



*Working together to plan for the future*

# **COMPASS BOARD MEETING PACKET**

**June 20, 2016**



*Working together to plan for the future*

**Community Planning Association of Southwest Idaho  
2016 Board of Directors**

<b>GENERAL MEMBERS</b>	<b>SPECIAL MEMBERS</b>	<b>EX-OFFICIO MEMBERS</b>
<b>Ada County:</b> Commissioner Dave Case Commissioner Jim Tibbs Commissioner Rick Yzaguirre	<b>Boise State University:</b> Drew Alexander, Capital Planner Campus Planning and Facilities	<b>Governor's Office:</b> David Hensley, Chief of Staff
<b>Canyon County:</b> Commissioner Tom Dale Commissioner Craig Hanson Commissioner Steve Rule	<b>Capital City Development Corporation:</b> John Brunelle, Executive Director	<b>Greater Boise Auditorium District:</b> Pat Rice, Executive Director
<b>City of Boise:</b> Mayor Dave Bieter Councilmember Elaine Clegg Councilmember Scot Ludwig	<b>Idaho Department of Environmental Quality:</b> Aaron Scheff, Regional Administrator	<b>Southwest District Health Department:</b> Nikole Zogg, Director
<b>City of Caldwell:</b> Mayor Garret Nancolas Brent Orton, Public Works Director	<b>Idaho Transportation Department:</b> Amy Revis, District 3 Engineer	
<b>City of Eagle:</b> Mayor Stan Ridgeway Nichoel Baird Spencer, Planner III	<b>Valley Regional Transit:</b> Kelli Fairless, Executive Director	
<b>City of Garden City:</b> Mayor John Evans		
<b>City of Kuna:</b> Mayor Joe Stear		
<b>City of Meridian:</b> Mayor Tammy de Weerd Charlie Rountree		
<b>City of Middleton:</b> Mayor Darin Taylor		
<b>City of Nampa:</b> Mayor Bob Henry Councilmember Paul Raymond		
<b>City of Parma:</b> Mayor Nathan Leigh		
<b>City of Star:</b> Mayor Chad Bell		
<b>City of Wilder:</b> Tracy Jones, Public Works Supervisor		
<b>Ada County Highway District:</b> Commissioner Rebecca Arnold Commissioner Sara Baker Commissioner Jim Hansen		
<b>Canyon Highway District #4:</b> Commissioner John McEvoy		

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# Working together to plan for the future

## 2016 COMPASS Board Meeting Dates

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
Monday, August 15, 2016	COMPASS 1 <sup>st</sup> Floor Board Room 700 NE 2 <sup>nd</sup> Street Meridian, Idaho	<p>Approve COMPASS Workgroup Charters</p> <p>Adopt Resolution Approving the FY2017 Unified Planning Work Program and Budget</p> <p>Approve Funding Agreement with Air Quality Board and Department of Environmental Quality to Oversee the Purchase of Air Quality Public Service Announcements</p> <p>Approve COMPASS Application Guide Update</p> <p>Approve Intelligent Transportation System (ITS) Memorandum of Understanding (MOU) between COMPASS, ACHD, and ITD</p> <p>Status Report – U.S. 20/26 Environmental Assessment</p>
Monday, October 17, 2016	COMPASS 1 <sup>st</sup> Floor Board Room 700 NE 2 <sup>nd</sup> Street Meridian, Idaho	<p>Approve 2017 COMPASS Board and Executive Committee Meeting Dates and Provide 30 Day Notice of Annual Meeting</p> <p>Receive CIM 2040 2.0 Financial Forecast</p> <p>Adopt Resolution Approving Priorities for Rural Projects</p> <p>Adopt Resolution Approving the FY2017-2020 TIP and Associated Air Quality Conformity Demonstration</p> <p>Approve FY2017 COMPASS Funding Plan</p> <p>Approve Policy for Federal Funds Allocation of Funding for CIM 2040 2.0</p>
Monday, December 19, 2016	Nampa Civic Center 311 3rd Street S. Nampa, Idaho	<p>Annual Meeting and Holiday Board Luncheon</p> <p>Confirm 2017 Board Officers: Chair, Chair-Elect, Vice Chair, Immediate Past Chair and Elect Secretary/Treasurer</p> <p>Confirm Executive Committee Representatives for Cities under 25,000 in Population</p> <p>Adopt Resolution Approving Revision 1 of the FY2017 Unified Planning Work Program and Budget</p> <p>Confirm Regional Transportation Advisory Committee Membership</p> <p>Approve 2017 Idaho Legislative Session Position Statements</p> <p>Approve Federal Transportation Policy Positions</p> <p>Approve FY2018 – FY2022 COMPASS Strategic Plan</p>

**MAKING A MOTION:**

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

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

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

**TABLE OF RULES RELATING TO MOTIONS:**

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



COMPASS BOARD OF DIRECTORS' MEETING
JUNE 20, 2016 – 1:30 PM
COMPASS – 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, IDAHO

NOTICE: The online document includes bookmarks at the left of the screen that are named to correspond to agenda items that have attachments. Clicking on a bookmark or agenda item will take you directly to the named document.

\*\* AGENDA \*\*

I. CALL TO ORDER (1:30)

II. PLEDGE OF ALLEGIANCE

III. AGENDA ADDITIONS/CHANGES

IV. OPEN DISCUSSION/ANNOUNCEMENTS

V. CONSENT AGENDA

- \* A. Approve April 18, 2016, Board Meeting Minutes
\* B. Receive March 8 and April 12, 2016, Executive Committee Meeting Minutes
\* C. Receive March 30, 2016, Finance Committee Meeting Minutes
\* D. Approve Appointment of Drew Alexander, BSU, to the Regional Transportation Advisory Committee, per RTAC Bylaws Article 2, Committee Structure, 2.4
\* E. Approve Appointment of Ryan Head, ACHD, to the Regional Transportation Advisory Committee, per RTAC Bylaws Article 2, Committee Structure, 2.4
\* F. Confirm Resolution 09-2016 Amending the FY2016-2020 Regional Transportation Improvement Program

VI. INFORMATION/DISCUSSION ITEM

- 1:35 A. Status Report – Finance Committee Bob Henry
Bob Henry, Finance Committee chair, will provide a status report on action taken at the May 19, 2016, Finance Committee meeting.

VII. ACTION ITEMS

- 1:40 A. Executive Session – Personnel Matter Idaho Code [74-206 (b)] Chair
The Board of Directors will go into executive session to receive the Executive Committee's performance evaluation and recommendation for the Executive Director. No action will be taken in the executive session. Any action will be taken in open session.
2:05 \*B. Approve Surface Transportation Program (STP) and Toni Tisdale
Transportation Alternatives Program (TAP) Balancing Policy
Page 22 Toni Tisdale will seek approval of a STP and TAP Balancing Policy.

- 2:20 \*C. **Adopt Resolution 10-2016 Amending *Communities in Motion* 2040 (CIM 2040)** Liisa Itkonen  
 Page 39 *Liisa Itkonen will seek adoption of an amendment to move an unfunded project in CIM 2040 to funded status, at the request of the City of Nampa and ITD.*
- 2:35 \*D. **Adopt Resolution 11-2016 Amending the FY2016-2020 Regional Transportation Improvement Program (TIP)** Toni Tisdale  
 Page 50 *Toni Tisdale will seek adoption of a proposed TIP amendment to change the scope of three projects and add two projects at the request of VRT, the City of Kuna, and the City of Nampa.*
- 2:50 \*E. **Adopt Resolution 12-2016 Approving Priorities for the End-of-Year Program** Toni Tisdale  
 Page 61 *Toni Tisdale will seek approval of priorities for the End-of-Year Program.*
- 3:05 \*F. **Approve Requests to Extend Project Obligation Deadline** Matt Stoll  
 Page 71 *Ada County Highway District, City of Caldwell, and City of Eagle request additional extensions of project obligation deadline.*

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

- Page 77 \*A. **Staff Activity Report**
- Page 91 \*B. **Status Report – Current Air Quality Efforts**
- Page 95 \*C. **Status Report – Regional Transportation Advisory Committee Attendance**
- Page 96 \*D. **Administrative Modifications**
- Page 108 \*E. **Status Report – Project Milestone Report**

**IX. ADJOURNMENT (3:25)**

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

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**ITEM V-A**

**BOARD OF DIRECTORS' ANNUAL MEETING  
APRIL 18, 2016  
COMPASS, 1<sup>ST</sup> FLOOR BOARD ROOM  
700 NE 2<sup>ND</sup> STREET, MERIDIAN, IDAHO**

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

**ATTENDEES:**

Drew Alexander, Boise State University  
Rebecca Arnold, Commissioner, Ada County Highway District  
Sara Baker, Commissioner, Ada County Highway District, Chair  
Richard Beck for Rick Yzaguirre, Commissioner, Ada County  
Keith Bird, Councilmember, for Tammy de Weerd, Mayor, City of Meridian  
John Brunelle, Capital City Development Corporation  
Dave Case, Commissioner, Ada County, Vice Chair  
Elaine Clegg, Councilmember, City of Boise  
John Evans, Mayor, Garden City  
Kelli Fairless, Valley Regional Transit  
Karen Gallagher for Dave Bieter, Mayor, City of Boise  
Bob Henry, Mayor, City of Nampa, Secretary/Treasurer  
Meg Leatherman for Jim Tibbs, Commissioner, Ada County  
Nathan Leigh, Mayor, City of Parma  
John McEvoy, Commissioner, Canyon Highway District #4  
Garret Nancolas, Mayor, City of Caldwell, Immediate Past Chair  
Brent Orton, City of Caldwell  
Zach Piepmeyer for Scot Ludwig, Councilmember, City of Boise  
Paul Raymond, Councilmember, City of Nampa  
Amy Revis, Idaho Transportation Department – District 3  
Stan Ridgeway, Mayor, City of Eagle  
Charlie Rountree, City of Meridian  
Aaron Scheff, Department of Environmental Quality  
Joe Stear, Mayor, City of Kuna  
Matt Stoll, Executive Director, Community Planning Association, Ex officio  
Darin Taylor, Mayor, City of Middleton  
Dave Wallace for Jim Hansen, Commissioner, Ada County Highway District  
Nikole Zogg, Southwest District Health, Ex officio

**MEMBERS**

**ABSENT:**

Chad Bell, Mayor, City of Star  
Tom Dale, Commissioner, Canyon County  
Craig Hanson, Commissioner, Canyon County  
David Hensley, Governor's Office, Ex officio  
Patrick Rice, Greater Boise Auditorium District, Ex officio  
Steven Rule, Commissioner, Canyon County, Chair Elect

**OTHERS:** Nancy Brecks, Community Planning Association  
Ken Burgess, Veritas Advisors  
Mark Carnopis, Valley Regional Transit  
Julie DeLorenzo, Idaho Transportation Board  
Maureen Gresham, Commuteride  
Linda Ihli, Valley Regional Transit  
Liisa Itkonen, Community Planning Association  
Rhonda Jalbert, Valley Regional Transit  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Carl Miller, Community Planning Association  
Sabrina Minshall, Community Planning Association  
Toni Tisdale, Community Planning Association

**CALL TO ORDER:**

**Chair Sara Baker called the meeting to order at 1:30 pm.**

**AGENDA ADDITIONS/CHANGES**

Chair Baker requested to add two items to the Consent Agenda: approval of Dave Wallace as a voting alternate for Jim Hansen at this meeting, and approval of Kyle McCormick, Canyon County, to replace Christian Samples on the Regional Transportation Advisory Committee.

After discussion, **Darin Taylor moved and Bob Henry seconded approval to amend the April 18, 2016, COMPASS Board meeting agenda as requested. Motion passed unanimously.**

**OPEN DISCUSSION/ANNOUNCEMENTS**

Matt Stoll announced that former City of Middleton mayor and COMPASS Board member, Frank McKeever passed away on April 15, 2016.

COMPASS Board members Drew Alexander and Nikole Zogg were welcomed to the meeting.

Chair Baker stated the Executive Committee will begin Matt Stoll's annual review at its May 10, 2016, meeting, and requested Board members send comments to her regarding Matt's performance prior to the May 10 Executive Committee meeting.

**CONSENT AGENDA**

- A. Approve February 25, 2016, Board Meeting Minutes**
- B. Receive February 2, 2016, Executive Committee Meeting Minutes**
- C. Receive December 10, 2015, Finance Committee Meeting Minutes**
- D. Approve List of Records for Destruction**
- E. Approve Appointment of Brian McClure, City of Meridian, to the Regional Transportation Advisory Committee per RTAC Bylaws Article 2, Committee Structure, 2.4**
- F. Approve Appointment of Kyle McCormick, Canyon County, to the Regional Transportation Advisory Committee per RTAC Bylaws Article 2, Committee Structure, 2.4**
- G. Approve Dave Wallace as Voting Alternate for Jim Hansen at the April 18, 2016, COMPASS Board meeting**

**Darin Taylor moved and Charlie Rountree seconded approval of the Consent Agenda as presented. Motion passed unanimously.**



## INFORMATION/DISCUSSION ITEMS

### A. Status Report - Finance Committee

Bob Henry, Finance Committee Chair, provided a status report on action taken at the March 30, 2016, Finance Committee meeting.

### B. Status Report - State and Federal Legislative Issues

Ken Burgess provided a status report on the 2016 legislative session.

## ACTION ITEMS

### A. Accept 2016 Population Estimates

Carl Miller presented the 2016 population estimates as recommended by the Demographic Advisory Workgroup on March 2, 2016, for COMPASS Board acceptance.

After discussion, **Garret Nancolas moved and Charlie Rountree seconded acceptance of the 2016 population estimates as presented. Motion passed unanimously.**

Matt Stoll noted based on the 2016 population estimates, the City of Eagle will move from a COMPASS Class 3 member to a Class 2 member and will have 2 seats on the Board and a seat on the Executive Committee.

### B. Approve FY2017 General and Special Membership Dues

Megan Larsen presented FY2017 general and special membership dues as recommended by the Finance Committee on March 30, 2016, for COMPASS Board approval.

After discussion, **Darin Taylor moved and John McEvoy seconded approval of the FY2017 general and special membership dues as presented. Motion passed unanimously.**

### C. Approve Policy for Programming Transportation Management Area (TMA) Funds

Matt Stoll presented a policy for programming TMA funds outside of the TMA boundary, as recommended by the TMA Funding Ad Hoc Committee on March 21, 2016, for COMPASS Board approval.

After discussion, **Darin Taylor moved and Elaine Clegg seconded approval of the policy for programming TMA funds outside of the TMA boundary as presented, with an asterisk added that a comprehensive call for project applications includes outreach to all eligible applicants, including members and non-members. Motion passed unanimously.**

### D. Adopt Resolution 07-2016 Amending the FY2016-2020 Regional Transportation Improvement Program (TIP)

Toni Tisdale presented Resolution 07-2016 amending the FY2016-2020 TIP, as requested by VRT, ACHD, and the City of Nampa for COMPASS Board approval.

After discussion, **Nathan Leigh moved and Rebecca Arnold seconded adoption of Resolution 07-2016 amending the FY2016-2020 Regional Transportation Improvement Program as presented. Motion passed unanimously.**

**E. Approve Regional Rails with Trails Workgroup Charter**

Sabrina Minshall presented the Regional Rails with Trails Workgroup Charter as recommended by the COMPASS Executive Committee for COMPASS Board approval.

After discussion, **Elaine Clegg moved and Charlie Rountree seconded approval of the Regional Rails with Trails Workgroup Charter as presented. Motion passed unanimously.**

**F. Adopt Resolution 08-2016 Approving Revision 2 of the FY2016 Unified Planning Work Program and Budget (UPWP)**

Megan Larsen presented Resolution 08-2016 approving Revision 2 of the FY2016 UPWP, as recommended by the Finance Committee on March 30, 2016, for COMPASS Board approval.

After discussion, **Garret Nancolas moved and Bob Henry seconded adoption of Resolution 08-2016 approving Revision 2 of the FY2016 UPWP as presented. Motion passed unanimously.**

**G. Approve Request to Extend Project Obligation Deadline**

Matt Stoll presented requests from ACHD, VRT, and the City of Nampa to extend the project obligation deadline on federal aid projects from March 1 to June 1.

After discussion, **Bob Henry moved and Elaine Clegg seconded approval to extend the project obligation deadline on federal aid projects from March 1 to June 1, as requested. Motion passed unanimously.**

**ADJOURNMENT**

Chair Baker adjourned the meeting at 2:37 pm.

Dated this 20th day of June 2016.

Approved:

By: \_\_\_\_\_  
Sara Baker, Chair  
Community Planning Association of  
Southwest Idaho

Attest:

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

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**EXECUTIVE COMMITTEE MEETING  
MARCH 8, 2016  
COMPASS, 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

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

**ATTENDEES:** Sara Baker, Commissioner, Ada County Highway District, **Chair**  
Dave Bieter, Mayor, City of Boise  
Dave Case, Commissioner, Ada County, **Vice Chair**  
Jay Gibbons, Commissioner, Canyon Highway District #4  
Bob Henry, Mayor, City of Nampa, **Secretary/Treasurer**  
Nathan Leigh, Mayor, City of Parma  
Charlie Rountree for Tammy de Weerd, Mayor, City of Meridian,  
Steve Rule, Commissioner, Canyon County, **Chair Elect**

**MEMBERS ABSENT:** John Evans, Mayor, City of Garden City  
Garret Nancolas, Mayor, City of Caldwell, **Immediate Past Chair**

**OTHERS PRESENT:** Nancy Brecks, Community Planning Association  
Megan Larsen, Community Planning Association  
Amanda LaMott, Idaho Transportation Department  
Meg Leatherman, Ada County  
Amy Luft, Community Planning Association  
Sabrina Minshall, Community Planning Association  
Kathy Parker, Community Planning Association  
Amy Revis, Idaho Transportation Department  
Matt Stoll, Executive Director, Community Planning Association  
Toni Tisdale, Community Planning Association  
Dave Wallace, Ada County Highway District

**CALL TO ORDER:**

Chair Sara Baker called the meeting to order at 2:02 pm.

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

Matt Stoll introduced new COMPASS staff member Kathy Parker, Resource Development - Principal Planner.

## CONSENT AGENDA

### A. Approve February 2, 2016, Executive Committee Meeting Minutes

Dave Case moved and Bob Henry seconded approval of the Consent Agenda as presented. Motion passed unanimously.

## ACTION ITEMS

### A. Establish April 18, 2016, COMPASS Board Meeting Agenda

Matt Stoll presented staff proposed Agenda Items 1-16 for the April 18, 2016, COMPASS Board meeting, and requested latitude to amend the agenda as necessary.

After discussion, **Charlie Rountree moved and Nathan Leigh seconded approval of Agenda Items 1-16 for the April 18, 2016, COMPASS Board meeting as presented. Matt Stoll has latitude to amend the agenda as necessary. Motion passed unanimously.**

### B. Recommend Regional Rails with Trails Workgroup Charter for COMPASS Board Approval

Sabrina Minshall presented the draft Regional Rails with Trails Workgroup Charter.

After discussion, **Bob Henry moved and Dave Case seconded to recommend COMPASS Board approval of the Regional Rails with Trails Workgroup Charter as presented. Motion passed unanimously.**

### C. Establish TMA Funding Ad Hoc Policy Committee Membership and First Meeting Date

Matt Stoll recapped COMPASS Board direction to establish a TMA Funding Ad Hoc Policy Committee on use of TMA funding outside of the TMA area. The following Board members volunteered to be on the committee:

Sara Baker, Dave Case, Elaine Clegg, Tom Dale, Tammy de Weerd, John Evans, Jim Hansen, Bob Henry, Nathan Leigh, John McEvoy, Stan Ridgeway, Joe Stear, and Darin Taylor.

After discussion, **Dave Case moved and Bob Henry seconded to establish the TMA Funding Ad Hoc Policy Committee with the 13 Board members who volunteered to be on the committee. The first meeting is Monday, March 21, 2016, at 2:00 pm at COMPASS. Motion passed unanimously.**

## INFORMATION/DISCUSSION ITEMS

### A. Status Report - Strategic Initiatives Submittals for FY2018-2022 State Transportation Improvement Program (STIP)

Amanda LaMott, ITD, presented a status report on ITD's statewide competitive strategic initiatives funding and a description of the six projects that ITD-District 3 has submitted to compete for the funding.

**B. Status Report - State and Federal Legislative Issues**

Matt Stoll provided a status report on state and federal legislative issues.

**C. Status Report - Regional Transportation Advisory Committee (memo only)**

**ADJOURNMENT**

Dave Case moved and Bob Henry seconded adjournment at 3:00 pm. Motion passed unanimously.

Dated this 12th day of April 2016.

Approved:

By: \_\_\_\_\_

Sara Baker, Chair  
Community Planning Association of  
Southwest Idaho

Attest:

By: \_\_\_\_\_

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

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**EXECUTIVE COMMITTEE MEETING  
APRIL 12, 2016  
COMPASS, 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

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

**ATTENDEES:** Sara Baker, Commissioner, Ada County Highway District, **Chair**  
Elaine Clegg, Councilmember, for Dave Bieter, Mayor, City of Boise  
John Evans, Mayor, City of Garden City  
Jay Gibbons, Commissioner, Canyon Highway District #4  
Bob Henry, Mayor, City of Nampa, **Secretary/Treasurer**  
Nathan Leigh, Mayor, City of Parma  
Charlie Rountree for Tammy de Weerd, Mayor, City of Meridian,  
Steve Rule, Commissioner, Canyon County, **Chair Elect**, via telephone

**MEMBERS ABSENT:** Dave Case, Commissioner, Ada County, **Vice Chair**  
Garret Nancolas, Mayor, City of Caldwell, **Immediate Past Chair**

**OTHERS PRESENT:** Nancy Brecks, Community Planning Association  
Ken Burgess, Veritas Advisors  
Richard Beck, Ada County  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Matt Stoll, Executive Director, Community Planning Association  
Dave Wallace, Ada County Highway District

**CALL TO ORDER:**

Chair Sara Baker called the meeting to order at 2:02 pm.

