total							<b>\$960,000.00</b>	<b>\$0.00</b>	<b>\$960,000.00</b>
<b>Hwy - Metropolitan Planning</b>									
20640	3	LOCAL, FY22 COMPASS METRO PLANNING	2022	Development	91	PC	\$1,199,189.00	\$0.00	\$1,199,189.00
							<b>\$1,199,189.00</b>	<b>\$0.00</b>	<b>\$1,199,189.00</b>
Hwy - Metropolitan Planning Total							<b>\$1,199,189.00</b>	<b>\$0.00</b>	<b>\$1,199,189.00</b>
<b>Local Hwy - Transportation Alternatives</b>									
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	134	PC	\$136,000.00	\$0.00	\$136,000.00
							<b>\$136,000.00</b>	<b>\$0.00</b>	<b>\$136,000.00</b>
22922	3	LOCAL, FY22 CANYON CO SRTS COORDINATOR & ACTIVITIES	2022	Development	134	CN	\$64,753.00	\$0.00	\$64,753.00
							<b>\$64,753.00</b>	<b>\$0.00</b>	<b>\$64,753.00</b>
22944	3	LOCAL, FY22 STODDARD PATHWAY, NAMPA	2022	Development	134	CE	\$12,000.00	\$0.00	\$12,000.00
							\$44,000.00	\$0.00	\$44,000.00
							\$10,000.00	\$0.00	\$10,000.00
							\$348,000.00	\$0.00	\$348,000.00
							<b>\$414,000.00</b>	<b>\$0.00</b>	<b>\$414,000.00</b>
Local Hwy - Transportation Alternatives Total							<b>\$614,753.00</b>	<b>\$0.00</b>	<b>\$614,753.00</b>
<b>State Hwy - Freight</b>									
22103	3	OFFSYS, FRANKLIN BLVD & 3RD N FREIGHT IMPRV, NAMPA	2023	Development	139	PE	\$9,000.00	\$0.00	\$9,000.00
							\$900,000.00	\$0.00	\$900,000.00
							\$50,000.00	\$0.00	\$50,000.00
							<b>\$959,000.00</b>	<b>\$0.00</b>	<b>\$959,000.00</b>
State Hwy - Freight Total							<b>\$959,000.00</b>	<b>\$0.00</b>	<b>\$959,000.00</b>
<b>Local Hwy - Urban</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	46	RW	\$171,000.00	\$0.00	\$171,000.00
							<b>\$171,000.00</b>	<b>\$0.00</b>	<b>\$171,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	46	PC	\$99,000.00	\$0.00	\$99,000.00
							<b>\$99,000.00</b>	<b>\$0.00</b>	<b>\$99,000.00</b>
20560	3	LOCAL, FY23 COMPASS PLANNING	2023	Development	46	PC	\$99,000.00	\$0.00	\$99,000.00
							<b>\$99,000.00</b>	<b>\$0.00</b>	<b>\$99,000.00</b>
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Development	46	CN	\$55,000.00	\$0.00	\$55,000.00
							<b>\$55,000.00</b>	<b>\$0.00</b>	<b>\$55,000.00</b>
22015	3	LOCAL, FY23 ACHD COMMUTERIDE	2023	Development	46	CN	\$55,000.00	\$0.00	\$55,000.00
							<b>\$55,000.00</b>	<b>\$0.00</b>	<b>\$55,000.00</b>
Local Hwy - Urban Total							<b>\$479,000.00</b>	<b>\$0.00</b>	<b>\$479,000.00</b>
<b>Local Hwy - Transportation Management Area</b>									
19465	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 1, BOISE	2022	Development	51	CE	\$236,000.00	\$0.00	\$236,000.00
						CC	\$472,000.00	\$0.00	\$472,000.00
						CN	\$4,719,000.00	\$0.00	\$4,719,000.00
							<b>\$5,427,000.00</b>	<b>\$0.00</b>	<b>\$5,427,000.00</b>