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

None.

## CONSENT AGENDA

### A. Approve March 6, 2016, Executive Committee Meeting Minutes

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

## ACTION ITEM

### A. Approve Board Member Travel Request

Matt Stoll presented a travel request for Garret Nancolas to attend the June 26-29, 2016, NARC annual conference in Salt Lake City, UT.

After discussion, **John Evans moved and Charlie Rountree seconded approval of Garret Nancolas attending the June 26-29, 2016, NARC annual conference. Motion passed unanimously.**

## INFORMATION/DISCUSSION ITEMS

### A. Status Report - State and Federal Legislative Issues

Ken Burgess provided a status report on the 2016 state legislative session.

### B. Status Report - Regional Transportation Advisory Committee (memo only)

## OTHER

Chair Baker noted the Executive Committee will meet in Executive Session at the May 10, 2016, meeting to begin the Executive Director's annual review for COMPASS Board confirmation at the June 2016 Board meeting.

## ADJOURNMENT

Chair Baker adjourned the meeting at 2:25 pm.

Dated this 10th day of May 2016.

Approved:

By: \_\_\_\_\_  
Sara Baker, Chair  
Community Planning Association of  
Southwest Idaho

Attest:

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

**ITEM V-C**

**FINANCE COMMITTEE MEETING  
MARCH 30, 2016  
COMPASS, 2<sup>ND</sup> FLOOR LARGE CONFERENCE ROOM  
MERIDIAN, IDAHO**

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

- ATTENDEES:** Rebecca Arnold, Commissioner, Ada County Highway District, **Vice Chair**  
John Evans, Mayor, City of Garden City  
Bob Henry, Mayor, City of Nampa, **Chair**  
Craig Hanson, Commissioner, Canyon County  
John McEvoy, Commissioner, Canyon Highway District #4, via telephone
- MEMBERS ABSENT:** Garret Nancolas, Mayor, City of Caldwell  
Rick Yzaguirre, Commissioner, Ada County
- OTHERS PRESENT:** Nancy Brecks, Community Planning Association  
Keith Holmes, Community Planning Association  
Megan Larsen, Community Planning Association  
Amy Luft, Community Planning Association  
Sabrina Minshall, Community Planning Association  
Joe Stear, Mayor, City of Kuna  
Matt Stoll, Community Planning Association

**CALL TO ORDER:**

**Chair Bob Henry called the meeting to order at 12:06 pm.**

**AGENDA ADDITIONS/CHANGES**

None.

**OPEN DISCUSSION/ANNOUNCEMENTS**

None.

**CONSENT AGENDA**

**A. Approve December 10, 2015, Finance Committee Meeting Minutes**

**Craig Hanson moved and Rebecca Arnold seconded approval of the Consent Agenda as presented. Motion passed. John Evans abstained because he was not on the Finance Committee in December 2015.**



## **INFORMATION/DISCUSSION ITEMS**

### **A. Review Report of Disbursements Made in the Reporting Period**

Megan Larsen reviewed the Disbursement Report showing disbursements made March 4 – 18, 2016.

### **B. Discuss Five Year Revenue and Expense Projections**

Megan Larsen presented COMPASS' five year revenue and expense projections.

## **ACTION ITEMS**

### **A. Elect Finance Committee Vice-Chair**

**John Evans nominated and Craig Hanson seconded Rebecca Arnold as Vice-Chair. There were no other nominations. Motion passed unanimously.**

### **B. Approve Variance Report: October 1, 2015 - December 31, 2015**

Megan Larsen presented the October 1, 2015 - December 31, 2015 Variance Report.

After discussion, **Craig Hanson moved and Rebecca Arnold seconded approval of the Variance Report: October 1, 2015 - December 31, 2015, as presented. Motion passed unanimously.**

### **C. Recommend COMPASS Board Approval of the FY2017 General and Special Membership Dues**

Megan Larsen presented the FY2017 general and special membership dues.

After discussion, **John Evans moved and Craig Hanson seconded to recommend the FY2017 general and special membership dues for COMPASS Board approval as presented. Motion passed unanimously.**

### **D. Recommend COMPASS Board Approval of Revision 2 of the FY2016 Unified Planning Work Program and Budget (UPWP)**

Megan Larsen presented Revision 2 of the FY2016 UPWP.

After discussion, **the committee agreed to revisit the policy for drawing down of fund balance at the May 2016 Finance Committee meeting.**

After discussion, **Rebecca Arnold moved and John Evans seconded recommending Revision 2 of the FY2016 UPWP for COMPASS Board approval as presented. Motion passed unanimously.**

**ADJOURNMENT**

John Evans moved and John McEvoy seconded adjournment at 12:55 pm. Motion passed unanimously.

Dated this 19th day of May 2016.

Approved:

By: \_\_\_\_\_  
Bob Henry, Chair

Attest:

By: \_\_\_\_\_  
Rebecca Arnold, Vice Chair

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**Nancy Brecks**

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**From:** Drew Alexander <drewalexander@boisestate.edu>  
**Sent:** Thursday, April 28, 2016 8:26 AM  
**To:** Nancy Brecks  
**Cc:** Nicole Nimmons  
**Subject:** Boise State: RTAC

Good morning, Nancy -

I spoke with Nicole and I will be taking over her role on RTAC. Could you please remind me when the advisory committee meeting in May takes place?

Thanks,  
Drew

--

Drew Alexander  
Capital Planner, Capital Planning and Space Management  
Boise State University  
1910 University Drive, Boise ID 83725-1826  
Phone: (208) 426-1268



Kent Goldthorpe, President  
Paul Woods, Vice President  
Rebecca W. Arnold, Commissioner  
Sara M. Baker, Commissioner  
Jim D. Hansen, Commissioner

June 1, 2016

Matthew J. Stoll  
COMPASS  
700 NE 2<sup>nd</sup> St., Ste. 200  
Meridian, Idaho 83642

**Re: 2016 COMPASS Regional Transportation Advisory Committee Members**

Dear Mr. Stoll:

As ACHD's status is a Class 1 member, ACHD would recommend adding the following person as an official representative of the COMPASS Regional Transportation Advisory Committee for 2016:

- Ryan Head

Existing representatives:

- Justin Lucas
- Tom Ferch

If you have any questions, please feel free to contact Stacey Spencer, at [sspencer@achdidaho.org](mailto:sspencer@achdidaho.org) or 208-387-6110.

Sincerely,



Kent Goldthorpe  
Commission President

## COMPASS BOARD AGENDA ITEM V-F

Date: June 20, 2016

### **Topic: Resolution 09-2016 Amending the FY2016-2020 Regional Transportation Improvement Program (TIP)**

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

COMPASS staff seeks COMPASS Board confirmation of Resolution 09-2016 (attachment 1) amending the FY2016-2020 TIP, as adopted by the COMPASS Executive Committee on May 10, 2016. Amendments were requested by Ada County Highway District (ACHD), Valley Regional Transit (VRT), and Idaho Transportation Department (ITD). The Regional Transportation Advisory Committee (RTAC) recommended Board approval of the amendments on April 27, 2016.

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

COMPASS staff requested Executive Committee adoption of Resolution 09-2016 because some funds needed to transfer to the Federal Transit Administration (FTA), by June 1, 2016. Offsets of some actions were processed through an administrative modification, per the COMPASS TIP Amendment Policy.

Details of all changes are provided in Resolution 09-2016 (attachment 1).

#### Per ACHD:

Increase the Rideshare, Commuteride Replacement Vans, ACHD project (Key Number 18700) by \$14,000 to cover the final cost of ordering the replacement vans.

#### Per Valley Regional Transit:

Increase the Bicycle Parking, Main Street Station, VRT project (Key Number NEW) by \$33,000 with Surface Transportation Program – Transportation Management Area (STP-TMA) funds. This increase allows full funding for the project.

Increase the Capital Maintenance, VRT, Boise – FY2016 project (Key Number 13511) by \$689,000. This project traded funds with State Street and Collister Drive Intersection, Boise project (Key Number 13481), which was unable to obligate funds by the deadline.

#### Per ITD:

Increase the SH-44, Canyon Canal Bridge in Middleton (Key Number 18950) by \$1,980,000 to cover cost estimate.

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

These amendments allow projects to proceed for obligation of funding immediately.

#### **More Information:**

- 1) Attachment 1: Resolution 09-2016
- 2) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

**RESOLUTION NO. 09-2016**

**FOR THE PURPOSE OF AMENDING THE FY2016-2020 REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

**WHEREAS**, no additional review for air quality conformity is necessary for this action;

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

**WHEREAS**, no public comment was needed for these actions;

**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 FY2016-2020 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table dated April 27, 2016, details the amendment to the FY2016-2020 Regional Transportation Improvement Programs.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves the amendment to the FY2016-2020 Regional Transportation Improvement Programs.

**DATED** this 10<sup>th</sup> day of May 2016.

**APPROVED:**

By:   
Sara Baker, 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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Amendment #6  
 FY2016-2020 Regional Transportation Improvement Program  
 Per RTAC, April 27, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
18700	Rideshare, Commuteride Replacement Vans, ACHD	2016						0	0
	Funding Source: STP-TMA  Replace Commuteride vehicles that are beyond their useful life. Project uses FY2014 funding. FY2015 project carried over to FY2016. (Federal = \$12,972)  Increase CN \$14,000 to cover cost increase. Project originally funded through FTA 5307 LU. Funds from KN 12363, processed in Administrative Modification #12. (100% increase for TMA funds)	2017						14	14
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	0	14
18700	Rideshare, Commuteride Replacement Vans, ACHD	2016						308	308
	Funding Source: FTA 5307 LU  Same as above. (Federal = \$246,000)  No change to this funding source.	2017							0
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	0	308
NEW	Bicycle Parking, Main Street Station, Phase 1, VRT	2016						0	0
	Funding Source: STP-TMA  This project will purchase bike racks, security infrastructure, and tenant improvement furnishings for a secure bike storage inside Main Street Station in downtown Boise. (Federal = \$30,577)  Increase CN \$33,000 to complete the project. Project originally added with partial funding for a phased approach. This increase allows full funding for the project. Funds from KN 12363, processed in Administrative Modification #12. (165% increase)	2017						33	33
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	0	33
NEW	Bicycle Parking, Main Street Station, Phase 1, VRT	2016						20	20
	Funding Source: TAP-TMA  Same as above. (Federal = \$18,532)  No change to this funding source.	2017							0
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	0	20



Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13511	Capital Maintenance, VRT, Boise - FY2016	2016						797	797
							1486	1486	
	Funding Source: STP-TMA	2017							0
		2018							0
	Replace transit bus or facility in FY2016 in the Boise Urbanized Area. (Federal = \$1,377,000)	2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	797	797
							1486	1486	
	Increase CN \$689,000, funds from KN 13481 in FY2016, processed in Administrative Modification #12. (86% increase)								

Per ITD Staff, April 26, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
18950	SH-44, Canyon Canal Bridge, Middleton	2016	10	50					60
			0	560					560
	Funding Source: Bridge Restoration	2017	10						10
		2018							0
	Replace the structurally deficient cast-in-place concrete bridge over the Canyon Canal with a precast box culvert on SH-44 in Middleton. Other improvements include replacing the curbs, gutters, sidewalks, and railings. (Federal = \$2,168,244)	2019					60	500	560
		2020					270	1500	1770
		PD							0
		SUM	20	50	0	0	60	500	630
			10	560			270	1500	2340
	Increase PEC \$510,000, decrease PE \$10,000 in FY2016, and increase CE \$210,000 and CN \$1,000,000 in FY2019 to cover estimated cost of the project. The scope has not changed, but new estimates show the project was originally underfunded. Funds from statewide balancing in FY2016 and available funds in the program in FY2019. (271.43% increase)								

PE = Preliminary Engineering

PEC = Preliminary Engineering Consultant

RW = Right-of-Way

UT = Utilities

CE = Construction Engineering

CN = Construction

FY = Fiscal Year

KN = Key Number

5307 LU = formula funds for the Boise Urbanized Area

FTA = Federal Transit Administration

RTAC = Regional Transportation Advisory Committee

STP = Surface Transportation Program

TAP = Transportation Alternatives Program

TMA = Transportation Management Area (Boise Urbanized Area)

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## COMPASS BOARD AGENDA ITEM VII-B

Date: June 20, 2016

### **Topic: Balancing Policy for Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) Funds**

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

COMPASS staff seeks COMPASS Board approval of Policy 16-02, the balancing policy for STP and TAP funds (attachment 1), as recommended for Board approval by the Regional Transportation Advisory Committee on May 25, 2016.

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

The following documents are currently used as guidance for programming and balancing funds needed for projects in the Transportation Improvement Program (TIP):

- TMA Balancing Committee Guidelines, approved April 16, 2012 (attachment 2)
  - STP-Transportation Management Area (TMA) and TAP-TMA programs
- Rule Book for MPO STP-Urban Committee Meetings, updated February 6, 2015 (attachment 3)
  - STP-Urban program
- ITD Administrative Policy 5011, approved January 30, 2015 (attachment 4)
  - End-of-Year Program and redistribution

COMPASS' new bylaws do not include the TMA Balancing Committee, which is referenced in the attached guidelines. In addition, some of the language in the Balancing Committee Guidelines could be interpreted in different ways, leading to a need to provide clarity. The proposed policy (attachment 1) blends the prioritization and balancing guidance from the three documents into an overall policy to guide programming available funds.

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

The policy will guide programming of funds that become available throughout the year as bids come in lower than expected, through the End-of-Year Program with ITD, or through redistribution of funds from the Federal Highway Administration. If funds are available, it is important for the region to be positioned with projects to receive those funds in a way that is consistent with ITD policy and ensure obligation quickly.

#### **More Information:**

- 1) Attachment 1: Proposed Prioritization Policy
- 2) Attachment 2: TMA Balancing Committee Guidance
- 3) Attachment 3: Rule Book for MPO STP-Urban Committee Meetings
- 4) Attachment 4: ITD Administrative Policy 5011
- 5) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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## POLICY STATEMENT

### No. Board 16-02

**Adopted:** XX, 2016  
**By:** COMPASS Board of Directors  
**Recommended by:** RTAC, May 25, 2016  
**Last Revision:** None

### **Balancing Policy for Surface Transportation Program (STP) and Transportation Alternative Program (TAP) Funds**

#### **Policy Statement:**

STP and TAP funds are directly allocated to areas with populations over 200,000 (Transportation Management Areas [TMA]). The Regional Transportation Advisory Committee (RTAC) is responsible for making recommendations to balance the programs.

STP funds for areas 5,000 to 200,000 population are managed by ITD; however, the Urban Balancing Committee is responsible for balancing the program.

TAP funds for areas 5,000 to 200,000 population are managed by ITD and awarded through a competitive basis. TAP funds managed by ITD are typically not allowed to change once a project is added to the program.

This policy provides direction to prioritize funds available through cost savings and the End-of-Year Program and redistribution for current-year projects. The policy is based on the current Rule Book for MPO STP-Urban Committee Meetings and Idaho Transportation Department (ITD) Administrative Policy 5011, as well as past TMA Balancing Committee Guidelines.

#### **Programming Available Funding in the Current Year and TIP Update:**

As funding needs are known, sponsors should notify COMPASS staff to include requests on the needs list, a list of known funding needs, providing a transparent process. The STP-Urban needs list is shared with the Urban Balancing Committee and the TMA needs list is shared with RTAC for reference regarding balancing recommendations.

Priorities for balancing:

1. Cover cost overruns/project needs on construction phase on projects in STP or TAP programs consistent with original project scope

2. Remove or reduce “advance construction” situation (where construction is spread over two or more funding years) on projects in STP or TAP programs
3. Cover cost overruns/project needs or advance design or right-of-way phases on projects in STP or TAP programs
4. Advance the construction phase on projects in STP or TAP programs
5. Cover cost overruns/project needs or advance planning projects on projects in STP or TAP programs
6. Cover cost overruns/project needs on construction phase on projects in non-STP or TAP programs
7. Cover cost overruns/project needs or advance design or right-of-way phases on non-STP or TAP programs
8. Cover cost overruns/project needs or advance on planning projects in non-STP or TAP programs
9. Add new projects prioritized by the COMPASS Board
  - a. New projects should align with the goals, vision, and direction of the long-range transportation plan
  - b. Construction for new projects is typically added in preliminary development (PD). Other phases of the project (design and right-of-way) may be added in earlier years of the program, if funds are available
  - c. The limit for PD in STP-TMA is three-times the projected funding allocation in the last year of the program
  - d. The limit for PD in STP-Urban is \$5,000,000 per metropolitan planning organization or the Local Highway Technical Assistance Council
    - i. The construction phase may not advance into a funded year until the concept report is approved by ITD

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

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

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

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

### **Prioritizing End-of-Year and Redistribution Requests:**

Redistribution funds coming to the State of Idaho are allocated using ITD’s formula and distributed to the appropriate programs.

End-of-Year funds are funds “swept” by ITD because projects were unable to obligate prior to deadlines – July 1 for design or right-of-way and August 1 for construction.

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

The COMPASS Board approves the priority order of requests submitted for consideration of funding through the End-of-Year Program and redistribution, based on ITD's philosophy of "construction first." The priorities include:

1. Obtaining 100% of the estimated allocation is the top priority
  - a. Congress historically limits obligation authority to 94%-97% of the estimated allocation
2. Cover cost overruns/project needs on projects obligated in a previous year
3. Advance the construction phase of projects
  - a. Projects must be ready for advertisement, including submittal of all agreements, and a check for local match, by August 1 of the programmed year
4. Cover cost overruns/project needs or advance design or right-of-way phases
5. Cover cost overruns/projects needs or advance on planning projects

Public transportation projects requiring funds to transfer to FTA are not eligible for this program because the deadline for a transfer is June 1. The End-of-Year Program and redistribution occur in late August and early September.

**Other considerations:**

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

**TMA BALANCING COMMITTEE  
GUIDELINES  
(Approved April 16, 2012)**

**ARTICLE I  
NAME AND PURPOSE**

The name of this Committee shall be the Transportation Management Area (TMA) Balancing Committee of the Community Planning Association of Southwest Idaho (COMPASS). The Committee shall serve in an advisory capacity to the COMPASS Board on regional transportation projects within the Surface Transportation Program (STP) - TMA funding program. The Committee tracks, reviews, and makes recommendations on fiscal changes in the STP-TMA program.

**ARTICLE II  
ACRONYMS AND DEFINITIONS**

1. "Advance Construction (or Construct)" means or relates to a project that has construction programmed over multiple years, creating the need for the sponsor to guarantee future year's funding prior to the start of construction.
2. "Change Order" means work added or deleted and/or quantity of material variance in excess of 125% of a bid quantity in a line item.
3. "Concept Report" consists of concept approval; project description including purpose and need; vicinity sketch; design standards; alternate solutions and costs; Phase I Materials Report, if appropriate; detailed cost estimate for the preferred alternative; and roadway inventory form.
4. "Committee" means the TMA Balancing Committee - composed of key staff or otherwise qualified representatives of COMPASS' member agencies, preferably having a transportation-related technical background, that have jurisdiction within the TMA planning area.
5. "COMPASS" means the Community Planning Association of Southwest Idaho – the metropolitan planning organization for Ada and Canyon Counties.
6. "Cost Overrun" relates to cost increases in a project currently under a design or construction contract due to additional required work.
7. "Cost Savings" relates to savings realized on a project when a bid comes in lower than the estimated cost.
8. "Current-Year" relates to the current fiscal year.
9. "End-of-Year Plan" refers to a statewide plan to obligate all unused federal funds for the current fiscal year. Needs are submitted to and prioritized by the Idaho Transportation Department each year in July.
10. "Ex-Officio Members" refers to non-voting members, who are entitled to full participation in the Committee's deliberations.
11. "Fiscal Year" refers to a twelve-month period of time for which budgets are calculated, based on the federal fiscal year of October 1 through September 30.
12. "Funds/Funding" refers to the available Surface Transportation Program – Transportation Management Area (STP-TMA) program funding in the federal budget set by Congress (see "Obligation Authority" below).
13. "General Consensus" means or refers to general agreement among members of the Committee. Not all members must agree, but there is acknowledgement that a proposal or idea is acceptable to more than a simple majority of members present.

14. "ITD" refers to the Idaho Transportation Department.
15. "ITIP" means Idaho Transportation Investment Program and refers to the statewide five-year budget for federal and regionally significant projects.
16. "Member" refers to a member of the Committee.
17. "Needs List" refers to a list of known needs in the TMA program.
18. "Obligation Authority" refers to and includes 100% of the current year apportionment from Congress to ITD in the federal transportation bill.
19. "Out-Years" refers to every year beyond the current fiscal year.
20. "PD" means Preliminary Development – an "out-year" in the program beyond the program's first five years.
21. "Phase" refers to one of the categories of project development.
  - Preliminary Engineering (PE) and Preliminary Engineering Consultant (PC) are considered the "development" or "design" phase. PE covers ITD's expenses for project oversight.
  - Right-of-way (RW or ROW) is for land acquisition.
  - Utilities (UT), Construction Engineering (CE), and Construction (CN) are the construction phases of the project. The UT phase covers when utilities are moved away from the project area. CE covers ITD's expenses for oversight and consultant or sponsor costs for project inspection and oversight. CN covers contractor expenses and actual construction costs.
22. "RTAC" refers to the Regional Technical Advisory Committee of COMPASS.
23. "STP" refers to and means the Surface Transportation Program – a Federal Highway Administration program.
24. "TIP" refers to the Transportation Improvement Program, the metropolitan five-year budget for federal and regionally significant projects.
25. "TMA" refers to and means the Transportation Management Area – a metropolitan area of at least 200,000 population. This designation comes with additional federal requirements.
26. "TMA Program" refers to the funding allocation within the transportation management area.
27. "Update" refers to the next, or updated, version of the Transportation Improvement Program (TIP), which is processed on an annual basis.

**ARTICLE III**  
**COMPOSITION AND VOTING**

1. The members of the Committee ("Members") shall be composed of key staff or otherwise qualified representatives of COMPASS' member agencies with an emphasis on those who sponsor a project(s) within the STP-TMA program or who have land use jurisdiction in one or more sponsored projects.
2. A quorum is not required for action to be taken; decisions shall be made via general consensus of members present. If a general consensus cannot be reached, the alternatives, including discussion points, will be presented to the COMPASS Regional Technical Advisory Committee for a recommendation to the COMPASS Board.

## ARTICLE IV DUTIES

1. It is the intent of the Committee to expend all Funds made available to the TMA through the Congressional annual Appropriations process.
2. The Committee shall maintain a three-year rolling average of expenditures within the TMA to meet federal requirements. Based on this rolling average, there will be no fiscal impact to ITD.
3. The Committee shall maintain a Needs List.
  - a. Cost overruns are the priority.
  - b. Projects must be included in the TMA program.
  - c. Projects outside the TMA program must be approved by the COMPASS Board in order to be included in the TMA Needs List.
4. The STP-TMA program may realize cost savings as information becomes available that may change the anticipated cost or schedule of a project. The philosophy for reprogramming these cost savings will be to target them toward construction or completion of projects that are included on the Needs List.
  - a. A member agency that generates cost savings receives first opportunity to reprogram the cost savings for cost overruns.
  - b. The Committee will be notified of funding changes within the same project and within the same year. Funding changes between projects or those affecting out years need approval of the Committee.
  - c. If a member agency that generated cost savings cannot reprogram them as described above, the cost savings become available to the Committee for reprogramming using the following priorities:
    1. Cost overruns
    2. All or a portion of advance construct
    3. Advancing projects (any phase)
5. The TMA program must balance over a five (5) year time frame, plus preliminary development, within 5% of the estimated allocation.
6. Goals of the Project Prioritization Process (Appendix A) shall be followed as closely as possible.
7. Cost increases that do not exceed 4% of programmed CN cost may be funded from the cost increase set aside account without approval of the Committee. However, the Committee must be notified.
8. The Committee will set aside funds in all years of the program for cost increases. These funds should only be used for those purposes prior to January 1<sup>st</sup>. The set aside funds will total no more than 5% of the projected funds in each program year.



9. All new projects will enter the STP-TMA Program in Preliminary Development (PD).
10. New projects can be added to PD when the programmed amount does not exceed three (3) times the projected funds in the last year in the program. PD should include a variety of project types and represent all phases of projects to insure the greatest flexibility in the program.
  - a. Projects that go into PD will be capital projects, as maintenance projects will be added to a funded year through a set aside.
11. Many actions of the Committee pertain to funding issues for a project that must be handled quickly. Short deadlines make such action possible. Therefore, the Committee must adhere to the following protocol when it comes to reviewing the meeting minutes.
  - a. Following every meeting, COMPASS staff will prepare and send draft meeting minutes via email to all members and posted on the website.
  - b. Members have one (1) week from the date sent to respond with changes or approval. No response from a member within the one (1) week time frame will be considered as that member's approval of the meeting minutes.
  - c. Members' suggested changes shall be submitted to all members via "reply all" to the email. Other members shall respond if they agree or disagree to the change within the same one (1) week time frame. No response from a member, within the one (1) week time frame will be considered as that member's approval of the change.
  - d. Approved meeting minutes will be sent via priority email to all members within two (2) days following the one (1) week review.
12. Each year prior to February, the Committee may take action only on current-year projects. Starting in February, the Committee may discuss or act on out-year changes for the program update. Action on the TMA program for the update must occur no later than March.
13. In June, the Committee will develop priorities of needs to submit for consideration in ITD's End-of-Year Plan. The priorities will also be vetted through RTAC and approved by the COMPASS Board.

### **ORGANIZATION**

1. COMPASS staff shall facilitate all meetings.
2. COMPASS shall provide the coordinating staff for the Committee.

**ARTICLE VI**  
**MEETINGS**

1. The Committee shall convene at regularly scheduled monthly meetings to be held at least one week prior to the subsequent regularly scheduled RTAC meeting. The time and place of meetings shall be established by the Committee.
2. COMPASS staff shall give notice of and provide a meeting packet for all meetings to members preferably one (1) week in advance, but not less than 24 hours in advance of a called meeting. All meetings shall be open to the public.

**ARTICLE VII**  
**AMENDMENTS TO GUIDANCE**

These guidelines may be amended by general consensus present at a meeting subject to approval by the COMPASS Board. A proposed change to the guidelines shall be presented for consideration at a regularly scheduled meeting of the Committee; however, action shall be deferred until the next regularly scheduled meeting.

## APPENDIX A

Excerpt from the Project Prioritization Process (amended to include only TMA funds)  
Goals for the STP-TMA program:

### Off-the-Top

For the STP-TMA program,  
5% - 10% for mandatory studies<sup>1</sup> and special projects  
ACHD Commuteride Funding (\$220,000)  
COMPASS (\$306,000)

For the STP-TMA program, at least 50% of remaining funds programmed for maintenance<sup>2</sup> projects and up to 50% on capital projects.

## STP-TMA Program Funding Analysis

<b>Table 2: STP-TMA Funding Analysis</b>	
Ada County	
	Running Total
Start	~\$7,000,000
<u>Off-the-Top</u>	
Commuteride \$220,000	\$6,780,000
COMPASS \$306,000	\$6,474,000
Mandatory / Special (up to \$700,000)	\$5,774,000
Maintenance Minimum - \$2,887,000	\$2,887,000
Capital Up to \$2,887,000	0

(Note: This information does not assume a merger between the Boise Urbanized Area and Nampa Urbanized Area into one Transportation Management Area.)

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<sup>1</sup> Mandatory Studies include those that are mandated by federal law. An example is the long-range transportation plan.  
<sup>2</sup> For the purposes of project selection only, a replacement bus purchase is considered maintenance because it maintains the existing transit system.

# Rule Book

## MPO STP-Urban Committee Meetings

### February 5, 2015

With the establishment of the MPO, STP-Urban Committee to assist the Local Highway Jurisdictions in utilizing all of the STP-Urban funds that have been made available by the Idaho Transportation Board, under Board Policy 4028, a set of rules for the Committee seems in order. In the 2000 census, it was determined that three additional MPOs needed to be included in this program and this is an attempt to capture all of the verbal rules we have been using in the Urban Committee, so the new MPO members will be informed.

The members of the STP-Urban Committee include: Kootenai County MPO, Lewis & Clark Valley MPO, Bonneville MPO, Bannock MPO and Nampa Urbanized Area MPO. In addition, the Local Highway Technical Assistance Council, (LHTAC) represents the other urban areas throughout the State that are over population 5,000. COMPASS, an original member of this group, has been declared a TMA and will no longer participate in the Urban Committee programs representing Ada County. COMPASS will represent the Canyon County MPO.

#### **Rule Number 1**

It is the intent of this Committee to expend all money made available to it through the Idaho Transportation Board on an annual basis.

#### **Rule Number 2** (revised 2-5-2015)

When obligation authority (funds) becomes available due to a change in the anticipated project cost or project schedule, the committee will collectively determine how these funds will be distributed to other projects in need.

The philosophy of this reprogramming will be to target the funds toward construction of current-year projects, then use the funds for design or right-of-way needs in an effort to minimize the delay of scheduled projects within the ITIP. Planning will be the third priority. Project needs will be considered for the current fiscal year first followed by projects in the subsequent fiscal year and then future years, chronologically.

The priority for reprogramming funds is:

1. Current-year construction projects,
2. Future-year project design or right-of-way costs,
3. Advancement of future construction projects, and
4. Planning projects or an increase of the set-aside account.

All reprogramming decisions are at the discretion of the committee; the suggested reprogramming priority is not promised to any specific project. Post-Award expenses for completed projects or projects under construction should be the primary responsibility of the Sponsor. If a Post-Award project warrants special consideration, the Urban Committee may entertain a request from the sponsor.

Committee members retain the authority to adjust funding categories within a project budget in a fiscal year. There can be no net change in the funding total for that given year.

If needed, balancing decisions may be made monthly through a teleconference of voting members.

### **Rule Number 3**

STP-Urban funds should first be used in the Urban program, however, they could be used in other programs, if no other projects are ready to use them at the appropriate time.

### **Rule Number 4**

It is the intent of this Committee to balance the program over a five (5) year time frame.

### **Rule Number 5**

Prior year cost over-runs (change orders) on a project not exceeding 5% of the construction cost (originally obligated project funds) can be processed without approval of the MPO Urban Balancing Group.

### **Rule Number 6**

ITD form 783, Concept Report, needs to be approved before moving a project from Preliminary Development into a given construction year.

### **Rule Number 7**

The annual program for the first two years in the program can be over-budgeted by 5%.

## **Rule Number 8**

For the operation of the Idaho T2 Center at LHTAC, STP-Urban funds in the amount of \$65,000 will be utilized to match the Federal-aid Highway Appropriation. When the match is required above \$65,000, a review will be made on an annual basis for the additional funding. This funding is split between the Urban and Rural STP programs. (Revised 2/15/06, 1/1/09)

## **Rule Number 9**

The voting membership in this committee includes: KMPO, LCVMPPO, BMPO, BPO, Nampa Urbanized Area (COMPASS), and LHTAC. Each will have one (1) vote.

## **Rule Number 10**

New projects can only be added to Preliminary Development when the annual allocation in that jurisdiction is less than two times the annual available funding.

## **Rule Number 11**

The Urban Balancing Committee will track urban funds to the urbanized areas based on population and will keep a running balance of moneys spent.

## **Rule Number 12**

The Committee must follow the protocol when it comes to reviewing the minutes:

- Following every meeting, the meeting minutes will be sent electronically to all members.
- Members have one (1) week from the date sent to respond with changes or approval of the minutes. No response from an agency, within the one (1) week time frame, will be considered as that agency's approval of the minutes.
- Changes submitted within the allotted time frame will be evaluated for inclusion. If the Chair feels the changes are significant, the minutes will be sent priority email or fax for members' review. The review time on revisions is one (1) week, with the same approval rules. If no significant revisions are found, the approved minutes will be sent through email or fax to all members. These minutes will have the approval date at the end of the two-week review period.

## **Rule Number 13**

Funds set aside in out years of the program for cost increases, preliminary engineering, and right-of-way can only be used for those purposes.

## **Rule Number 14**

Prior to April, discussions about active-year projects will be the primary concern. However, design and right-of-way issues which may prevent

project delays may be considered. After April, the Committee can then look at out-years.

## **Rule Number 15**

In July, the Committee will develop an end-of-year plan to obligate all funds.

T:\FY16\600 Projects\685 101 TIP\Balancing\STP Urban\MPO Rule Book 02-06-15 Revised.doc



## IDAHO TRANSPORTATION INVESTMENT PROGRAM

### Purpose

This policy implements Board Policy 4011 authorizing the Chief Operations Officer and Chief Administrative Officer to establish, maintain, and publish a five year Idaho Transportation Investment Program following all applicable Departmental policies and federal regulations.

### Legal Authority

- Idaho Code 21-142 – Authority of Board to design, construct and maintain state aeronautical facilities.
- Idaho Code 40-310(4) – Authority of Board to locate, design, construct and maintain state highways.
- Idaho Code 40-310(6) – The Board shall cause to be made and kept surveys, studies, maps, plans, specifications, and estimates for construction and maintenance of state highways.
- Idaho Code 40-312(1) – The Board shall prescribe rules and regulations affecting state highways.
- Idaho Code 40-312(2) – Authority of Board to promulgate rules for the expenditure of all moneys appropriated or allocated by law to the Department or the Board.
- Idaho Code 40-312(3) – The Board shall make reasonable regulations for the installation, construction, maintenance, repair, renewal and relocation of utilities in or along the right-of-way of state highways.
- Idaho Code 40-707 - Appropriation of money in the state highway account.
- Idaho Code 40-708 – Legislative policy regarding expenditure from the state highway account – only for state highway purposes.
- 23 United States Code Sections 134 and 135 – Metropolitan transportation planning.
- 23 Code of Federal Register Part 450 – Federal planning assistance and standards for statewide planning and programming.
- 49 Code of Federal Register Part 613 – Planning assistance and standards.

### **General**

The Idaho Transportation Investment Program (hereafter called the Program) is a five-year commitment of resources for developing, obligating, and contracting transportation improvement projects by year. The Office of Transportation Investments (OTI) and the Division of Engineering Services Administrator shall publish policy guidance, instructions, program descriptions, and procedures for scheduling a project and updating the Program in December. This annual guidance shall be used in lieu of publishing individual policies describing each program.

### **Project Scheduling Documentation**

For all proposed project additions or deletions to the Program, an ITD 1414, *Program Entry or Revision*, shall be submitted to OTI. An approved Evaluation Charter is also required with requests for new highway projects.

New local highway project proposals require submittal of an ITD 2435, *Local Federal-Aid Project Request*, with original signature to document local sponsorship and financial commitment. Submittal of a local area map is required to confirm location and funding eligibility.



**Project Delivery**

District Engineers are to submit infrastructure Plans, Specification and Estimate (PS&E) packages one year prior to the start of the Program's scheduled Federal Fiscal Year. This delivery schedule allows for projects to be advanced if prior year money is available or if there is an increase in funding as well as to maximize construction pay outs in the year it is available. Local projects, including matching funds, must be submitted by August 1 of the program's scheduled year.

The Division of Engineering Services Administrator shall create and maintain a bid schedule and shall establish statewide projects priorities based on project readiness and available funding. All district infrastructure projects delivered on time shall be awarded by April of the scheduled construction Federal Fiscal Year.

**Obligating Funds to Projects**

The OTI Manager in cooperation with the Division of Engineering Services Administrator and the Controller shall establish, publish, and oversee obligation processing and monitoring procedures.

All project budgets shall reflect the most recent available cost estimates and obligations and be balanced against available funding. The Division of Engineering Services Administrator or delegate shall commit all unused funding to priority projects throughout the year. The Division of Engineering Services Administrator or delegate shall give final approval to all documents and agreements obligating or otherwise committing public or private funds toward the approved budget for a project.

Prior to a project being advertised, the total current estimated cost of the project, including construction incentives, contingencies, and construction engineering shall be obligated for federal, state and/or local funds as long as the total estimated cost does not exceed the budget listed in the approved Program. The construction obligation amount shall be adjusted at contract award to match the final cost.

**Project Cost Increases**

The Division of Engineering Services Administrator or delegate shall approve cost changes and shall re-direct all unused project budget amounts for state highway system projects after contract award. Any unused budget amounts will be directed to construction or development cost increases, to obligate the next available current year project and to advance other projects.

Annual federal obligation authority (OA) is lost to Idaho if not used by the end of the federal fiscal year. To ensure full use of OA, all project budgets shall reflect the most recently available cost estimates and be balanced against remaining federal obligation authority during the 4<sup>th</sup> quarter of the federal fiscal year. The Division of Engineering Services Administrator or delegate shall commit all unused annual OA plus *Redistribution of OA Not Used by Other States* to priority projects by the end of the fiscal year.

Recipients (ITD and local agencies) shall independently manage finances for earmark or non-OA projects. Recipients shall be solely responsible for cost adjustment for these projects.

The Director or his designee is authorized to add/remove or advance/delay projects to the approved Pavement, Bridge, or Strategic Initiatives Programs as warranted by the Department's management systems, provided such changes further the goals of those programs and remain within the annual funding levels targeted for each program. Otherwise, mid-year changes to the Program which involve

a major scope change to an existing project require Board consent. These changes may also require an amendment as applicable in federal regulations.

The Division of Engineering Services Administrator and the Office of Transportation Investments shall present the Board an end-of-year statement for projects on the state highway systems to demonstrate full use of ITD’s annual OA. End-of-year project cost adjustments and reallocations shall be financially managed independently by ITD and Local agencies. Cost adjustments are the sole responsibility of the project sponsor.

Funds received as a result of Redistribution of Obligational Authority Not Used by Other States increase the obligation limit and shall be distributed between the ITD and Local Agencies based on the percentages of funding in Board Policy B-4028 up to the amount of the original apportionment. Projects to be considered for advancement on the local system must be ready for advertisement including all agreements and local match by August 1<sup>st</sup> and presented at the August Board Meeting for prioritization and Board approval.

The use of Department resources and funding on transportation improvement projects that are not included in the Program shall not be allowed.



Date: 1/30/2015

\_\_\_\_\_  
Brian W. Ness  
Director

## COMPASS BOARD AGENDA ITEM VII-C

Date: June 20, 2016

**Topic:** Resolution 10-2016 Amending *Communities in Motion 2040*

**Request/Recommendation:**

COMPASS staff seeks COMPASS Board adoption of Resolution 10-2016 (attachment 1) amending *Communities in Motion 2040* as requested by the City of Nampa and the Idaho Transportation Department (ITD). The Regional Transportation Advisory Committee recommended Board approval of this amendment on May 25, 2016.

**Background/Summary:**

The City of Nampa and ITD staff requested an amendment to *Communities in Motion 2040* to add a project to modify the I-84/Karcher Road interchange and provide a second southbound through-lane on Midland Boulevard. The project is currently listed as number 23 on a list of unfunded needs in CIM 2040; however, the City of Nampa and ITD have found a way to address this bottleneck now. The proposed amendment would remove the project from the list of unfunded needs and place it on a list of funded projects, with an estimated cost of \$2,590,000. The City of Nampa is paying for design; construction proposed in FY2017 will be funded by ITD.

A public comment period for this requested amendment was held May 9 – 23, 2016. A detailed description of the project, including the concept drawings (attachment 2), was provided online. COMPASS received 9 comments (attachment 3), including opposition to the removal of the current off-ramp, suggestions for additional changes, and support for the project.

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

An amendment to *Communities in Motion 2040*, and a subsequent amendment to the FY2016-2020 Regional Transportation Improvement Program, are needed to enable work to begin on this project.

**More Information:**

- 1) Attachments: Resolution 10-2016  
Detailed description of the project, including the concept drawings  
Public comments received
- 2) For detailed information contact Liisa Itkonen, at 475-2241 or [litkonen@compassidaho.org](mailto:litkonen@compassidaho.org)

**RESOLUTION NO. 10-2016**

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

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

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

**WHEREAS**, the City of Nampa and the Idaho Transportation Department requested an amendment to *Communities in Motion 2040* to fund a project to modify the I-84/Karcher Road interchange and provide a second southbound through-lane on Midland Boulevard;

**WHEREAS**, the Idaho Transportation Department anticipates available funding for construction of the project in FY2017;

**WHEREAS**, the City of Nampa requested to start design early using local funds in order to prepare for construction;

**WHEREAS**, no additional review for air quality conformity is necessary for this action; and

**WHEREAS**, a public comment period was held between May 9, 2016 and May 23, 2016, and comments were shared with the COMPASS Board of Directors for consideration.

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

**DATED** this 20th day of June 2016.

**APPROVED:**

**By:** \_\_\_\_\_  
**Sara Baker, Chair**  
**Community Planning Association**  
**of Southwest Idaho Board of Directors**

**ATTEST:**

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

Proposed Amendment to *Communities in Motion 2040* (CIM 2040)  
State Highway 55/Midland Boulevard Bottleneck  
at the I-84/Karcher Interchange

The City of Nampa and the Idaho Transportation Department (ITD) propose to fund a project to revise the current westbound off-ramp configuration from the existing split exit ramps to a single direction exit ramp (loop ramp) that will be stop controlled at the intersection with Midland Road north of the interstate. Doing this will provide for a second southbound through-lane north of the I-84/Karcher Road interchange on Midland Boulevard. The project is currently listed as number 23 on a list of unfunded needs in CIM 2040; however, the City of Nampa and ITD have found a way to address this bottleneck now. The proposed amendment would remove the project from the list of unfunded needs and place it on a list of funded projects, with an estimated cost of \$2,590,000. Construction is proposed for FY2017.

The bottleneck occurs on the north side of I-84, where southbound traffic on Midland Boulevard is reduced to just one through lane. This causes congestion on Midland Boulevard at peak hours. The intersection at Midland Boulevard and the 33B ramp has the third highest rate of accidents among unsignalized intersections in ITD's District 3 (southwest Idaho). The project will eliminate this intersection. Additional analysis of the corridor is provided on the CIM 2040 priority corridor summary online:

[www.compassidaho.org/documents/prodserv/CIM2040/23\\_SH55\\_Midland.pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/23_SH55_Midland.pdf).

In summer 2015, the City of Nampa provided funding for an Interchange Modification Report (IMR) as required by the Federal Highway Administration (FHWA) for modifications to an interchange at an interstate highway. The IMR provided suggestions for modification to the interchange access and ramp configuration based on current and future traffic and proposed development in the area. The IMR is complete, awaiting final approval by FHWA.

The project would add a second southbound through lane (approximately 500 feet) on Midland Boulevard at the I-84/Karcher Interchange; add a second westbound-to-southbound left turn lane on the Karcher Bypass; remove the 33B off-ramp; and modify the 33A loop ramp configuration to accommodate the additional lane. Conceptual drawings of the suggested modifications from the IMR are provided on the following pages.



Scale in Feet  
0 100 200

**I-84  
KARCHER  
INTERCHANGE**  
Recommended  
Alternative

FEBRUARY 2016  
Image Date 2013

WB ENTRANCE

WB EXIT LOOP

LOS D

D

(RAMP REMOVED)

LOS D

C

A

LOS C

MARKETPLACE BLVD

EB EXIT

I-84 WB

MIDLAND BLVD

(RAMP REMOVED)

OLD MIDLAND

B

KARCHER BYPASS

LOS D

- Notes:**
- (A) Left Turn May be Closed as Traffic Volumes Increase and/or to Address Safety Concerns
  - (B) Modify Intersection to Allow U-turns from Southbound Left Turn Lane
- Recommended Alternative**  
Estimated Cost = \$2,100,000 (2015 Dollars)
- (C) Deceleration Lane and Right-in Access (To Be Constructed w/ Development)
  - (D) Deceleration/Acceleration Lane and Right-in/out Access (To Be Constructed w/ Development)


**LEGEND**

 **PROPOSED RAISED MEDIAN**




**FIGURE 5**





  
 0 50 100  
 Scale in Feet  
**I-84**  
**KARCHER**  
**INTERCHANGE**  
**Karcher Bypass**  
**Access Control**  
**Limits Plan**  
**FEBRUARY 2016**  
**Image Date 2013**

**LEGEND**

-  **PROPOSED RAISED MEDIAN**
-  **EXISTING ACCESS CONTROL LIMITS**
-  **PROPOSED ACCESS CONTROL REVISIONS**

**FIGURE 6**





## Public Comments Received – *Communities in Motion 2040* Proposed Amendment

**Public Comment Period: May 9 – 23, 2016**

**Comments Received: 9**

Public comments received on a proposed amendment to *Communities in Motion 2040* to move unfunded priority #23 (State Highway 55/Midland Boulevard Bottleneck[I-84/Karcher Road Interchange]) to the list of funded projects are shown below.