19763	3	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	2022	Development	51	CN	\$3,056,000.00	\$0.00	\$3,056,000.00
							<b>\$3,056,000.00</b>	<b>\$0.00</b>	<b>\$3,056,000.00</b>
19920	3	LOCAL, FY22 COMPASS PLANNING	2022	Development	51	PC	\$232,000.00	\$0.00	\$232,000.00
							<b>\$232,000.00</b>	<b>\$0.00</b>	<b>\$232,000.00</b>
20006	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 3, ACHD	2022	Development	51	CN	\$80,000.00	\$0.00	\$80,000.00
							<b>\$80,000.00</b>	<b>\$0.00</b>	<b>\$80,000.00</b>
20122	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 2, BOISE	2022	Development	51	CE	\$101,000.00	\$0.00	\$101,000.00
						CC	\$202,000.00	\$0.00	\$202,000.00
						CN	\$2,022,500.00	\$0.00	\$2,022,500.00
							<b>\$2,325,500.00</b>	<b>\$0.00</b>	<b>\$2,325,500.00</b>
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	51	PC	\$708,000.00	\$0.00	\$708,000.00
							<b>\$708,000.00</b>	<b>\$0.00</b>	<b>\$708,000.00</b>
20729	3	LOCAL, FY22 ACHD COMMUTERIDE	2022	Development	51	CN	\$220,000.00	\$0.00	\$220,000.00
							<b>\$220,000.00</b>	<b>\$0.00</b>	<b>\$220,000.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	51	PC	\$552,000.00	\$0.00	\$552,000.00
							<b>\$552,000.00</b>	<b>\$0.00</b>	<b>\$552,000.00</b>
23324	3	LOCAL, GARDEN ST PATHWAY, CASSIA PARK TO ALBION, BOISE	2024	Development	51	PE	\$4,000.00	\$0.00	\$4,000.00
						PC	\$81,000.00	\$0.00	\$81,000.00
						PL	\$35,000.00	\$0.00	\$35,000.00
							<b>\$120,000.00</b>	<b>\$0.00</b>	<b>\$120,000.00</b>
Local Hwy - Transportation Management Area Total							<b>\$12,720,500.00</b>	<b>\$0.00</b>	<b>\$12,720,500.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Local Hwy - Transportation Alternatives; TMA</b>									
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	133	PE	\$11,000.00	\$0.00	\$11,000.00
						PC	\$78,000.00	\$0.00	\$78,000.00
							<b>\$89,000.00</b>	<b>\$0.00</b>	<b>\$89,000.00</b>
23307	3	LOCAL, FEDERAL WAY AND BROADWAY AVE PATHWAY, BOISE	2500	Development	133	PE	\$5,000.00	\$0.00	\$5,000.00
						PC	\$134,000.00	\$0.00	\$134,000.00
						PL	\$36,000.00	\$0.00	\$36,000.00
							<b>\$175,000.00</b>	<b>\$0.00</b>	<b>\$175,000.00</b>
Local Hwy - Transportation Alternatives; TMA Total							<b>\$264,000.00</b>	<b>\$0.00</b>	<b>\$264,000.00</b>
<b>Local Hwy - Rural</b>									
13964	3	STC-3798, PECKHAM RD, GOLDEN GATE HD	2022	Development	45	CC	\$777,000.00	\$0.00	\$777,000.00
						CN	\$2,818,000.00	\$0.00	\$2,818,000.00
							<b>\$3,595,000.00</b>	<b>\$0.00</b>	<b>\$3,595,000.00</b>
Local Hwy - Rural Total							<b>\$3,595,000.00</b>	<b>\$0.00</b>	<b>\$3,595,000.00</b>
<b>Local Hwy - Bridge</b>									
13494	3	STC-7787, OLD HWY 30; W PLYMOUTH ST BR, CANYON CO	2023	Development	49	RW	\$149,000.00	\$0.00	\$149,000.00
							<b>\$149,000.00</b>	<b>\$0.00</b>	<b>\$149,000.00</b>