COMPASS also accepted comments to amend the FY2016 – 2020 Regional Transportation Improvement Program (TIP) to add the same project from May 2 – May 23, 2016. Comments regarding this project received as part of the TIP public amendment comment process are included below.

<p style="text-align: center;"><b>Comment</b></p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name/Affiliation and Zip Code (if included)</b></p>
<p>1. I would like to comment on the proposed changes to the Midland/Karcher interchange. I use this intersection almost every day. I live off Karcher. I strongly oppose the proposed changes. I agree that the Midland exit is a problem. However, in my opinion, that problem is caused by:</p> <ol style="list-style-type: none"> <li>1. The lack of a light.</li> <li>2. The lack of a median that would prevent left turns from a right turn only exit.</li> <li>3. The lack of a gradual entrance ramp to Midland.</li> </ol> <p>I believe signaling Karcher Southbound (clearly the busiest ramp) and removing the protected entrance from I-84 WB will exacerbate the already existing traffic issues between Garrity and Northside extending it to Karcher. I am not a traffic engineer but I have served on 3 transportation Project Advisory Committee including one that designed a freeway and worked on a failing intersection that transported 45,000 cars a day.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	<p style="text-align: center;">Richard Hall</p>

	<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Name/Affiliation and Zip Code (if included)</b></p>
2.	<p>RE: Interstate 84 interchange with State Highway 55 (Karcher Road) and Midland Boulevard</p> <p>Midland Rd. from Cherry Lane through Caldwell Blvd to Middleton Rd. needs to be a minimum of two continuous lanes with no bottlenecks going into a single lane anywhere on that stretch of road. This will eliminate accidents from last minute merging.</p> <p>The corner dirt lot in front of the Cracker Barrel at the corner of Midland Blvd. and West Marketplace Blvd (the westbound onramp to I84) has room to add a right turn lane going on to the freeway.</p> <p>The end of Exit 33B at Midland Blvd. needs to be straightened so that it is at a right angle to Midland Blvd. and a signal light added so that people can turn left or right onto Midland Blvd at the end of the off ramp. Adding a right turn lane and a left turn lane (or two) at the end of the off ramp would eliminate a backup of vehicles coming off the freeway.</p> <p>Exit 33A should be eliminated completely.</p> <p>If the southwest-bound section of Midland Blvd. going over the freeway is kept at two-to-three lanes it will allow for smooth flow of traffic with the opportunity for people merging onto I-84 east to move over a lane without running into vehicles coming off the freeway at the current exit 33A (as it is now) and vehicles continuing on to Caldwell Blvd. to stay in that lane all the way through.</p> <p>Of course, both directions need left turn lanes with signal lights (as we have now); however, through traffic lanes in both directions should not be eliminated in order to add a left turn lane or two (as we have now).</p> <p>This is very important and worth repeating: We need a minimum of two continuous lanes in both directions from North Marketplace Blvd. to Caldwell Blvd. In an ideal situation there should be three continuous lanes from Cherry Lane through Caldwell Blvd. to Middleton Rd. to allow for smooth flow of through traffic and to eliminate accidents. The accidents I've seen have all been from vehicles merging at the last second because the lane they are in is ending abruptly.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	

	<p style="text-align: center;"><b>Comment</b></p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name/Affiliation and Zip Code (if included)</b></p>
3.	<p>Comment on a proposed change to Communities in Motion 2040 by May 23</p> <p>Since day 1 we didn't understand why it went from 2 down to 1 then back to 2... seemed a bit silly.</p> <p>I like the plan EXCEPT for one thing... I strongly recommend KEEPING the 33B off-ramp. It's already there, let's allow folks to continue to use it if they want to. This provides them with an additional option of using either ramp. I'd like to understand why it <i>shouldn't</i> remain if that is the direction.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	
4.	<p>Reconstruction Exit 33 project Exit 33 needs adjustment for traffic impact in at least 2 places.</p> <p>1) Another southbound lane over the bridges as proposed will relieve some of the late afternoon congestion of the "pigtail" ramp as well as traffic coming from Costco &amp; St. Lukes. It does need to be high consideration for funding.</p> <p>2) In my opinion, a <u>higher priority</u> project for that exit is to extend the east bound on-ramp so vehicles aren't diving headlong into heavy flow of traffic when merging for the morning commute. EITHER make a merging lane along the right shoulder as far as the old overpass, about 1/4 mile, OR hang an electronic sign on the west side of Exit 33 overpass for eastbound traffic. <b>M-F between 0715 and 0800</b> it should say ALL TRAFFIC USE LEFT LANE. If traffic from Caldwell toward Boise would all use the left lane, there would be room for the equally large flow of traffic entering at that point. I think either solution would relieve a lot of tension and accidents...whichever is the lesser expense.</p> <p>There is no construction relief for the craziness of traffic heading to Costco on the 1st of each month!</p> <p>Thank you for including my comments about funding some of the urgent needs at that exit. I'm assuming unfunded lower priority projects will be rebuilding surface from Caldwell to Exit 33 and 3 lanes from Exit 33 to Franklin Exit where it becomes 4 lanes.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p> <p>Here's some additional information related to your comments:</p> <p>There are two resurfacing projects on I-84 in the funded program:</p> <ul style="list-style-type: none"> <li>• I-84, Karcher Interchange to Franklin Boulevard Interchange, Nampa in FY2019 (\$7,000,000)</li> <li>• I-84, US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa in FY2018 (\$12,702,000)</li> </ul> <p>COMPASS and ITD staff are actively seeking additional funds through a nationwide competitive process to widen I-84 in Canyon County.</p>	<p style="text-align: center;">Paulette Blaseg 83651</p>
5.	<p>This work is long overdue. Can't understand why I TDC only deigned 1 southbound lane and 2 northbound lanes in the first place. Appreciate your actions to get it funded and corrections made. With States FY ending early summer hopefully work could be started later this summer as a FY 17 project.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	<p style="text-align: center;">Kevin Thompson 83687</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name/Affiliation and Zip Code (if included)</b></p>
<p>6. I am writing to inquire about the planned changes to exit 33 on I-84, and am curious about if it would possible to implement a Dutch style Turbo-Roundabout at the Intersection of Midland Boulevard and Marketplace Boulevard/I-84 Westbound exit and entrance. These roundabouts work very well even with high traffic volume and are very safe. Hundreds of them have already been built in all over Europe.</p> <p>I look forward to hearing from you,</p> <p>Sincerely, Andrew Cascio</p> <p><a href="http://www.turboroundabout.com/benefits.html">http://www.turboroundabout.com/benefits.html</a></p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and I will send you any additional information I get about the design process. All comments will also be provided to the COMPASS Board of Directors.</p> <p>Forwarded from ITD: I appreciate this innovative concept and think it has a lot of potential in the right location and under the right circumstances.</p> <p>There are several reasons that we didn't evaluate a roundabout for this ramp-terminal location:</p> <ul style="list-style-type: none"> <li>• Our analysis of a traditional signalized intersection resulted in a good Level of Service (LOS D) once we provided a second southbound thru lane on Midland.</li> <li>• The unbalanced flows at this intersection typically are an operational challenge for roundabouts.</li> <li>• Due to the entrance and exit angles required for a roundabout, there likely would have been significant impacts to adjacent properties and businesses, <u>including impacts to existing accesses.</u></li> </ul> <p>The signalized intersection option minimized impacts to adjacent properties and reduced construction costs.</p>	<p style="text-align: center;">Andrew Cascio</p>
<p>7. I think that the amendment about the exit ramp at I-84/Karcher road needs to go through. It is important to address bottlenecks and am glad that they have found funding to take care of this one. Thanks</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	<p style="text-align: center;">Susan Bradley/Idaho Commission on Aging 83702</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name/Affiliation and Zip Code (if included)</b></p>
<p>8. I seldom drive in Nampa but this interchange is one problem I have noted. With the split ramps on the north side of the freeway a person who comes off I-84 westbound and turns north, heading for one of the businesses such as Panera on the north side of the intersection, can easily mistake the on-ramp for a frontage road leading to the businesses and find themselves on the ramp and headed to Caldwell. I would guess that many would not circle back, especially if their target is just a meal. I was one of those, and I heard of another person who made the same mistake. This project is needed for economic reasons for Nampa as well as capacity reasons.</p> <p>The language of your proposal is a bit misleading as it talks about <i>“a single direction exit ramp (loop ramp) that will be stop controlled.”</i> I know what they mean in that it is no longer going to be a free flow situation and with the modification drivers will come into a controlled intersection. It might be clearer to say that the ramp will be changed from a free flow entry onto SB Midland to a right angle entry with traffic signal control.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	<p>Terry Little, PE Boise</p>
<p>9. This is a very worthwhile project. I clearly recall that the City of Nampa requested changes to the interchange similar to what is proposed here within 1 year of its opening back in 2008. However, there was great resistance to modifying a brand new interchange at that time, so the City was asked to bide their time. In hindsight, the original design was not well thought out in terms of the potential for explosive growth north and east of the interchange.</p> <p>This will be a beneficial change.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	<p>Dave Jones, PE Director Canyon Highway District No. 4 83607</p>

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## COMPASS BOARD AGENDA ITEM VII-D

Date: June 20, 2016

### **Topic: Resolution 11-2016 Amending the FY2016-2020 Regional Transportation Improvement Program (TIP)**

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

COMPASS staff seeks COMPASS Board adoption of Resolution 11-2016 (attachment 1) amending the FY2016-2020 TIP, as requested by Valley Regional Transit (VRT), the City of Nampa, the Idaho Transportation Department (ITD), and the City of Kuna. The Regional Transportation Advisory Committee (RTAC) recommended Board approval of the amendments on May 25, 2016.

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

The TIP Amendment Policy requires public comment for most of the requested changes below, but not all. Each set of requests includes how, or if, public input was solicited.

Details for all requests are provided in Resolution 11-2016.

#### Per Valley Regional Transit:

Request to move funds from operations to capital on five projects, resulting in additional funds for public transportation rides. VRT also requested to expand the description of the capital (implementation) projects to include van purchases for the vehicle sharing program. Local match rates vary throughout the projects, which may make the transfers appear unequal. The transfers are based on the federal portions.

These requested changes were part of a public comment period from May 2-23, 2016. No comments were received.

#### Per City of Nampa and ITD:

The City of Nampa and ITD are near completion of an interchange modification study at I-84 and Midland Boulevard (at the Karcher Interchange). ITD and the City propose to add a construction project in FY2017, and begin design in FY2016 to modify the ramps of the interchange (including the removal of ramp 33B) and add a second southbound lane north of the interchange on Midland Boulevard. Funding is currently shown as "local non-participating." The City of Nampa committed to pay for project design; construction funds are anticipated to convert to ITD state funds in fall 2016 following approval of ITD's FY2017 program.

This requested change was part of a public comment period from May 2-23, 2016. No comments were received.

#### Per ITD:

ITD proposes to expand the scope of a seal coat project in western Canyon County. The project would increase preservation treatments from one segment on US-95 from Parma to I-84 to include segments on US-30 and US-20. Funds are available due to cost savings on other projects.

This requested change was part of a public comment period from May 2-23, 2016. No comments were received.

Per City of Kuna:

The City of Kuna proposes to add a project to improve infrastructure in the downtown area, including widening and improving sidewalks, pavement rehabilitation, and streetscaping. The project was prioritized number four in new projects for the FY2017-2021 TIP update. This action will add the project in the TIP now, to allow the City to start design in summer 2016. The City recently learned they were awarded a \$500,000 Community Development Block Grant (CDBG), which will provide partial funding for the project, including the work on design.

This requested change was part of a public comment period from May 26 - June 9, 2016. See public comments in Attachment 2.

Per City of Nampa:

The City of Nampa requests to remove two alternative transportation projects and move the funds to an underfunded project. Three projects are affected by these changes. All projects are funded through the Federal Transit Administration, and were coordinated with Valley Regional Transit.

These requested changes were part of a public comment period from May 26 - June 9, 2016. See public comments in Attachment 2.

Per ITD:

ITD requests to change the scope of the US 20/26 and Farmway Road interchange in Canyon County to square up the intersection to 90 degrees in all four directions. Currently there is a 20 degree skew, causing long semis to go off the road in certain turning movements.

This requested change was part of a public comment period from May 26 - June 9, 2016. See public comments in Attachment 2.

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

These amendments allow projects to proceed for obligation of funding, as well as utilize all funding available to the region.

**More Information:**

- 1) Attachment 1: Resolution 11-2016
- 2) Attachment 2: FY2016-2020 TIP Public Comments May and June Amendments
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**RESOLUTION NO. 11-2016**

**FOR THE PURPOSE OF AMENDING THE FY2016-2020 REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

**WHEREAS**, no additional review for air quality conformity is necessary for this action;

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

**WHEREAS**, public comment was open May 2 through May 16, 2016 and May 26 through June 9, 2016 for these actions;

**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 FY2016-2020 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table dated April 11, 2016, details the amendment to the FY2016-2020 Regional Transportation Improvement Programs.



**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves the amendment to the FY2016-2020 Regional Transportation Improvement Programs.

**DATED** this 20<sup>th</sup> day of June 2016.

**APPROVED:**

**By:** \_\_\_\_\_  
**Sara Baker, 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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Amendment #7  
FY2016-2020 Regional Transportation Improvement Program

Per VRT, April 11, 2016 and May 16, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
19041	Transit - Mobility Operations, Boise	2016						1342	1342
	Funding Source: FTA 5307 LU  Provides operations for mobility management programs in the Boise Urbanized Area. FY2015 funds carried over to FY2016. (Federal = \$1,760,000)  Decrease CN \$660,000 (\$330,000 federal) and transfer to KN 18854 to balance the Mobility Program.							<del>682</del>	<del>682</del>
		2017						696	696
		2018						714	714
		2019						714	714
		2020						714	714
		PD							0
SUM	0	0	0	0	0	4180	4180		
							<del>3520</del>	<del>3520</del>	
18854	Transit - Mobility Management Implementation, Boise	2016						4067	4067
	Funding Source: FTA 5307 LU  Provide administration and implementation of mobility services in the Boise Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region. <u>A portion of the funds will be used for van purchases for the vehicle sharing program to enable more flexibility.</u> FY2015 funds carried over to FY2016. (Federal = \$2,990,000)  Increase CN \$412,500 (\$330,000 federal) funds from KN 19041 to balance the Mobility Program. Add language in the description to include van purchase for the vehicle sharing program.							<del>1480</del>	<del>1480</del>
		2017						554	554
		2018						568	568
		2019						568	568
		2020						568	568
		PD							0
SUM	0	0	0	0	0	3325	3325		
							<del>3738</del>	<del>3738</del>	
18786	Transit - Fixed Line Operations, Nampa	2016						4976	4976
	Funding Source: FTA 5307 SU  Provide transit operations and administration in the Nampa Urbanized Area. FY2015 funds carried over to FY2016. (Federal = \$3,075,000)  Decrease CN \$88,000 (\$44,000 federal) and transfer to KN 18842 to balance the Mobility Program.							<del>1888</del>	<del>1888</del>
		2017						1026	1026
		2018						1052	1052
		2019						1078	1078
		2020						1106	1106
		PD							0
SUM	0	0	0	0	0	6238	6238		
							<del>6150</del>	<del>6150</del>	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
19023	Transit - Mobility Operations, Nampa	2016						474	474
								374	374
	Funding Source: FTA 5307 SU	2017						246	246
		2018						250	250
	Provides operations for mobility management programs in the Nampa Urbanized Area. FY2015 funds carried over to FY2016. (Federal = \$685,000)	2019						250	250
		2020						250	250
		PD							0
	SUM	0	0	0	0	0	1470	1470	
							1370	1370	
	Decrease CN \$100,000 (\$50,000 federal) and transfer to KN 18842 to balance the Mobility Program.								
18842	Transit - Mobility Management Implementation, Nampa	2016						375	375
								493	493
	Funding Source: FTA 5307 SU	2017						195	195
		2018						200	200
	Provide administration and implementation of mobility services in the Nampa Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region. <u>A portion of the funds will be used for van purchases for the vehicle sharing program to enable more flexibility.</u> FY2015 funds carried over to FY2016. (Federal = \$1,030,000)	2019						200	200
		2020						200	200
		PD							0
	SUM	0	0	0	0	0	1170	1170	
							1288	1288	
	Increase CN \$117,500 (\$94,000 federal) funds from KN 19023 and KN 18786 to balance the Mobility Program. Add language in the description to include van purchase for the vehicle sharing program.								

Per City of Nampa, April 26, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
ORN 19998	I-84, Karcher Interchange Modification, Nampa	2016		0					0
				390					390
	Funding Source: Local Non-Participating	2017					0	0	0
		2018					200	2000	2200
	Add a second southbound through lane (approximately 500 feet) on Midland Boulevard at the I-84/Karcher Interchange; add a second westbound-to-southbound left turn lane on Karcher Bypass; remove the 33B off-ramp; and modify the 33A loop ramp configuration to accommodate the additional lane. The City is paying for design, and construction funds are anticipated to convert to ITD state funds in the fall 2016, when ITD's FY2017 program is approved. Design will be based on the recently approved Interchange Modification Report. (Federal = \$0)	2019							0
		2020							0
		PD							0
	SUM	0	0	390	0	0	200	2000	2590
	Add new project.								

Per ITD Staff, April 26, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
19254	US-95, <del>Parma Junction to I-84 in Payette County, Seal Coat</del> US-30, US-20, <del>SH-72</del> , Seal Coats	2016	25				0	881	906
	Funding Source: Pavement Preservation	2017					85	1785	1895
	Seal coat US-95 from Parma north city limits (milepost 46.6) to the Junction with I-84 (milepost 60.72), US-20 from Oregon State line (milepost 0) to Junction US-95 (milepost 1.5), US-30 from Junction US-95 (milepost 21.53) to Junction SH-72 (milepost 27.94), and <del>*SH-72 from Junction US-30 (milepost 0) to Junction SH-52 (milepost 1.989)</del> to preserve this section of roadway in good condition (Federal = \$1,756,000)	2018							0
		2019							0
		2020							0
		PD							0
		SUM	25	0	0	0	0	881	906
Increase CE \$85,000 and CN \$904,000 to maximize pavement preservation by adding additional segments. (109% increase)						85	1785	1895	

\*ITD requested to remove the SH-72 segment. SH-72 is in Payette County. The segment will be included in a different project. No change to the funding.

Per City of Kuna, May 9, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
NEW	Avenue E, 4 <sup>th</sup> Street to Main Street, Kuna	2016							0
	Funding Source: TAP-TMA	2017					0	0	0
	This project will address safety issues, enhance walkability, and expand and retain businesses with potential job creation. Improvements include sidewalk widening, pedestrian-scale lighting, and street trees along the east side of Avenue E from 4th Street and along the north side of Main Street from Avenue E to Avenue D. From Avenue D to Avenue C, the project includes improved crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, bike racks, hardscape sections along sidewalks with roadway paving and striping. (Federal = \$183,000)	2018						198	198
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	0	0
Add new project.						0	198	198	
NEW	Avenue E, 4 <sup>th</sup> Street to Main Street, Kuna	2016							0
	Funding Source: Local (Non-Participating)	2017					0	0	0
	Same as above. (Federal = \$0)	2018					207	145	352
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	0	0
Add new project.						207	145	352	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
NEW	Avenue E, 4 <sup>th</sup> Street to Main Street, Kuna	2016		0					0
				153					153
	Funding Source: CDBG	2017				0		0	0
	Same as above. (Federal = \$500,00)  Add new project.					55		292	347
			2018						0
			2019						0
			2020						0
	PD						0		
	SUM	0	0	0	0	0	0	0	
				153		55	292	500	

Per City of Nampa, May 9, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
14261	Transit – Bike/Pedestrian Improvements, Nampa – FY2014	2016						186	186
							0	0	
	Funding Source: FTA 5307 SU	2017							0
	Project to improve bicycle and pedestrian facilities at South Stanford Street. Project will place a culvert and provide a pathway extension. (Federal = \$0)		2018						0
			2019						0
			2020						0
			PD						0
	SUM	0	0	0	0	0	186	186	
							0	0	
	Remove project. Move funds to KN 18977.								
18718	Transit – Pedestrian Improvements, College of Western Idaho, Nampa	2016						176	176
							0	0	
	Funding Source: FTA 5307 SU	2017							0
	Construct a pedestrian crossing on the Union Pacific Railroad track between the new College of Western Idaho Park-and-Ride lot and the Idaho Center. (Federal = \$0)		2018						0
			2019						0
			2020						0
			PD						0
	SUM	0	0	0	0	0	176	176	
							0	0	
	Remove project. Move funds to KN 18977.								
18977	Transit – Pedestrian Improvements, Near Nampa High, Nampa	2016						424	424
							786	786	
	Funding Source: FTA 5307 SU	2017							0
	Design and construct pedestrian improvements on Lake Lowell Avenue near Nampa High School. The project will improve driveway entrances for the high school parking lots, provide better pedestrian crossing, and improve access control. (Federal = \$629,000)		2018						0
			2019						0
			2020						0
			PD						0
	SUM	0	0	0	0	0	424	424	
							786	786	
	Increase CN by \$362,000 to cover new cost estimate. Funds from KN 14261 (\$186,000) and KN 18718 (\$176,000).								