Local Hwy - Bridge Total							<b>\$149,000.00</b>	<b>\$0.00</b>	<b>\$149,000.00</b>
<b>Hwy Safety - Railroad Crossings</b>									
20537	3	OFFSYS, BENJAMIN LN BVRR RRX, BOISE	2022	Development	22	CN	\$310,000.00	\$0.00	\$310,000.00
							<b>\$310,000.00</b>	<b>\$0.00</b>	<b>\$310,000.00</b>
20606	3	OFFSYS, OLD FORT BOISE RD UPRR RRX, NOTUS-PARMA HD	2023	Development	22	PE	\$10,000.00	\$0.00	\$10,000.00
						UT	\$10,000.00	\$0.00	\$10,000.00
							<b>\$20,000.00</b>	<b>\$0.00</b>	<b>\$20,000.00</b>
23389	3	SMA-9833, N MILWAUKEE ST RRX, BOISE	2022	Development	22	PE	\$7,000.00	\$7,000.00	\$0.00
						CN	\$200,000.00	\$0.00	\$200,000.00
							<b>\$207,000.00</b>	<b>\$7,000.00</b>	<b>\$200,000.00</b>
Hwy Safety - Railroad Crossings Total							<b>\$537,000.00</b>	<b>\$7,000.00</b>	<b>\$530,000.00</b>
<b>Hwy - Federal Lands Access</b>									
22600	3	STC-3787, WESTERN HERITAGE BYWAY (SWAN FALLS RD), ADA CO	2024	Development	59	PC	\$226,000.00	\$0.00	\$226,000.00
							<b>\$226,000.00</b>	<b>\$0.00</b>	<b>\$226,000.00</b>
22602	3	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CANYON HD #4	2024	Development	59	PC	\$119,000.00	\$0.00	\$119,000.00
							<b>\$119,000.00</b>	<b>\$0.00</b>	<b>\$119,000.00</b>
Hwy - Federal Lands Access Total							<b>\$345,000.00</b>	<b>\$0.00</b>	<b>\$345,000.00</b>

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
<b>Hwy - Local Partnerships</b>									
13918	3	LOCAL, RAIL WITH TRAIL PATHWAY, MERIDIAN	2024	Development	79	RW	\$120,000.00 <b>\$120,000.00</b>	\$0.00 <b>\$0.00</b>	\$120,000.00 <b>\$120,000.00</b>
19993	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOISE AREA	2023	Development	79	LP	\$250,000.00 <b>\$250,000.00</b>	\$0.00 <b>\$0.00</b>	\$250,000.00 <b>\$250,000.00</b>
20006	3	LOCAL, FY22 CAPITAL MAINTENANCE, PH 3, ACHD	2022	Development	79	CN	\$220,000.00 <b>\$220,000.00</b>	\$0.00 <b>\$0.00</b>	\$220,000.00 <b>\$220,000.00</b>
20259	3	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS PART 1, BOISE AREA	2023	Development	79	LP	\$500,000.00 <b>\$500,000.00</b>	\$0.00 <b>\$0.00</b>	\$500,000.00 <b>\$500,000.00</b>
20542	3	LOCAL, PED IMPROVEMENTS, EAGLE RD, MERIDIAN	2025	Development	79	PL	\$10,000.00 <b>\$10,000.00</b>	\$0.00 <b>\$0.00</b>	\$10,000.00 <b>\$10,000.00</b>
20674	3	LOCAL, FY24, ROADWAY AND ADA IMPROVEMENTS, BOISE	2024	Development	79	PE PC	\$29,000.00 \$525,000.00 <b>\$554,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$29,000.00 \$525,000.00 <b>\$554,000.00</b>
20683	3	LOCAL, FY24 ROADWAY AND ADA IMPROVEMENTS, PART 3, BOISE	2024	Development	79	PE PC	\$5,000.00 \$75,000.00 <b>\$80,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>	\$5,000.00 \$75,000.00 <b>\$80,000.00</b>