Per ITD, May 12, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
18852	US 20/26 and Farmway Road Intersection, Canyon County	2016		70					70
	Funding Source: HSIP	2017							0
	Add a left-turn lane on east-bound US 20/26 to north-bound Farmway Road, add a flashing beacon to existing warning signs, <u>and realign the intersection to square up the intersection to 90 degrees on all four legs.</u> (Federal = \$435,502)  Change description/scope of the project.	2018						400	400
		2019							0
		2020							0
		PD							0
		SUM	0	70	0	0	0	400	470
18852	US 20/26 and Farmway Road Intersection, Canyon County	2016							0
	Funding Source: Restoration	2017			0				0
	Same as above. (Federal = \$530,552)  Increase RW by \$100,000 in FY2017. Funds from KN 19112 (project outside COMPASS). Increase CE by \$75,000 and CN by \$400,000 in FY2018. Funds from KN 19589. (122% increase overall )	2018			100			0	100
		2019					0	0	0
		2020					75	400	475
		PD							0
		SUM	0	0	0	0	0	0	0
19589	I-84, US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa	2016		270					270
	Funding Source: Pavement Preservation	2017							0
	Reconstruct and realign I-84 from US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa. This project will address cracking and poor road condition along 3.7 miles of I-84. ITD plans to remove two feet on either side of each crack and replace the section with flowable fill asphalt. Milling the entire section will smooth the surface before resurfacing the roadway. (Federal = \$740,005)  No change to this funding source.	2018		380				152	532
		2019							0
		2020							0
		PD							0
		SUM	0	650	0	0	0	152	802
19589	I-84, US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa	2016							0
	Funding Source: Restoration	2017							0
	Same as above. (Federal = \$10,541,000)  Decrease CN by \$475,000, to match current cost estimates. Move funds to KN 18852.	2018						11900	11900
		2019						11425	11425
		2020							0
		PD							0
SUM		0	0	0	0	0	11900	11900	

PE = Preliminary Engineering  
PEC = Preliminary Engineering Consultant  
RW = Right-of-Way

UT = Utilities  
CE = Construction Engineering  
CN = Construction

FY = Fiscal Year  
KN = Key Number

5307 LU = formula funds for the Boise Urbanized Area  
5307 SU = formula funds for the Nampa Urbanized Area  
CDBG = Community Development Block Grant  
FTA = Federal Transit Administration  
HSIP = Highway Safety Improvement Program  
TAP-TMA = Transportation Alternatives Program – Transportation  
Management Area (Boise Urbanized Area)

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## FY2016-2020 Regional Transportation Improvement Program (TIP) May and June Amendments Public Comments

Number of comments received: 2

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code and Name/affiliation (if included)</b>	<b>Format</b>
I looked over these proposed changes to the TIP and they all seem to be reasonable changes.	N/A	83702, Susan Bradley, Idaho Commission on Aging	Email
<p>Thank you for the opportunity to provide public comment for the amendments to the Regional Transportation Improvement Program that include the City of Kuna's project to improve infrastructure in downtown Kuna, including widening sidewalks, installing lighting, and streetscaping.</p> <p>Improving our downtown is an important step towards the City's pedestrian infrastructure goals and overall economic viability. The City of Kuna thanks you for your time and consideration with this matter.</p>	N/A	83634, Joe Stear, Mayor, City of Kuna	Email/ Letter

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## COMPASS Board AGENDA ITEM VII-E

Date: June 20, 2016

### **Topic: Resolution 12-2016 Approving Priorities for the End-of-Year Program**

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

COMPASS staff seeks COMPASS Board adoption of Resolution 12-2016 (attachment 1) approving priorities for the End-of-Year Program. The Regional Transportation Advisory Committee recommended Board approval on May 25, 2016.

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

Federal highway funding not obligated within its program year must be returned to the Federal Highway Administration at the end of the fiscal year. The Idaho Transportation Department (ITD) develops an End-of-Year Program to ensure obligation of all available funds within programs statewide. Redistribution of unobligated funds from other states is also included in the End-of-Year Program. ITD divides funding from redistribution based on Idaho Transportation Board Policy 4028, resulting in the Boise Urbanized Area receiving approximately 3% of the funds, and the Nampa Urbanized Area shares approximately 3% of the funds with other small urbanized areas across the state.

Metropolitan planning organizations submit local prioritized needs to ITD to be included in the End-of-Year Program, as funding becomes available. COMPASS staff keeps an ongoing Needs List, and has programmed additional funding as cost savings became available on other projects. Remaining needs on the Needs List is added to the End-of-Year Program priority list. The proposed COMPASS FY2016 End-of-Year Program priorities is provided as an attachment to Resolution 12-2016 (attachment 1).

#### Priorities:

The first overall priority is to bring funding levels to 100% of the apportionment. Currently, the Federal Highway Administration limited obligation authority to 93.5% of the original apportionments in the FY2016 appropriation bill. The limitation creates a gap between available funding and the budgeted amount, as follows:

- Surface Transportation Program (STP) – Transportation Management Area (Boise Urbanized Area) – \$575,000 gap
- STP-Urban (Nampa Urbanized Area) – \$535,000 gap
- Transportation Alternatives Program (TAP) – TMA – \$30,000 gap

This means that the last project obligated in each program could be short federal funds unless Idaho receives enough redistribution funds to make up the difference. The three programs listed above have a total of eight projects not obligated.

The second overall priority is to fund programmed projects that could miss the initial sweep deadline (August 1, 2016). Three projects are scheduled for construction in FY2016. The final documents are submitted on all the projects; however, if they are not approved by August 1, 2016,

ITD will sweep the funds. The projects must be listed on the End-of-Year Priority list for consideration beyond August 1, 2016. There are three projects in this category:

- 21<sup>st</sup> Avenue, Chicago Street to Cleveland Boulevard, Caldwell (Key Number 13052)
- Franklin Road, Black Cat Road to Ten Mile Road, Meridian (ACHD) (Key Number 19685)
- Pathway, Dry Creek Trail Underpass, Eagle (Key Number 13916)

Three additional projects are in process of transferring funds from the Federal Highway Administration to the Federal Transit Administration:

- Bicycle Parking, Main Street Station, VRT (Key Number 19803)
- Capital Maintenance, VRT, Boise – FY2016 (Key Number 13511)
- Rideshare, Commuteride Replacement Vans, ACHD (Key Number 18700)

RTAC did not consider these projects in their recommendation because it was believed at the time of their recommendation the projects would be obligated prior to August 1, 2016. If projects are obligated in time, they will simply be removed from the list as a need.

Needs in the Boise Urbanized Area:

- **Pathway, Garden City to Americana Boulevard, Boise** (Boise) (Key Number 13514) Additional \$173,000 in utilities funds to cover cost increase of a sewer issue discovered during construction, and right-of-way funds to cover the cost of a permanent easement, discovered as a result of research on the sewer system. Letter from the City Attachment 2.
- **Franklin Road, Black Cat Road to Ten Mile Road** (ACHD) (Key Number 12368) Estimated additional \$359,000 in right-of-way funds, and \$3,500 in preliminary engineering funds to cover anticipated costs. A legal case regarding land purchase is underway. Letter from ACHD Attachment 3.

Needs in the Nampa Urbanized Area:

- **Colorado and Holly Signal and Pedestrian Improvements** (Nampa) (Key Number 13486) is currently scheduled in FY2020, but the final design is complete and submitted. This project could advance construction, totaling \$714,000, to FY2016. (No increase in cost.)
- **Old Highway 30, Plymouth Street Bridge** (Canyon Highway District #4) (Key Number 13494) is funded with bridge and STP-Urban funds. Design funds for STP-Urban need to advance \$435,000 from FY2019 to FY2016 to coordinate with the bridge funds. Design is underway. (No increase in cost.)

No public comment is needed for these changes.

COMPASS staff will present needs in the Nampa Urbanized Area Urban Balancing Committee on July 7, 2016, for additional prioritization statewide.

Next Steps:

- July 7 – Urban Balancing Committee determines priorities
- August 17/18 – Idaho Transportation Board approves priorities statewide
- Mid-September – ITD staff will notify funds received and actions taken

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

Projects receiving funding through the End-of-Year Program and redistribution must be in the Transportation Improvement Program and ready to obligate funding immediately. If funding becomes available, COMPASS policy allows all actions to occur via administrative modification. Action would occur in August or September 2016.

**More Information:**

- 1) Attachment 1: Resolution 12-2016
- 2) Attachment 2: Letter from the City of Boise
- 3) Attachment 3: Letter from ACHD
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**Attachment 1**

**RESOLUTION NO. 12-2016**

**FOR THE PURPOSE OF APPROVING THE PRIORITIES FOR THE END-OF-YEAR PROGRAM**

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

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

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

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

**WHEREAS**, no additional review for air quality conformity is necessary for this action;

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

**WHEREAS**, no public comment is necessary for this action;

**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 a priority list for consideration in ITD's End-of-Year program;

**WHEREAS**, the FY2016-2020 Regional Transportation Improvement Programs in compliance with all applicable state and federal regulations; and

**WHEREAS**, the attached table titled "COMPASS FY2016 End-of-Year Program Priorities," details the priorities in the COMPASS planning area for the End-of-Year program in FY2016.

**NOW, THEREFORE, BE IT RESOLVED**, that the Community Planning Association of Southwest Idaho Board of Directors approves the priorities for the End-of-Year Program.

**DATED** this 20<sup>th</sup> day of June 2016.

**APPROVED:**

**By:** \_\_\_\_\_  
**Sara Baker, 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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Priority	Key Number	Project	Sponsor	Current Program	Phase/ Amount Needed	Comments
Overall						
1	Increase all program obligation authority to 100% of allocation. (STP-TMA \$575,000, STP-Urban- \$535,000, TAP-TMA - \$30,000)					
*2	Fund programmed projects that could miss the initial sweep deadline: 13052 – 21 <sup>st</sup> Avenue, Chicago Street to Cleveland Boulevard, Caldwell (STP-U) 19685 – Franklin Road, Black Cat to Ten Mile Road, Meridian (ACHD) (STP-TMA) 13916 – Pathway, Dry Creek Trail Underpass, Eagle (TAP-TMA)  **Three additional projects are in process of transferring funds from the Federal Highway Administration (FHWA) to the Federal Transit Administration (FTA).					
Boise Urbanized Area (TMA)						
1	13514	Pathway, Garden City to Americana Boulevard, Boise	Boise	STP-TMA TAP-TMA TAP-State	UT/\$69,000 RW/\$104,000	Needs additional <b>utilities</b> funds to cover cost increase of a sewer system issue discovered during construction, and <b>right-of-way</b> funds to cover the cost of a permanent easement. (6% increase)
2	12368	Franklin Road, Black Cat Road to Ten Mile Road	ACHD	STP-TMA	RW/\$359,000 PE/\$3,500	Needs additional <b>right-of-way</b> funds for land purchase. A legal case regarding land purchase is underway. This is a rough estimate of funds needed. Project also needs additional funds for <b>preliminary engineering</b> to cover anticipated costs. (3% increase)
Nampa Urbanized Area (Urban)						
1	13486	Colorado and Holly Signal and Pedestrian Improvements	Nampa	STP-U	CN/\$686,000 CE/\$28,000	Advance <b>construction</b> . Currently scheduled in FY2020. Final design is complete and submitted.
2	13494	Old Highway 30, Plymouth Street Bridge	Canyon Highway District	STP-U	PC/\$435,000	Advance <b>design</b> funds. Project is funded with Bridge and STP-U funds. Advance the STP-U design funds, which are currently in FY2019, to coordinate with the Bridge funds. Design is underway.
<b>66</b>						

\*If project is not obligated by August 1<sup>st</sup>, funds will be swept. The project will not be eligible for the End-of-Year Program if it is not listed as an approved priority.

\*\*The three projects in the process of a transfer between FHWA and FTA include:

- Bicycle Parking, Main Street Station, VRT (Key Number 19803)
- Capital Maintenance, VRT, Boise – FY2016 (Key Number 13511)
- Rideshare, Commuteride Replacement Vans, ACHD (Key Number 18700)

Acronym Key:

CE = Construction Engineering

CN = Construction

PC = Preliminary Engineering Consultant (consultant services for design)

PE = Preliminary Engineering (ITD oversight for design)

RW = Right-of-way

STP-TMA = Surface Transportation Program – Transportation Management Area (Boise Urbanized Area)

STP-U = Surface Transportation Program – Urban (Nampa Urbanized Area)

TAP-TMA = Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)

UT = Utilities

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# Office of the Mayor

**David H. Bieter**  
Mayor

**City Council**  
**President**  
Elaine Clegg

**Council Pro Tem**  
Lauren McLean

Maryanne Jordan  
Scot Ludwig  
Ben Quintana  
TJ Thomson

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May 16, 2016

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

RE: Project No. A013(514), Key No. 13514  
Greenbelt, South Side from Garden City to Americana  
Additional Funding Request

Dear Matt:

The City of Boise is very excited about the Greenbelt development project between Ann Morrison Park and Garden City along the south side of the Boise River. This final stretch of the 25-mile long Greenbelt will complete one of our region's most important and popular public assets. The project is currently under construction and is approximately 65% complete. We greatly appreciate the partnership of COMPASS and the Idaho Transportation Department to bring the development of this decades-long project to a close.

During Greenbelt construction the project encountered the Oregon Trail LLC's sewer system. Upon further review by the Idaho Department of Environmental Quality (DEQ) they required that the system had to be terminated immediately and removed. DEQ requires the landowner to bear the burden of removal and cleanup of the existing sewer system. The Idaho Transportation Department determined that the sewer costs to terminate the system and install a new sewer system connected to Boise City sewer are an eligible project cost.

The sewer concerns triggered a review of the property deeds between Main Street and Fairview Avenue. This led to the determination that the project needed to acquire additional permanent easement from Oregon Trail LLC to construct the Greenbelt.

Additional Project costs are as follows:

**ROW: Oregon Trail Permanent Easement Acquisition:**

• Appraisal	\$1800
• Appraisal Review	\$500
• Negotiator	\$2000
• <u>Easement (.25 acres)</u>	<u>\$95,000</u>
Sub-total	\$99,300

**Construction: Oregon Trail Sewer System:**

• City Sewer Fees	\$2875
• Terminate Cesspool	\$5000
• <u>New Sewer</u>	<u>\$57,825</u>
Sub-total	\$62,875

**Project Contingency (5%)      \$8250**

**Grand Total                      \$173,250**

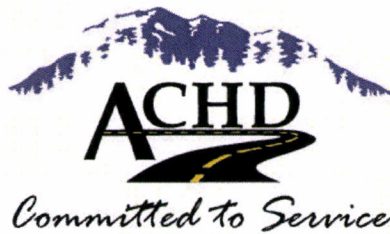


Thank you for considering this request. Again, the City of Boise deeply appreciates all of COMPASS' efforts to improve connectivity and commuter opportunities through this critical project.

Sincerely,

A handwritten signature in blue ink, appearing to read "David H. Bieter". The signature is stylized with a large, circular initial "D" and a long, sweeping underline.

David H. Bieter  
Mayor



Kent Goldthorpe, President  
Paul Woods, Vice President  
Rebecca W. Arnold, Commissioner  
Sara M. Baker, Commissioner  
Jim D. Hansen, Commissioner

May 18, 2016  
Matt Stoll, Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear Mr. ~~Stoll~~: *Matt*

ACHD would like to request the following internal STP-TMA funding move, and make a request for year-end or STP-TMA balancing funds:

- KN 12368 (Franklin Road – Black Cat to Ten Mile) needs an additional \$381,000 for the construction phase based on the final PS&E. ACHD would like to make the following internal moves to make the construction (CN) portion of the budget complete:
  - Move \$358,285 in LP funds to CN
  - Move \$15,715 of PC funds to CN
  - Move \$7,000 of RW funds to CN
- Because of litigation related to a specific purchase of right-of-way for the KN 12368, ACHD would like to request year-end or STP-Balancing funds of \$358,285 to cover future right-of-way needs when litigation is completed. The completion date of this litigation is unknown at this time.
- To cover anticipated PE costs for KN 12368, ACHD would also like to request \$3,500 in year-end or STP-Balancing 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, appearing to read 'David G. Wallace', is written over a horizontal line.

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

## COMPASS BOARD AGENDA ITEM VII-F

Date: June 20, 2016

### **Topic: Requests to Extend Project Obligation Deadline**

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

Ada County Highway District (ACHD), and the cities of Caldwell and Eagle seek COMPASS Board approval to extend the obligation deadline on their projects. The details of the requests are provided as Attachment 1 (ACHD), Attachment 2 (City of Caldwell), and Attachment 3 (City of Eagle).

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

The COMPASS Application Guide, approved by the COMPASS Board on August 17, 2015, includes a deadline of March 1 for obligation of all federal funds for local projects. This deadline was established to allow time for reprogramming of funds if the sponsor is unable to obligate the funds or provide time to solve problems. The intent of this deadline was to not lose funds in our region; as ITD has strict deadlines if funds are not obligated by local agencies, and they will "sweep" the funds and reprogram them into projects in other areas.

The COMPASS Board approved previous extensions on each of the projects below. Additional extensions are now being requested. Final plans are submitted on each project, and sponsors are awaiting final approvals, signed agreements, and obligation of funding.

#### **ACHD Request:**

##### Franklin Road, Black Cat Road to Ten Mile Road, Meridian (Key Number 12368):

- Request to extend obligation deadline to July 29, 2016
- Original extension approved April 18, 2016.
- Total construction funds = \$7,126,000
- Funding Source = STP-TMA
- Plans, Specifications, and Engineer's Estimates package is submitted, awaiting approval and needs State and Local agreement

#### **City of Caldwell Request:**

##### 21<sup>st</sup> Avenue, Chicago Street to Cleveland Boulevard, Caldwell (Key Number 13052):

- Request to extend obligation deadline to August 1, 2016.
- Original extension approved February 22, 2016.
- Total construction funds = \$2,381,000
- Funding Source = STP-Urban
- Plans, Specifications, and Engineer's Estimates package is submitted, awaiting approval and needs State and Local agreement
  - A conditional right-of-way certificate may be required for obligation, due to a delay in obtaining an agreement from Union Pacific Railroad.

## **City of Eagle Request:**

### Pathway, Dry Creek Trail and Underpass, Eagle (Key Number 13916):

- Request to extend obligation deadline to July 31, 2016
- Original extension approved February 22, 2016.
- Total construction funds = \$296,000
- Funding Source = TAP-TMA
- Plans, Specifications, and Engineer's Estimates package is submitted, awaiting approval and needs State and Local agreement.

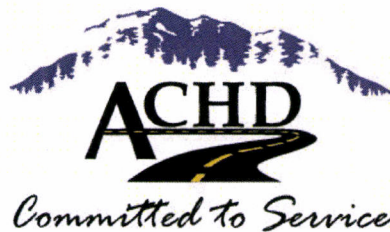
### **Implication (policy and/or financial):**

If projects are not delivered by the extended deadline, it will be too late to reprogram funds to another project. Construction funds are swept by ITD on August 1, 2016.

### **More Information:**

- 1) Attachment 1: Letter from ACHD
- 2) Attachment 2: Letter from the City of Caldwell
- 3) Attachment 3: Letter from the City of Eagle
- 4) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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Kent Goldthorpe, President  
Paul Woods, Vice President  
Rebecca W. Arnold, Commissioner  
Sara M. Baker, Commissioner  
Jim D. Hansen, Commissioner

May 31, 2016  
Matt Stoll, Director  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Dear Matt:

ACHD would like to request an extension of the COMPASS Board's obligation deadline for the following STP-TMA project from 31 May 2016 to 29 July 2016:

- KN 12368 - The PS&E for Franklin Road – Black Cat to Ten Mile was delivered to ITD on May 3. ITD is actively working on the draft State and Local Agreement, but will not be able to deliver it until early June. The length of the review process and the time necessary to draft a State and Local Agreement prevented ACHD from meeting the approved May 31 obligation date.

This request reflects the dynamic process of federal funded projects, and the efforts necessary to meet deadlines.

ACHD continues the applicable actions to obligate funding for this project, and will deliver the required SLA to ITD for construction fund obligation prior to the July 31 deadline.

Sincerely,

A handwritten signature in black ink, appearing to read 'David G. Wallace', is written over a faint, larger version of the signature.

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



CITY OF  
*Caldwell, Idaho*

Attachment 2

**GARRET NANCOLAS**  
*Mayor*

208.455.3011  
(f) 208.455.3003

**City Hall**  
411 Blaine Street  
Caldwell, Idaho 83605

**Post Office Box**  
P.O. Box 1179  
Caldwell, Idaho 83606

For a list of the City  
Council members, visit:  
**Website**  
[www.cityofcaldwell.com](http://www.cityofcaldwell.com)

June 6, 2016  
COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, Idaho 83642

Attn: Matt Stoll

**Re: 2<sup>nd</sup> Funding Extension Request for 21<sup>st</sup> Widening Project in  
Caldwell, Key # 13052**

Dear Matt,

As you are aware, the 21<sup>st</sup> avenue widening project from Indian Creek to Cleveland Blvd. in Caldwell is nearing the construction phase of the project. Funds are already available now in 2016 for this project to move forward. However, because of delays in receiving approval from Union Pacific Railroad for the crossing improvements of their main line, the June 1<sup>st</sup> extension deadline has not been met. In addition, it is the City's understanding that the Railroad is in a dispute with the state of Idaho regarding its "buy American" requirements which are currently holding up all railroad permits within the state.

As a result of this delay, the City of Caldwell has been unable to meet the June 1<sup>st</sup> deadline to secure the funding for the project, as required by the COMPASS Board. ITD has allowed the submittal of the PS&E package for review but will not approved it until railroad approvals have been finalized. Therefore, we request an additional extension of the deadline until Aug 1<sup>st</sup>. We hope this conflict between the railroad and the state is resolved quickly. Postponing or losing funding for this project would be detrimental to the City.

Your consideration on this matter is very much appreciated.  
Thank You.

Sincerely,

Garret Nancolas, Mayor  
City of Caldwell  
421 Blaine St.  
Caldwell, Id 83605



Stan Ridgeway  
Mayor

City of Eagle

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

Council Members:  
Jeff Kunz  
Stan Bastian  
Naomi Preston  
Craig Soelberg

June 7, 2016

Toni Tisdale  
Principal Planner  
Community Planning Association  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

**Re: City of Eagle – Dry Creek Trail  
Key No. 13916**

Dear Ms. Tisdale,

The City of Eagle is hereby requesting an extension of the date for funding obligation on the above referenced project. The project is programmed for FY2016 construction, but circumstances as summarized below have prevented meeting the June 1, 2016, COMPASS deadline for obligation of funds.

Since the City's last request for an extension, Holladay Engineering Company (Holladay), consultant for the design of the project, submitted the draft Environmental Report to ITD for review on March 4, 2016. In addition, after numerous discussions with ITD regarding the wetlands report, Holladay submitted mapping on March 2, 2016, showing the wetland delineation as determined by ITD. ITD agreed to complete the wetland report to be included in the final Environmental Document. To date, Holladay has not received any review comments on the draft Environmental Report from ITD nor have they been provided a copy of the completed wetlands report despite repeated correspondence over the last several months. It is the City's understanding that the wetlands report prepared by ITD has been submitted to the Army Corps of Engineers for review. Without the wetlands report and without comments back from ITD, the final Environmental Report cannot be submitted for approval.

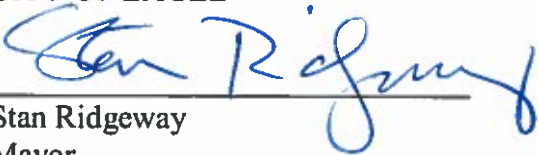
Holladay requested a meeting with ITD to discuss the progress of the project and to reiterate the urgency of the necessary ITD review. ITD directed Holladay to submit plans without achieving the requisite approvals. Therefore, Holladay submitted draft design plans to ITD on May 20, 2016, for ITD review and comment. Without receiving comments back from ITD, Holladay submitted the Plans, Specifications, and Estimate (PS&E) on June 1, 2016, in order to meet the COMPASS deadline for

obligation of funds knowing that the required approvals/comments have not been received from ITD. In addition, Holladay submitted the Army Corps of Engineers 404 Permit on June 2, 2016, without having received approval of the wetlands report.

Given the status of the project, the City is requesting that a project extension be granted with the understanding that funds are to be obligated by July 31, 2016. The City and Holladay will continue to make the necessary efforts in our control to complete the project prior to the deadline.

Thank you for the consideration of this extension request. If you have questions or need additional information, please contact our office.

Respectfully Submitted,  
CITY OF EAGLE



Stan Ridgeway

Stan Ridgeway  
Mayor



## APRIL 2016 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="302 163 1414 228"><b>UNIFIED PLANNING WORK PROGRAM DEVELOPMENT AND FEDERAL ASSURANCES</b></p> <p data-bbox="1276 237 1536 264" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 273 1528 512" style="list-style-type: none"> <li>• Presented proposed FY2017 membership dues to Board for approval.</li> <li>• Began development of the FY2017 draft UPWP for Finance Committee review in May 2016.</li> <li>• Processed and tracked revenues and expenditures associated with the FY2016 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and the Daily Digest.</li> </ul>
620	<p data-bbox="302 520 1224 548"><b>GROWTH AND TRANSPORTATION SYSTEM MONITORING</b></p> <p data-bbox="1308 556 1531 583" style="text-align: right;"><b>CARL MILLER</b></p> <ul data-bbox="321 592 1474 831" style="list-style-type: none"> <li>• Completed seven development review checklists for Boise, Canyon County, Eagle, and Meridian.</li> <li>• Continued data development for the 2016 Change in Motion report.</li> <li>• Presented 2016 population estimates to the COMPASS Board on April 18, 2016, for acceptance.</li> <li>• Attended FHWA/ITD Transportation Performance Management meeting on April 26, 2016.</li> </ul>
653	<p data-bbox="302 840 883 867"><b>COMMUNICATION AND EDUCATION</b></p> <p data-bbox="1370 875 1536 903" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="321 911 1536 1959" style="list-style-type: none"> <li>• Updated COMPASS web site; continued to work with consultant to make website mobile friendly.</li> <li>• Continued transportation funding outreach campaign.</li> <li>• Tracked and facilitated issues related to COMPASS and transportation with news media; participated in four media interviews and issued one new release.</li> <li>• Provided information to the Community Transportation Association of America on COMPASS' efforts to measure performance of its public involvement programs.</li> <li>• Continued to work with VRT staff on a "Public Transportation Leadership Academy" for local elected officials. Hosted two of three training events; led three hands-on activities, provided three presentations, coordinated video montage, reviewed course workbook, and developed and distributed evaluation forms.</li> <li>• Continued planning for remainder of 2016 COMPASS education series.</li> <li>• Posted 7 Facebook messages and 29 Tweets.</li> <li>• Continued work to update COMPASS strategic plan.</li> <li>• Continued sponsorship of Boise Police Department's "Look! Save a Life!" television public service announcements (PSAs) on bike safety. The PSAs will run into June.</li> <li>• Participated in an Idaho Business Review panel discussion on the future of public transportation in the Treasure Valley.</li> <li>• Hosted a COMPASS booth at "County Government Day" open house at Ada County.</li> <li>• Met with Brent Moore, Bronco Sports Properties, on April 2, 2016, to discuss potential promotion of public comment opportunities via Boise State University athletic events.</li> <li>• Prepared and submitted a presentation abstract for the Association of Metropolitan Planning Organizations (AMPO) annual conference regarding COMPASS' Integrated Communication Plan.</li> </ul>

PROGRAM NO.	
661	<p data-bbox="302 128 704 159"><b>LONG RANGE PLANNING</b></p> <p data-bbox="1279 163 1539 195" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul style="list-style-type: none"> <li data-bbox="302 205 1422 268">• Continued work with consultant on the performance measure framework (SHRP2 component).</li> <li data-bbox="302 275 1511 373">• Continued work on the <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) financial forecast. Met with local agencies to review their actual and forecasted revenue and expenditure projections.</li> <li data-bbox="302 380 1474 443">• Continued the "Treasure Valley on the Go!" photo contest to generate public interest in the four components of CIM 2040 2.0.</li> <li data-bbox="302 449 1528 548">• Attended Idaho Walk Bike Summit Advisory Committee meeting on April 11, 2016, and assisted with final preparations for the upcoming Summit on May 12-13, 2016.</li> <li data-bbox="302 554 1520 653">• Attended ACHD Bike Advisory Committee meeting on April 6, 2016. Committee discussed proposals to the Broadway and Warm Springs intersection and finalized 2016 goals.</li> <li data-bbox="302 659 1260 690">• Hosted the Active Transportation Workgroup on April 6, 2016.</li> <li data-bbox="302 697 1479 760">• Presented freight component of CIM 2040 2.0 to the Meridian Transportation Commission on April 11, 2016.</li> <li data-bbox="302 766 1479 865">• Attended the Nampa Bicycle and Pedestrian Advisory Committee meeting on April 14, 2016. Committee discussed "Bike and Walk to Downtown" priority recommendations for phase two.</li> <li data-bbox="302 871 1503 970">• Presented to the City of Wilder Planning and Zoning Commission regarding the development of the regional bicycle and pedestrian plan as part of CIM 2.0 on April 26, 2016.</li> <li data-bbox="302 976 1455 1039">• Held the Active Transportation Workgroup/APBP webinar titled 'Shared and Separated Pathways' on April 20, 2016.</li> <li data-bbox="302 1045 1422 1108">• Met with Jamar Technologies Inc. to address issues in permanent bicycle counter data on April 28, 2016.</li> <li data-bbox="302 1115 1487 1213">• Discussed Ada County area of impact with Ada County Development Services staff and reviewed demographic projections and CIM 2040 goals and performance measures.</li> <li data-bbox="302 1220 1528 1318">• Presented the MAP-21 Highway Safety Improvement Program and Safety final performance measure requirements to the MPO directors. Reviewed the MAP-21 System Performance Notice of Proposed Rulemaking (NPRM).</li> <li data-bbox="302 1325 1422 1388">• Prepared and submitted the 2015 Agricultural Freight Study for an Idaho Transportation Department "Excellence in Planning" award.</li> <li data-bbox="302 1394 1503 1457">• Developed preliminary critical urban freight corridors for inclusion in the Idaho Transportation Department State Freight Plan.</li> <li data-bbox="302 1463 1479 1526">• Developed online freight survey targeted towards freight providers to gather information about freight barriers and needs in the region.</li> <li data-bbox="302 1533 1474 1596">• Continued updating public transportation service options and future facilities based on feedback from the Public Transportation Workgroup.</li> </ul>

PROGRAM NO.	
685	<p data-bbox="302 128 909 159"><b>RESOURCE DEVELOPMENT/FUNDING</b></p> <p data-bbox="1295 163 1539 195" style="text-align: right;"><b>TONI TISDALE</b></p> <ul data-bbox="350 201 1531 1360" style="list-style-type: none"> <li>• Held open comment period for TIP amendment April 4-18, 2016.</li> <li>• Hosted the Urban Balancing Committee meeting on April 7, 2016.</li> <li>• Continued development of a new project status report, at the request of the COMPASS Board. The new report contains major milestone for all federal-aid projects.</li> <li>• Processed two TIP Administrative Modifications.</li> <li>• Met with the City of Kuna regarding their downtown revitalization project on April 5, 2016, to assist in developing a schedule and milestones.</li> <li>• Continued working on development of the Draft FY2017-2021 TIP.</li> <li>• Developed a draft policy for balancing Surface Transportation Program and Transportation Alternatives Program funding. The draft policy combines three existing policies into one for transparency.</li> <li>• Developed a COMPASS procedure for processing TIP amendments and administrative modifications in order to make the process more efficient.</li> <li>• Tracked obligations for federal funds and followed up with member agencies on outstanding projects.</li> <li>• Met with ITD District 3 and consultant regarding the Chinden Corridor Project Development effort on April 11, 2016.</li> <li>• Completed the second Chinden Corridor Project Development Stakeholder meeting at Garden City on April 13, 2016.</li> <li>• Met with consultants regarding the Eagle Road Corridor Project Development effort on April 18, 2016.</li> <li>• Met with ACHD and ITD regarding the ITS Technology grant opportunity on April 23, 2016.</li> <li>• Facilitated a cooperative agreement between the City of Kuna and ITD to allow Kuna to begin design on their downtown revitalization project with local funds.</li> <li>• Submitted two federal applications (TIGER and FASTLANE) for I-84 improvements from Franklin Boulevard to Northside Boulevard.</li> <li>• Obtained 17 support letters for I-84 project in Canyon County.</li> <li>• Met with cities of Caldwell, Wilder, Middleton, and ACHD to introduce new staff and the upcoming project development and implementation opportunities.</li> </ul>
701	<p data-bbox="302 1367 862 1398"><b>GENERAL MEMBERSHIP SERVICES</b></p> <p data-bbox="1190 1402 1531 1434" style="text-align: right;"><b>SABRINA MINSHALL</b></p> <ul data-bbox="350 1440 1446 1648" style="list-style-type: none"> <li>• Participated in the Northeast Nampa Plan meeting on April 5, 2016.</li> <li>• Provided final demographic data and mapping for the City of Meridian to support public school siting in the West Ada School District.</li> <li>• Hosted the APA webinar, "Parks that Reshape Cities," on April 4, 2016.</li> <li>• Attended a meeting hosted by VRT to discuss bus and bus facilities grant opportunities on April 15, 2016.</li> </ul>

PROGRAM NO.	
702	<p data-bbox="302 128 711 159"><b>AIR QUALITY OUTREACH</b></p> <p data-bbox="1373 163 1539 195" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="321 201 1511 510" style="list-style-type: none"> <li>• Ran four air quality public service announcements on local television stations.</li> <li>• Provided a status report to the Air Quality Board and Idaho Department of Environmental Quality.</li> <li>• Worked on an MOU to continue COMPASS' air quality outreach efforts on behalf of the Department of Environmental Quality and the Air Quality Board upon expiration of the current MOU, which expires in October 2016. Provided a draft MOU for review to the Department of Environmental Quality and the Air Quality Board; received and incorporated comments and provided revised MOU for second review.</li> </ul>
703	<p data-bbox="302 522 761 554"><b>GENERAL PUBLIC SERVICES</b></p> <p data-bbox="1373 558 1539 590" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="321 594 1511 760" style="list-style-type: none"> <li>• Presented on the FAST Act to Idaho Smart Growth members on April 6, 2016.</li> <li>• Presented on demographic trends and <i>Communities in Motion 2040</i> to the Caldwell Rotary on April 20, 2016.</li> <li>• Presented on demographic trends to Capital City Kiwanis on April 21, 2016.</li> <li>• Responded to a public inquiry regarding the TIGER grant application.</li> </ul>

PROGRAM NO.	
705	<p data-bbox="300 128 938 163"><b>TRANSPORTATION LIAISON SERVICES</b></p> <p data-bbox="1328 163 1539 199" style="text-align: right;"><b>MATT STOLL</b></p> <ul style="list-style-type: none"> <li data-bbox="321 205 1528 275">• Met with COMPASS Board Chair Sara Baker, ACHD Commissioner, on April 11, 2016 to prepare for April 2016 Board meeting.</li> <li data-bbox="321 275 1490 344">• Met with District Engineer Amy Revis on April 13, 2016 to coordinate efforts between ITD District 3 and COMPASS.</li> <li data-bbox="321 344 1442 413">• Met with Councilmember Elaine Clegg on April 14, 2016 to coordinate on AMPO and City of Boise issues.</li> <li data-bbox="321 413 1446 483">• Met with Deputy Director David Wallace on April 28, 2016 to coordinated ACHD and COMPASS efforts.</li> <li data-bbox="321 483 1247 518">• Led the Idaho APA Spring Board meeting on April 13, 2016.</li> <li data-bbox="321 518 1490 588">• Led the Idaho APA Annual Conference Planning Committee meeting on April 19, 2016.</li> <li data-bbox="321 588 1422 695">• Presented methodology for the long-range transportation plan update, <i>Communities in Motion 2040 2.0</i> to the Foundation for Ada and Canyon County Trails (FACTS) on April 20, 2016.</li> <li data-bbox="321 695 1523 764">• Attended the Caldwell Chamber Transportation Committee meeting on April 4, 2016.</li> <li data-bbox="321 764 1503 905">• Participated in the Meridian Transportation Commission meeting on April 11, 2016. The main topics included discussions on 2016 transportation priorities, an update on the freight component for <i>Communities in Motion 2040 2.0</i>, discussion of traffic issues in the City of Meridian, and status reports.</li> <li data-bbox="321 905 1430 940">• Attended the IT Board workshop and meeting on April 27 and 28, 2016.</li> <li data-bbox="321 940 1516 1010">• Attended the Greater Boise Chamber of Commerce Transportation Committee meeting on April 21, 2016.</li> <li data-bbox="321 1010 1479 1079">• Attended the Caldwell Chamber Government Affairs Committee meeting on April 21, 2016.</li> <li data-bbox="321 1079 1523 1220">• Met with Master Corporal Tim Davidson of the Idaho State Police regarding COMPASS' role in traffic safety, in preparation for a presentation by COMPASS to the Canyon County Traffic Safety Committee (tentatively scheduled for June).</li> <li data-bbox="321 1220 1533 1289">• Facilitated table discussions at the Urban Land Institute's "Moving People First" summit on April 13, 2016.</li> <li data-bbox="321 1289 1533 1400">• Attended the inaugural "Ada County Hub." The "Ada County Hub" is a program of the United Way to connect providers and users of all types of services within Ada County to encourage improved coordination across agencies.</li> </ul>

PROGRAM NO.	
760	<p data-bbox="302 130 695 159"><b>LEGISLATIVE SERVICES</b></p> <p data-bbox="1325 163 1529 193" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="324 201 1529 756" style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Monitored <i>Moving Ahead for Progress in the 21st Century Act (MAP-21)</i> proposed rule-making to determine implications to COMPASS and its membership.</li> <li>• Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its' membership.</li> <li>• Served on Idaho Business Review Breakfast Series Panel on Public Transportation on April 5, 2016.</li> <li>• Presented overview on FAST Act to Idaho Smart Growth on April 6, 2016.</li> <li>• Responded to a request from Rep. Sue Chew for information on transportation needs and funding.</li> <li>• Participated in NARC Membership Dues Committee meeting via conference call on April 12, 2016.</li> </ul>
761	<p data-bbox="302 772 669 802"><b>GROWTH INCENTIVES</b></p> <p data-bbox="1198 806 1539 835" style="text-align: right;"><b>SABRINA MINSHALL</b></p> <ul data-bbox="324 844 1529 898" style="list-style-type: none"> <li>• Held annual meeting of the Blueprint for Good Growth Consortium on April 12, 2016.</li> </ul>
801	<p data-bbox="302 915 659 945"><b>STAFF DEVELOPMENT</b></p> <p data-bbox="1269 949 1529 978" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="324 987 1529 1432" style="list-style-type: none"> <li>• Attended "Better Living Through Trails" on April 1, 2016, in Eagle.</li> <li>• Attended the American Planning Association's National Conference on April 2 - 5, 2016, in Phoenix, AZ.</li> <li>• Attended the HRATV Annual Conference on April 6, 2016, in Boise.</li> <li>• Attended the Geospatial Information Systems for Transportation Symposium on April 4 – 7, 2016, in Raleigh, NC.</li> <li>• Attended the Idaho Business Review Breakfast Series, "Public Transit in Idaho," on April 5, 2016, in Boise.</li> <li>• Attended ULI "Moving People First Summit" on April 13, 2016.</li> <li>• Provided public speaking training with Dr. Heidi Reeder for all COMPASS staff on April 26, 2016.</li> <li>• Attended Title VI training on April 7, 2016 (MPO Directors meeting) and April 27, 2016, as part of a Regional Transportation Advisory Committee meeting.</li> </ul>
820	<p data-bbox="302 1449 669 1478"><b>COMMITTEE SUPPORT</b></p> <p data-bbox="1276 1482 1539 1512" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="324 1520 1425 1575" style="list-style-type: none"> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>
836	<p data-bbox="302 1591 889 1621"><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <p data-bbox="1149 1625 1539 1654" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="324 1663 1529 1961" style="list-style-type: none"> <li>• Continued to provide modeling assistance to member agencies.</li> <li>• Completed travel demand model runs and benefit-cost analysis for the TIGER and FASTLANE grants.</li> <li>• Coordinated regional emissions data sharing for two projects that require project-level air quality analysis.</li> <li>• Completed two area of influence model runs.</li> <li>• Began providing data to consultant for phase 1 of a land use model pilot project.</li> <li>• Continued to make progress on model calibration report.</li> </ul>

<b>PROGRAM NO.</b>	
<b>838</b>	<b>ON-BOARD TRANSIT and HOUSEHOLD TRAVEL SURVEY</b> <b>MARYANN WALDINGER</b> <ul style="list-style-type: none"> <li>• No significant activity this month.</li> </ul>
<b>842</b>	<b>CONGESTION MANAGEMENT SYSTEM PROCESS</b> <b>MARYANN WALDINGER</b> <ul style="list-style-type: none"> <li>• Initiated contract with consultant to collect congested travel time data for FY 2016.</li> <li>• Downloaded and processed initial travel time data received from the consultant.</li> </ul>
<b>860</b>	<b>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</b> <b>ERIC ADOLFSON</b> <ul style="list-style-type: none"> <li>• Maintained and created regional geographic data layers. Created regional maps for pathways and bikeways.</li> <li>• Created map documents for member agencies and the public.</li> <li>• Developed map visuals for TIGER and FASTLANE Grant applications.</li> <li>• Began developing land use and building characteristics data for input to Cube Land model project for consultant.</li> <li>• Provided regional data member agencies on the Regional Data Center.</li> <li>• Summarized 2015 employment data.</li> <li>• Began work on vacant residential parcels in Canyon and Ada counties.</li> <li>• Continued work on Performance Measure Monitoring data for 2015 reporting.</li> <li>• Created tools and methodologies to support COMPASS UPWP projects.</li> <li>• Set up COMPASS open data site using ArcGIS online. This enables COMPASS members and the general public to access commonly requested data.</li> </ul>
<b>861</b>	<b>REGIONAL ORTHOPHOTOGRAPHY</b> <b>ERIC ADOLFSON</b> <ul style="list-style-type: none"> <li>• Began orthophotography flight and processing stage.</li> </ul>
<b>991</b>	<b>SUPPORT SERVICES LABOR</b> <b>MEGAN LARSEN</b> <ul style="list-style-type: none"> <li>• Provided general accounting, human resources, and administrative support to the agency.</li> </ul>