21896	3	LOCAL, FY25 ROADWAY AND ADA IMPROVEMENTS, BOISE	2025	Development	79	PE	\$29,000.00 <b>\$29,000.00</b>	\$0.00 <b>\$0.00</b>	\$29,000.00 <b>\$29,000.00</b>
23095	3	I 84, FIVE MILE RD OVERPASS & WIDENING (NEPA), BOISE	2025	Development	79	PC	\$245,000.00 <b>\$245,000.00</b>	\$0.00 <b>\$0.00</b>	\$245,000.00 <b>\$245,000.00</b>
Hwy - Local Partnerships Total							<b>\$2,008,000.00</b>	<b>\$0.00</b>	<b>\$2,008,000.00</b>
<b>TECM</b>									
22165	3	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	2022	Development	149	CN	\$37,000,000.00 <b>\$37,000,000.00</b>	\$0.00 <b>\$0.00</b>	\$37,000,000.00 <b>\$37,000,000.00</b>
22715	3	SH 55, FARMWAY RD TO MIDDLETON RD, CANYON CO	2500	Development	149	PE PC	\$1,000,000.00 \$10,000,000.00 <b>\$11,000,000.00</b>	\$500,000.00 \$10,000,000.00 <b>\$10,500,000.00</b>	\$500,000.00 \$0.00 <b>\$500,000.00</b>
23336	3	I 84, KARCHER IC, CANYON CO	2024	Development	149	PE PC	\$250,000.00 \$2,000,000.00 <b>\$2,250,000.00</b>	\$250,000.00 \$2,000,000.00 <b>\$2,250,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23337	3	US 20, MIDDLETON RD TO STAR RD, ADA/CANYON COS	2025	Development	149	PE PC	\$1,000,000.00 \$6,773,800.00 <b>\$7,773,800.00</b>	\$1,000,000.00 \$6,773,800.00 <b>\$7,773,800.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
23341	3	I 84, SH 44 IC TO CENTENNIAL WAY IC, CANYON CO	2026	Development	149	PE	\$100,000.00	\$100,000.00	\$0.00

KeyNo	District	Location	ProgYr	Project Status	ProgNo	Phase	Scheduled	Obligated	Remainder
23341	3	I 84, SH 44 IC TO CENTENNIAL WAY IC, CANYON CO	2026	Development	149	PC	\$2,000,000.00 <b>\$2,100,000.00</b>	\$2,000,000.00 <b>\$2,100,000.00</b>	\$0.00 <b>\$0.00</b>
23408	3	SH 16, USTICK RD TO US 20/26, ADA & CANYON COS	2022	Development	149	CE CC CN	\$500,000.00 \$5,000,000.00 \$50,000,000.00 <b>\$55,500,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$500,000.00 \$5,000,000.00 \$50,000,000.00 <b>\$55,500,000.00</b>
23409	3	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	2022	Development	149	CE CC CN	\$5,000,000.00 \$500,000.00 \$50,000,000.00 <b>\$55,500,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$5,000,000.00 \$500,000.00 \$50,000,000.00 <b>\$55,500,000.00</b>
23410	3	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	2022	Development	149	CE CC CN	\$700,000.00 \$5,300,000.00 \$53,000,000.00 <b>\$59,000,000.00</b>	\$0.00 \$0.00 \$0.00 <b>\$0.00</b>	\$700,000.00 \$5,300,000.00 \$53,000,000.00 <b>\$59,000,000.00</b>
23437	3	I 84, CENTENNIAL IC TO FRANKLIN IC, CANYON CO	2024	Development	149	PE PC	\$1,000,000.00 \$8,000,000.00 <b>\$9,000,000.00</b>	\$1,000,000.00 \$8,000,000.00 <b>\$9,000,000.00</b>	\$0.00 \$0.00 <b>\$0.00</b>
TECM Total							<b>\$239,123,800.00</b>	<b>\$31,623,800.00</b>	<b>\$207,500,000.00</b>
Report Total							<b>\$304,525,916.92</b>	<b>\$45,367,172.00</b>	<b>\$259,158,744.92</b>