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PROGRAM NO.	
601	<p data-bbox="302 163 1414 233"><b>UNIFIED PLANNING WORK PROGRAM DEVELOPMENT AND FEDERAL ASSURANCES</b></p> <p data-bbox="1276 237 1536 264" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 275 1528 548" style="list-style-type: none"> <li>• Prepared preliminary draft of the FY2017 UPWP for review and comment by the Finance Committee.</li> <li>• Processed and tracked revenues and expenditures associated with the FY2016 UPWP.</li> <li>• Tracked changes and announcements in the Federal Register and the Daily Digest.</li> <li>• Presented FY2017 general membership dues request to Canyon County Commission on May 6, 2016.</li> </ul>
620	<p data-bbox="302 556 1224 583"><b>GROWTH AND TRANSPORTATION SYSTEM MONITORING</b></p> <p data-bbox="1308 594 1531 621" style="text-align: right;"><b>CARL MILLER</b></p> <ul data-bbox="321 632 1536 1079" style="list-style-type: none"> <li>• Completed five development checklists for cities of Boise, Eagle, and Meridian.</li> <li>• Continued data development for the 2016 Change in Motion report.</li> <li>• Attended FHWA review of System Performance Notice of Proposed Rulemaking on May 12, 2016.</li> <li>• Attended FHWA/ITD Transportation Performance Management meeting on May 31, 2016, to review the final Statewide and Metropolitan planning rules.</li> <li>• Downloaded and analyzed <i>National Performance Management Research Data Set (NPMRDS)</i> for proposed system performance rule.</li> <li>• Calculated local, safety targets based on final FHWA safety rule.</li> <li>• Participated in a peer exchange with other MPOs, state departments of transportation, federal agencies, NARC, and AASHTO on May 9-10, 2016, in Portland, Oregon regarding data management and reporting required by new federal rules, specifically around mobility and system performance.</li> </ul>
653	<p data-bbox="302 1087 883 1115"><b>COMMUNICATION AND EDUCATION</b></p> <p data-bbox="1373 1125 1536 1152" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="321 1163 1511 1892" style="list-style-type: none"> <li>• Launched a new, mobile friendly format for the COMPASS website.</li> <li>• Updated COMPASS web site.</li> <li>• Tracked and facilitated issues related to COMPASS and transportation with news media; participated in five media interviews and issued one news release.</li> <li>• Presented at the Community Transportation Association of America's annual convention on COMPASS' efforts to measure performance of its public involvement programs.</li> <li>• Held, with VRT, the final installment of the "Public Transportation Leadership Academy" for local elected officials.</li> <li>• Hosted Peter Lagerwey on May 3 and 4 to speak on bicycle and pedestrian safety and developing a bicycle and pedestrian plan; hosted Phil Erickson on May 26 to provide a workshop on green stormwater infrastructure, as part of the 2016 education series; continued planning for remainder of 2016 COMPASS education series.</li> <li>• Posted 16 Facebook messages, 47 Tweets, and 1 blog.</li> <li>• Continued to update COMPASS strategic plan.</li> <li>• Continued sponsorship of Boise Police Department's "Look! Save a Life!" television public service announcements (PSAs) on bike safety. The PSAs will run into June.</li> <li>• Wrote and distributed monthly "Keeping Up With COMPASS" newsletter.</li> </ul>



PROGRAM NO.	
661	<p data-bbox="300 128 706 163"><b>LONG RANGE PLANNING</b></p> <p data-bbox="1279 163 1539 199" style="text-align: right;"><b>LIISA ITKONEN</b></p> <ul style="list-style-type: none"> <li data-bbox="300 205 1539 304">• Continued work with consultant on the performance measure framework (SHRP2 component); prioritized the framework deliverables and formed a technical team and a design team to start developing the specified deliverables.</li> <li data-bbox="300 310 1539 373">• Continued work on <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0) financial forecast of revenues and expenditure projections; presented summary to RTAC</li> <li data-bbox="300 380 1539 415">• Continued discussion with RTAC about CIM 2040 2.0 funding policy.</li> <li data-bbox="300 422 1539 485">• Continued the "Treasure Valley On the Go!" photo contest to generate public interest in the four components of CIM 2040 2.0.</li> <li data-bbox="300 491 1539 527">• Hosted the Environmental Review Workgroup on May 3, 2016.</li> <li data-bbox="300 533 1539 596">• Updated critical urban freight corridor map/recommendations for the ITD Statewide Freight Plan.</li> <li data-bbox="300 602 1539 665">• Participated in Statewide Freight Advisory Committee meeting on May 25, 2016; discussed critical urban freight corridor designations.</li> <li data-bbox="300 672 1539 806">• Solicited public comments May 9 – 23, 2016, on CIM 2040 amendment to add a project to modify the I-84/Karcher Road interchange and provide a second southbound through-lane on Midland Boulevard. RTAC recommended the amendment, which will be presented to the COMPASS Board in June 2016.</li> <li data-bbox="300 812 1539 911">• Attended ACHD Bike Advisory Committee meeting on May 2, 2016. Committee discussed upcoming Bicycle Friendly Community application and potential concrete bike lanes on Meridian Road, Cherry to Ustick.</li> <li data-bbox="300 917 1539 1016">• Attended City of Boise Mayor's Bike Advisory Committee meeting on May 4, 2016. Committee determined the bike route for June's Bicycle Friendly Community representatives visit.</li> <li data-bbox="300 1022 1539 1085">• Uninstalled bicycle and pedestrian counters along the Shamrock bikeway on May 5, 2016.</li> <li data-bbox="300 1092 1539 1127">• Presented at the Idaho Walk Bike Summit May 11-13, 2016.</li> <li data-bbox="300 1134 1539 1169">• Hosted the Active Transportation Workgroup on May 11, 2016.</li> <li data-bbox="300 1176 1539 1239">• Installed pedestrian counters in the Boise Foothills and 8<sup>th</sup> Street near the Grove Plaza on May 23, 2016.</li> <li data-bbox="300 1245 1539 1341">• Presented at the Caldwell Pathways and Bike Committee meeting on May 17, 2016, on regional bicycle and pedestrian route mapping to review connecting routes to Caldwell from surrounding areas.</li> <li data-bbox="300 1348 1539 1383">• Hosted APBP Webinar series titled 'Aspects of Equity' on May 18, 2016.</li> </ul>

PROGRAM NO.	
685	<p data-bbox="302 128 909 159" style="text-align: center;"><b>RESOURCE DEVELOPMENT/FUNDING</b></p> <p data-bbox="1295 163 1539 195" style="text-align: right;"><b>TONI TISDALE</b></p> <ul style="list-style-type: none"> <li data-bbox="321 205 1539 300">• Attended the TAP Workshop hosted by ITD on May 23, 2016. The workshop provided an oversight of the TAP-Statewide program and the expectations for applications, due June 1, 2016.</li> <li data-bbox="321 310 1539 447">• Reviewed nine project applications for TAP-Statewide funds from Boise State University; the cities of Caldwell, Eagle, Kuna, and Nampa; and Valley Regional Transit. Staff provided suggestions for improving the applications and letters of support for each.</li> <li data-bbox="321 457 1539 520">• Held two public comment periods for proposed TIP amendments: May 2 – 23 and May 26, 2016 through June 9, 2016.</li> <li data-bbox="321 531 1539 562">• Processed two TIP amendments and three administrative modifications.</li> <li data-bbox="321 573 1539 730">• Continued working on a draft policy for balancing Surface Transportation Program and Transportation Alternatives Program funding. The draft policy combines three existing policies into one for transparency. RTAC recommended the draft policy, which will be provided to the COMPASS Board in June 2016 for action.</li> <li data-bbox="321 741 1539 804">• Finalized a COMPASS procedure for processing TIP amendments and administrative modifications to make the process more efficient.</li> <li data-bbox="321 814 1539 877">• Continued development of a new project status report of major milestone for all federal-aid projects, as requested by the COMPASS Board.</li> <li data-bbox="321 888 1539 919">• Continued working on development of the Draft FY2017-2021 TIP.</li> <li data-bbox="321 930 1539 961">• Began efforts on TIP database efficiencies.</li> <li data-bbox="321 972 1539 1035">• Updated the COMPASS Application Guide to simplify the process for next application cycle.</li> <li data-bbox="321 1045 1539 1108">• Development work began on an online interactive TIP map, which will provide information about TIP projects in an easy-access format.</li> <li data-bbox="321 1119 1539 1182">• Developed a historical report on historical funding allocation in the Surface Transportation Programs for use in policy discussions.</li> <li data-bbox="321 1192 1539 1287">• Worked with member agencies to develop priorities for the End-of-Year Program and redistribution. RTAC recommended the priorities, which will be presented to the COMPASS Board in June 2016.</li> <li data-bbox="321 1297 1539 1360">• Tracked obligations for federal funds and followed up with member agencies on outstanding projects.</li> <li data-bbox="321 1371 1539 1465">• Assisted in an FTA <i>Transit-Oriented Development Planning Pilot Program</i> grant application in conjunction with the City of Boise and Valley Regional Transit for planning of the State Street corridor bus rapid transit project.</li> <li data-bbox="321 1476 1539 1570">• Assisted ACHD with a USDOT <i>Advanced Transportation and Congestion Management Technologies Deployment Initiative</i> grant application to upgrade traffic signals at 85 intersections along five major corridors.</li> <li data-bbox="321 1581 1539 1644">• Finalized the Eagle Road Pedestrian and Bicycle Bridge Project Development Report and presented to Eagle City Council on May 10, 2016.</li> </ul>

PROGRAM NO.	
701	<p data-bbox="302 128 862 159"><b>GENERAL MEMBERSHIP SERVICES</b></p> <p data-bbox="1192 163 1528 195" style="text-align: right;"><b>SABRINA MINSHALL</b></p> <ul data-bbox="321 201 1503 577" style="list-style-type: none"> <li>• Participated in VRT’s Joint Regional Coordination Council and VRT Executive Board meeting on May 2, 2016.</li> <li>• Met with city of Boise and ACHD staff regarding the annual report and updating the State Street Transit and Traffic Operation Plan Memorandum of Understanding on May 3, 2016.</li> <li>• Hosted the APA webinar, “Translating the Plan into Implementation,” on May 11 2016.</li> <li>• Hosted a booth at Ada County’s May in Motion kickoff event for Ada County staff on May 11, 2016.</li> <li>• Participated in the City of Eagle Comprehensive Plan Steering Committee meeting on May 18, 2016.</li> </ul>
702	<p data-bbox="302 590 711 621"><b>AIR QUALITY OUTREACH</b></p> <p data-bbox="1373 625 1536 657" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="321 663 1511 934" style="list-style-type: none"> <li>• Ran five air quality public service announcements on local television stations.</li> <li>• Provided a status report to the Air Quality Board and Idaho Department of Environmental Quality.</li> <li>• Continued work on an MOU to continue COMPASS’ air quality outreach efforts on behalf of the Department of Environmental Quality and the Air Quality Board upon expiration of the current MOU, which expires in October 2016. After incorporating comments received in April, provided a final MOU for signature.</li> </ul>
703	<p data-bbox="302 947 761 978"><b>GENERAL PUBLIC SERVICES</b></p> <p data-bbox="1373 982 1536 1014" style="text-align: right;"><b>AMY LUFT</b></p> <ul data-bbox="321 1020 1528 1150" style="list-style-type: none"> <li>• Presented an overview of <i>Communities in Motion 2040</i> and its update at Idaho Power on May 6, 2016.</li> <li>• Presented an overview of COMPASS to the Meridian Rotary Club on May 9, 2016.</li> </ul>
705	<p data-bbox="302 1163 935 1194"><b>TRANSPORTATION LIAISON SERVICES</b></p> <p data-bbox="1333 1199 1536 1230" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="321 1236 1528 1789" style="list-style-type: none"> <li>• Met with District Engineer Amy Revis on May 12, 2016 to coordinate efforts between ITD District 3 and COMPASS.</li> <li>• Met with Councilmember Elaine Clegg on May 10, 2016 to coordinate on AMPO, COMPASS and City of Boise issues.</li> <li>• Met with Deputy Director David Wallace on May 25, 2016 to coordinated ACHD and COMPASS efforts.</li> <li>• Attended the Caldwell Chamber Transportation Committee meeting on May 2, 2016.</li> <li>• Participated in the Meridian Transportation Commission meeting on May 2, 2016. The main topics included discussions on current traffic problem areas in the City of Meridian, introduction of the Master Mobility Map, and status reports.</li> <li>• Attended the Greater Boise Chamber of Commerce Transportation Committee meeting on May 19, 2016.</li> <li>• Met with Kate McGwire, new Public Information Officer for Ada County, to share information on COMPASS and discuss ways we can work together.</li> </ul>

PROGRAM NO.	
760	<p data-bbox="302 128 695 159"><b>LEGISLATIVE SERVICES</b></p> <p data-bbox="1325 163 1528 195" style="text-align: right;"><b>MATT STOLL</b></p> <ul data-bbox="326 201 1520 793" style="list-style-type: none"> <li>• Participated in relevant activities in support of Board legislative position statements.</li> <li>• Tracked and reported significant activity in federal and state transportation-related legislative issues.</li> <li>• Monitored <i>Moving Ahead for Progress in the 21st Century Act (MAP-21)</i> proposed rule-making to determine implications to COMPASS and its membership.</li> <li>• Continued reviewing <i>Fixing America's Surface Transportation (FAST) Act</i> and its impact upon COMPASS and its' membership.</li> <li>• Met with Senator Winder and City of Meridian representative to discuss possible strategies to funding US 20/26 improvements on May 3, 2016.</li> <li>• Met with Representative Sue Chew to discuss region's transportation funding needs on May 5, 2016.</li> <li>• Provided a presentation on the region's transportation and associated funding needs to the Meridian Rotary Club on May 9, 2016.</li> <li>• Participated in the City of Meridian's U.S. 20/26 Task Force meeting on March 28, 2016.</li> </ul>
761	<p data-bbox="302 806 667 837"><b>GROWTH INCENTIVES</b></p> <p data-bbox="1200 842 1536 873" style="text-align: right;"><b>SABRINA MINSHALL</b></p> <ul data-bbox="326 879 862 911" style="list-style-type: none"> <li>• No significant activity this month.</li> </ul>
801	<p data-bbox="302 915 656 947"><b>STAFF DEVELOPMENT</b></p> <p data-bbox="1268 951 1528 982" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="326 1014 1520 1682" style="list-style-type: none"> <li>• Provided one-on-one public speaking coaching sessions for COMPASS staff with Dr. Heidi Reeder throughout the month.</li> <li>• Attended Innovations in Travel Modeling in Denver, Colorado on May 1 to May 4, 2016.</li> <li>• Attended Idaho PRIMA Advanced Training sponsored by the Idaho Chapter of PRIMA in Nampa on May 3, 2016.</li> <li>• Attended AASHTO webinar, "Moving Environmental Justice Forward in Transportation Planning and Project Development" on May 18, 2016.</li> <li>• Attended "Forging Neighborhoods for all Generations" webinar sponsored by the American Planning Association on May 20, 2016.</li> <li>• Attended BDPA Annual Human Resource Managers Meeting in Boise on May 20, 2016.</li> <li>• Attended a pre-conference symposium, "The Transportation PIE – Participation, Involvement, and Engagement," at the Community Transportation Association of America's annual conference on May 23, 2016.</li> <li>• Attended technical workshop "Achieving Green and Sustainable Streets: The Latest Techniques for Green Stormwater Management" on May 26, 2016.</li> <li>• Attended "Data to Support Transportation Agency Business Needs" webinar on May 26, 2016.</li> </ul>
820	<p data-bbox="302 1688 664 1719"><b>COMMITTEE SUPPORT</b></p> <p data-bbox="1276 1724 1536 1755" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="326 1761 1422 1820" style="list-style-type: none"> <li>• Provided staff support to the COMPASS Board of Directors and standing committees.</li> </ul>

PROGRAM NO.	
836	<p data-bbox="302 128 889 159"><b>REGIONAL TRAVEL DEMAND MODEL</b></p> <p data-bbox="1149 163 1539 195" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="321 205 1531 1045" style="list-style-type: none"> <li>• Continued to provide modeling assistance to member agencies.</li> <li>• Provided additional modeling support to Boise City staff on the East Columbia area plan.</li> <li>• Provided additional modeling support to City of Nampa for the Southwest Idaho Treatment Center area (a.k.a SWITC), which is located north of I-84 and west of Idaho Center Boulevard.</li> <li>• Provided ITD with count and forecast data on Front St. and Myrtle St.</li> <li>• Met with ICC to review the regional emission assumptions and project list for the air quality conformity demonstration for the draft FY2017-2021 TIP</li> <li>• Completed four of seven travel demand model runs (input to MOVES) for air quality conformity demonstration for the draft FY2017-2021 TIP.</li> <li>• Continued cleanup of the regional traffic count database in preparation of making the data more accessible to the public and member agencies through the COMPASS website.</li> <li>• Participated in the quarterly Census Transportation Planning Program (CTPP) oversight board meeting - discussed annual meeting, mission statement, the list of special tabulations of Census data that support transportation planning that will be eliminated and possible research topics.</li> <li>• Participated in the AMPO Technical Committee phone call regarding the NPRM; Assessing Performance of the National Highway System; Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement and setting up groups of committee members to review and comment on particular elements.</li> <li>• Continued to make progress on model calibration report.</li> </ul>
838	<p data-bbox="302 1045 1203 1077"><b>ON-BOARD TRANSIT and HOUSEHOLD TRAVEL SURVEY</b></p> <p data-bbox="1149 1081 1539 1113" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="321 1123 1495 1226" style="list-style-type: none"> <li>• Spoke with consultant about technical memo for the boarding-alighting data collection and results.</li> <li>• Discussed timing and method for spring 2017 on board data collection.</li> </ul>
842	<p data-bbox="302 1226 1068 1257"><b>CONGESTION MANAGEMENT SYSTEM PROCESS</b></p> <p data-bbox="1149 1262 1539 1293" style="text-align: right;"><b>MARYANN WALDINGER</b></p> <ul data-bbox="321 1304 1446 1509" style="list-style-type: none"> <li>• Collected congested travel time data on 16 routes.</li> <li>• Collected park and ride use sample data on 7 facilities.</li> <li>• Downloaded and processed initial travel time data received from the consultant.</li> <li>• Began development of the request for proposals for the I-84 Detour plan update.</li> </ul>

PROGRAM NO.	
860	<p data-bbox="302 128 1170 159"><b>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</b></p> <p data-bbox="1263 163 1539 195" style="text-align: right;"><b>ERIC ADOLFSON</b></p> <ul data-bbox="321 201 1539 835" style="list-style-type: none"> <li>• Signed data use agreement between Idaho Fish &amp; Game and COMPASS, which allows COMPASS to use the data but not disclose or share the confidential information.</li> <li>• Maintained and created regional geographic data layers. Created regional maps for pathways and bikeways.</li> <li>• Created map documents for member agencies and the public.</li> <li>• Developed and delivered regional land use and building characteristics data for input to Cube Land model project for consultant.</li> <li>• Provided Caldwell pathway GIS support.</li> <li>• Provided GIS support for the enhanced signals grant project that included crash data analysis.</li> <li>• Assembled for Meridian: Totals for number of jobs, single-family housing units, and multi-family housing units in the city, impact area, and county.</li> <li>• Began work on vacant residential parcels in Canyon and Ada Counties.</li> <li>• Continued work on Performance Measure Monitoring data for 2015 reporting.</li> <li>• Research and data improvements on data fluctuation and changes of data between Performance Measure reporting years.</li> <li>• Created tools and methodologies to support COMPASS UPWP projects.</li> </ul>
861	<p data-bbox="302 842 854 873"><b>REGIONAL ORTHOPHOTOGRAPHY</b></p> <p data-bbox="1263 877 1539 909" style="text-align: right;"><b>ERIC ADOLFSON</b></p> <ul data-bbox="321 915 1357 1014" style="list-style-type: none"> <li>• Completed airborne global positioning system (ABGPS) and inertial measurement unit (IMU) collection and processing.</li> <li>• Orthophotography aerial-triangulation processing 99% complete.</li> </ul>
991	<p data-bbox="302 1020 751 1052"><b>SUPPORT SERVICES LABOR</b></p> <p data-bbox="1276 1056 1539 1087" style="text-align: right;"><b>MEGAN LARSEN</b></p> <ul data-bbox="321 1094 1539 1190" style="list-style-type: none"> <li>• Provided general accounting, human resources, and administrative support to the agency.</li> <li>• Completed converting internal email management software to a new platform.</li> </ul>

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## COMPASS BOARD AGENDA ITEM VIII-B

Date: June 20, 2016

### Topic: Status Report – Current Air Quality Efforts

#### Background/Summary:

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

#### April Air Quality Monitoring:

The Idaho Department of Environmental Quality reported two days in the moderate air quality category in the Treasure Valley during the month of April 2016.

- One day in the moderate category was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in Canyon County
- One day in the moderate category was attributable to Ozone (O<sub>3</sub>) recorded in Ada County

#### YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2007.

	Good	Moderate	Unhealthy to Hazardous	Total
2007	227	125	12	364
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	99	21	1	121

Notes: 2008 was a Leap Year hence the extra day. In 2007, one day of data is missing for the month of May.

#### Air Quality Categories:

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

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

None.

**More Information:**

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

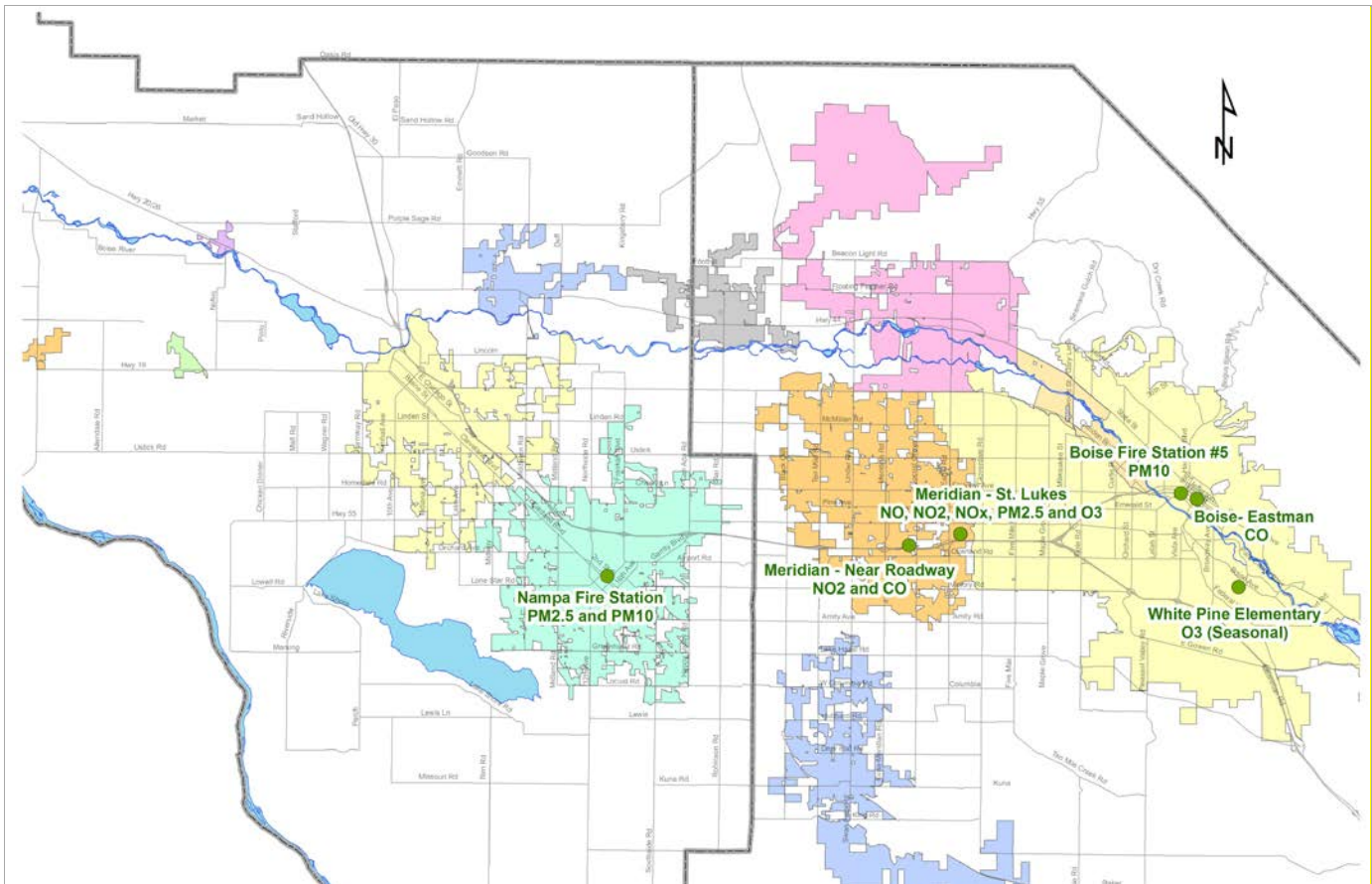


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

- Carbon Monoxide (CO)** A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.
- Oxides of nitrogen (NOx)** Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO<sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures
- Ozone (O3)** A colorless gas with a sweet odor. Ground-level ozone is not a direct emission from transportation sources. It is formed when volatile organic compounds, such as pesticides and solvents, and [NOx](#) combine in the presence of sunlight. Although the ozone in the upper atmosphere protects us from harmful ultraviolet rays, ground-level ozone is the main component of smog.
- PM2.5** Fine particulate matter, particles smaller than 2.5 microns in diameter, which are more likely to lodge in human lungs than larger particles.
- PM10** Course particulate matter, particles smaller than 10 microns in diameter, which are more likely to lodge in human lungs than larger particles.



## COMPASS BOARD AGENDA ITEM VIII-B

Date: June 20, 2016

### Topic: Status Report – Current Air Quality Efforts

#### Background/Summary:

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

#### May Air Quality Monitoring:

The Idaho Department of Environmental Quality reported nine days in the moderate air quality category in the Treasure Valley during the month of May 2016.

- One day in the moderate category was attributable to fine particulate matter (PM<sub>2.5</sub>) recorded in Canyon County
- Two days in the moderate category were attributable to Ozone (O<sub>3</sub>) recorded in Ada County and fine particulate matter (PM<sub>2.5</sub>) recorded in Canyon County
- Five days in the moderate category were attributable to Ozone (O<sub>3</sub>) recorded in Ada County
- One day in the moderate category was attributable to coarse particulate matter (PM<sub>10</sub>) recorded in Ada County

#### YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2007.

	Good	Moderate	Unhealthy to Hazardous	Total
2007	227	125	12	364
2008	266	99	1	366
2009	277	83	5	365
2010	321	44	0	365
2011	260	99	6	365
2012	283	72	11	366
2013	276	81	8	365
2014	287	75	3	365
2015	283	64	18	365
2016	121	30	1	152

Notes: 2008 was a Leap Year hence the extra day. In 2007, one day of data is missing for the month of May.

#### Air Quality Categories:

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

## Implication (policy and/or financial):

None.

## More Information:

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

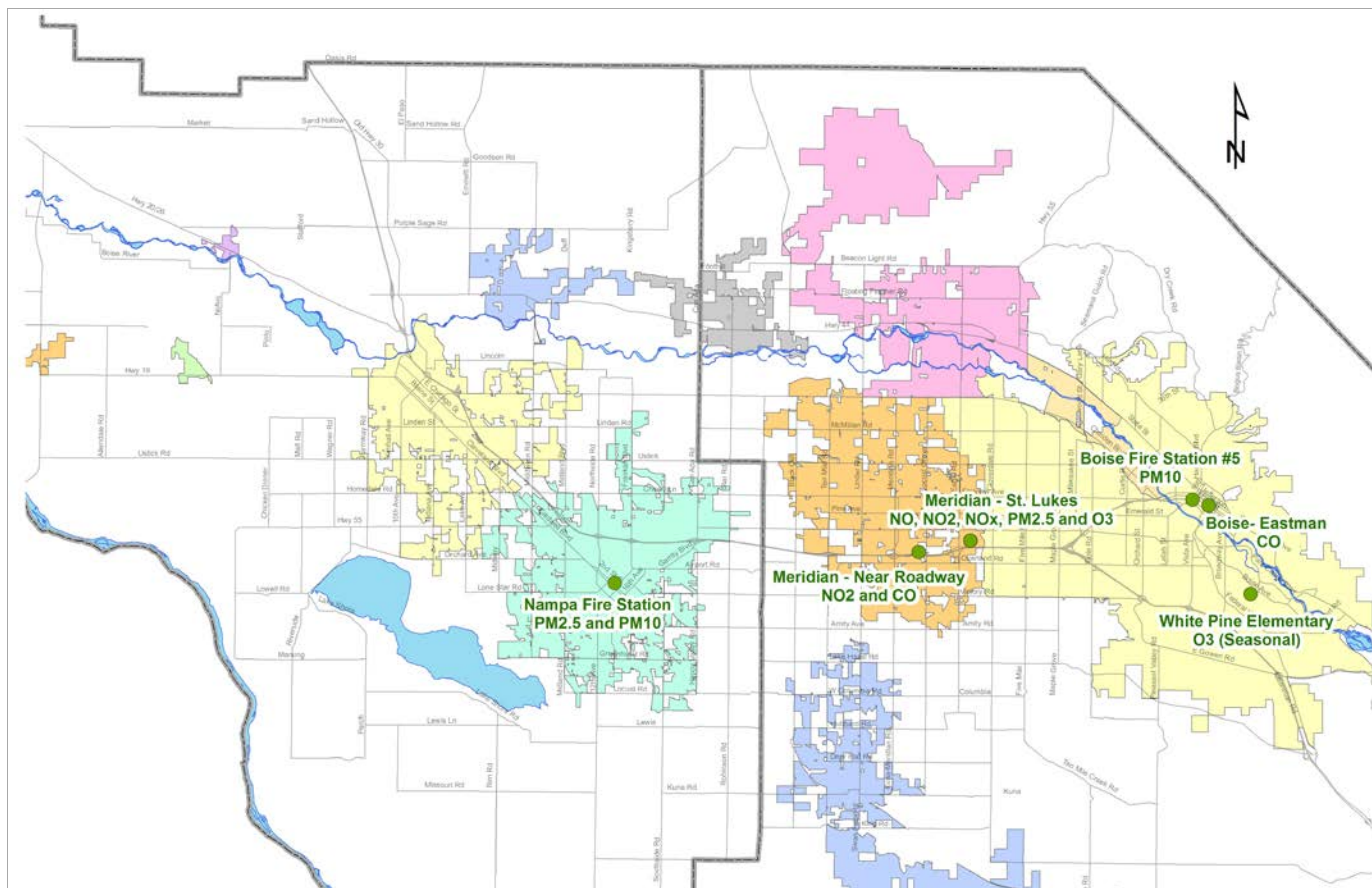


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

### Carbon

#### Monoxide (CO)

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

### Oxides of

#### nitrogen (NOx)

Oxides of nitrogen; a precursor (building block) of ozone. NOx is a generic term for mono-nitrogen oxides NO and NO<sub>2</sub> (nitric oxide and nitrogen dioxide). They are produced from the reaction of nitrogen and oxygen gases in the air during combustion, especially at high temperatures

### Ozone (O3)

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

### PM2.5

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

### PM10

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

**REGIONAL TRANSPORTATION ADVISORY COMMITTEE**

**ITEM VIII-C**

**Attendance List**

<b>Member Agency/Name</b>	<b>16-Jan</b>	<b>Feb '16</b>	<b>Mar '16</b>	<b>Apr '16</b>	<b>May '16</b>	<b>June '16</b>	<b>July '16</b>	<b>Aug '16</b>	<b>Sept '16</b>	<b>Oct '16</b>	<b>Nov '16</b>	<b>Dec '16</b>	<b>TOTAL</b>
<b>General Members</b>													
<i>ACHD/T.Ferch/ J. Lucas</i>	1	1	1	1	1								5
<i>Ada County /M. Basham/M. Leatherman</i>	1	1	1	1	1								5
<i>BSU/D. Alexander</i>	1			1	1								3
<i>Canyon County/K. McCormick/P. Nilsson/D. Root</i>	1	1	1		1								4
<i>Canyon Highway District #4/C. Hopper</i>	1		1	1									3
<i>City of Boise/ D. Fluke/ K. Gallagher/Z. Piepmeyer</i>	1	1	1	1	1								5
<i>City of Caldwell/R. MacDonald</i>	1	1		1	1								4
<i>City of Eagle/N. Baird Spencer</i>	1	1	1	1	1								5
<i>City of Garden City/J. Thornborrow</i>	1	1	1	1	1								5
<i>City of Kuna/W. Howell</i>	1	1	1	1	1								5
<i>City of Meridian/C. Hood/B. McClure</i>	1	1	1	1	1								5
<i>City of Middleton/R. Falkner</i>	1	1	1	1									4
<i>City of Nampa/J. Barnes/C. Bowman</i>		1	1	1	1								4
<i>City of Parma/N. Leigh</i>	1	1	1		1								4
<i>City of Star/C. Bell</i>													0
<i>IDEQ/M. Toole</i>													0
<i>ITD/Amy Schroeder</i>	1	1	1	1	1								5
<i>Public Participation Committee/D. Smith</i>	1	1	1		1								4
<i>Valley Regional Transit/R. Jalbert</i>	1	1	1		1								4
<b>Ex officio Members</b>													
<i>Central District Health/R. Howarth</i>		1											1
<i>Governor's Office/D. Hensley</i>													0



Memorandum

ITEM VIII-D

**To:** Matt Stoll, Executive Director  
**From:** Jessica Wilson, Data Analyst *JW*  
**Date:** April 27, 2016  
**Re:** **Request for Approval of Administrative Modification #12 for the FY2016-2020 Regional Transportation Improvement Program**

**ACTION REQUESTED:**

Approval of Administrative Modification #12 for the FY2016-2020 Regional Transportation Improvement Program (TIP).

**BACKGROUND:**

Modifications are requested by the City of Boise to cover overages on a project per ITD's overflow report and ITD has requested to delay two projects to allow for all work on SH-55 to be completed in one season. In addition, process TMA balancing actions.

**STATUS:**

Per City of Boise:

- **Pathway, Garden City to Americana Boulevard, Boise (13514) STP-TMA** – Transfer \$5,906 from previously obligated utility funds to preliminary engineering \$595 and construction engineering \$5,310 to cover overages on ITD's overflow report, per City of Boise. No change to total cost.

Per ITD:

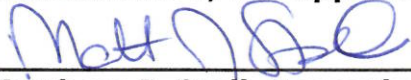
- **SH-55 (Karcher Road) and Lake Avenue Intersection, Canyon County (12383) HSIP** - Delay construction engineering and construction funds from FY2016 to FY2017. This will allow for all construction work on SH-55 to be completed in one season. No change to project total.
- **SH-55 (Karcher Road) and Midway Road Intersection, Nampa (13025) HSIP** - Delay construction engineering and construction funds from FY2016 to FY2017. This will allow for all construction work on SH-55 to be completed in one season. No change to project total.

TMA Balancing Actions:

- **Capital Maintenance, ACHD - FY2015 (12363) STP-TMA** – Decrease construction \$170,000, release funds due to removal of unsuccessful treatment on some segments.
- **State Street and Collister Drive Intersection, Boise (13481) STP-TMA** – Delay right-of-way from FY2016 to FY2017 due to extended public involvement on environmental documents. Trade funds with KN 13511 and KN 13902.
- **Capital Maintenance, VRT, Boise - FY2017 (13902) STP-TMA** – Decrease construction \$689,000, trading funds with KN 13481 in FY2017.
- **Capital Maintenance, ACHD - FY2016 (13907) STP-TMA** – Increase construction \$117,000 to match engineer's estimate. (24.74% increase)

**Approval:**

**All changes for Administrative Modification #12 in this memorandum and detailed on Attachment 1, are approved as of April 27, 2016.**



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**Matthew J. Stoll, Executive Director  
Community Planning Association**

Attachment (1)

pc: 685.03  
JW:nb T:\FY16\600 Projects\685 101 TIP\FY1620TIP\Amendments\160427AdminMod12ltr.docx

Administrative Modification #12  
 FY2016-2020 Regional Transportation Improvement Program

Per City of Boise, April 18, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13514	Pathway, Garden City to Americana Boulevard, Boise	2016	0 1		-1	0 -6	142 147	238	379
	Funding Source: STP-TMA  Construct a new 12-foot wide paved pathway south of the Boise River to fill a significant 4,100 linear foot gap in the greenbelt system. The pathway will extend from Main Street (Joe's Crab Shack) to Ann Morrison Park at Americana Boulevard to serve pedestrians and bicyclists. (Federal = \$351,000)  Transfer \$5,906 from previously obligated UT funds to PE \$595 and CE \$5,310 to cover overages on ITD's overflow report, per City of Boise. No change to total cost.	2017							0
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0 1	0	-1	0 -6	142 147	238	379
13514	Pathway, Garden City to Americana Boulevard, Boise	2016					25	-979	-954
Funding Source: Local Participating  <b>Same as above.</b>  No change to funding source.	2017							0	
	2018							0	
	2019							0	
	2020							0	
	PD							0	
	SUM	0	0	0	0	25	-979	-954	
13514	Pathway, Garden City to Americana Boulevard, Boise	2016						355	355
Funding Source: TAP-State  <b>Same as above.</b>  No change to funding source.	2017							0	
	2018							0	
	2019							0	
	2020							0	
	PD							0	
	SUM	0	0	0	0	0	355	355	

Per ITD, April 21, 2016

		Scheduled Costs (including Match) (costs in \$1,000)							
Key No	Project	Cost year	PE	PEC	RW	UT	CE	CN	SUM
12383	SH-55 (Karcher Road) and Lake Avenue Intersection, Canyon County	2016	-295		225		485	3230	3645
	Funding Source: HSIP  Add a traffic signal and other operational improvements at the intersection of SH-55 and Lake Avenue in Canyon County near the City of Nampa. (Federal = \$3,377,000)  Delay CE and CN funds from FY2016 to FY2017. This will allow for all construction work on SH-55 to be completed in one season. No change to project total.	2017					0	0	-70
		2018					0	0	0
		2019					0	0	0
		2020					0	0	0
		PD					0	0	0
		SUM	-295	0	225	0	485	3230	3645
13025	SH-55 (Karcher Road) and Midway Road Intersection, Nampa	2016	-83	23	215		575	3835	4565
	Funding Source: HSIP  Add a traffic signal and other operational improvements at the intersection of SH-55 (Karcher Road) and Midway Road in Nampa. (Federal = \$4,230,000)  Delay CE and CN funds from FY2016 to FY2017. This will allow for all construction work on SH-55 to be completed in one season. No change to project total.	2017					0	0	155
		2018					0	0	0
		2019					0	0	0
		2020					0	0	0
		PD					0	0	0
		SUM	-83	23	215	0	575	3835	4565

Per RTAC, April 27, 2016

		Scheduled Costs (including Match) (costs in \$1,000)								
Key No	Project	Cost year	PE	PEC	RW	UT	CE	CN	SUM	
12363	Capital Maintenance, ACHD - FY2015	2016						-1270	-1270	
	Funding Source: STP-TMA  Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. (Federal = -\$1,334,000)  Decrease CN \$170,000, release funds due to removing an unsuccessful treatment on some segments.	2017							-1440	-1440
		2018							0	0
		2019							0	0
		2020							0	0
		PD							0	0
		SUM	0	0	0	0	0	-1270	-1440	-1270

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13481	State Street and Collister Drive Intersection, Boise	2016			689				689
	Funding Source: STP-TMA	2017			0				0
	Intersection improvements at State Street and Collister Drive in the City of Boise. (Federal = \$8,395,000)	2018			689		1255	6167	7422
		2019						949	949
		2020							0
		PD							0
	Delay RW from FY2016 to FY2017 due to extended public involvement on environmental documents. Trade funds with KN 13511 and KN 13902.	SUM	0	0	689	0	1255	7166	9060
13902	Capital Maintenance, VRT, Boise - FY2017	2016							0
	Funding Source: STP-TMA	2017					784	784	
	Replace transit bus or facility in FY2017 in the Boise Urbanized Area. (Federal = \$88,000)	2018						95	95
		2019							0
		2020							0
		PD							0
	Decrease CN \$689,000, trading funds with KN 13481 in FY2017.	SUM	0	0	0	0	0	784	784
							95	95	
13907	Capital Maintenance, ACHD - FY2016	2016					95	258	353
	Funding Source: STP-TMA	2017						375	470
	Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. (Federal = \$436,000)	2018							0
		2019							0
		2020							0
		PD							0
	Increase CN \$117,000 to match engineer's estimate. (24.74% increase)	SUM	0	0	0	0	95	258	353
							375	470	

PE = Preliminary Engineering  
 PEC = Preliminary Engineering Consultant  
 RW = Right-of-Way

UT = Utilities  
 CE = Construction Engineering  
 CN = Construction

FY = Fiscal Year  
 KN = Key Number

HSIP = Highway Safety Improvement Program  
 ITD = Idaho Transportation Department  
 STP-TMA = Surface Transportation Program - Transportation Management Area (Boise Urbanized Area)  
 TAP = Transportation Alternatives Program

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**Memorandum**

**To:** Matt Stoll, Executive Director  
**From:** Jessica Wilson, Data Analyst  *JW*  
**Date:** May 10, 2016  
**Re:** **Request for Approval of Administrative Modification #13 for the FY2016-2020 Regional Transportation Improvement Program**

**ACTION REQUESTED:**

Approval of Administrative Modification #13 for the FY2016-2020 Regional Transportation Improvement Program (TIP).

**BACKGROUND:**

Modifications are requested by ITD to correct previous actions on Administrative Modification #7 and #12, as well as Amendment #6. In addition, convert a temporary key number to permanent key number.

**STATUS:**

Per ITD:

- **State Street and Collister Drive Intersection, Boise (13481) STP-TMA** - Decrease right-of-way \$8,450 and increase preliminary engineering consultant \$8,450. This action corrects Administrative Modification #7, funds should have originally been added to preliminary engineering consultant. No change to project total.
- **Capital Maintenance, ACHD - FY2016 (13511) STP-TMA** - Decrease construction \$8,450, this will trade funds with KN 13481, correcting Amendment #6.
- **Capital Maintenance, VRT, Boise - FY2017 (13902) STP-TMA** - Increase construction \$8,450, this will trade funds with KN 13481 correcting Administrative Modification #12.

The conversion table of the temporary to permanent key number and the funding details for the projects above are provided in Attachment 1.

**Approval:**

**All changes for Administrative Modification #13 in this memorandum and detailed on Attachment 1, are approved as of May 10, 2016.**

**Matthew J. Stoll, Executive Director  
Community Planning Association**

Attachment (1)

pc: 685.03  
JW:nb T:\FY16\600 Projects\685 101 TIP\FY1620TIP\Amendments\160510AdminMod13ltr.docx

Administrative Modification #13  
FY2016-2020 Regional Transportation Improvement Program

Per ITD, May 3, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Cost year	PE	PEC	RW	UT	CE	CN	SUM	
13481	State Street and Collister Drive Intersection, Boise	2016		0					0	
	Funding Source: STP-TMA	2017			689				689	
	Intersection improvements at State Street and Collister Drive in the City of Boise. (Federal = \$8,395,000)		2018					1255	6167	7422
			2019						949	949
			2020							0
			PD							0
	Decrease RW \$8,450 and increase PEC \$8,450. This action corrects Administrative Modification #7, funds should have originally been added to PEC. No change to project total.	SUM	0	0	689	0	1255	7116	9060	
				680						
13511	Capital Maintenance, ACHD - FY2016	2016						1486	1486	
	Funding Source: STP-TMA	2017						1477	1477	
	Replace transit bus or facility in FY2016 in the Boise Urbanized Area. (Federal = \$436,000)		2018						0	
			2019						0	
			2020						0	
			PD						0	
	Decrease CN \$8,450, this will trade funds with KN 13481 correcting Amendment #6.	SUM	0	0	0	0	0	1486	1486	
							1477	1477		
13902	Capital Maintenance, VRT, Boise - FY2017	2016							0	
	Funding Source: STP-TMA	2017						95	95	
	Replace transit bus or facility in FY2017 in the Boise Urbanized Area. (Federal = \$88,000)		2018						104	104
			2019							0
			2020							0
			PD							0
	Increase CN \$8,450, this will trade funds with KN 13481 correcting Administrative Modification #12. (9.4% increase)	SUM	0	0	0	0	0	95	95	
							104	104		

Temporary to Permanent Key Number Conversions

Temporary Key Number	Permanent Key Number	Project
NEW1	19803	Bicycle Parking, Main Street Station, Phase 1, VRT

PE = Preliminary Engineering  
PEC = Preliminary Engineering Consultant  
RW = Right-of-Way

UT = Utilities  
CE = Construction Engineering  
CN = Construction

FY = Fiscal Year  
KN = Key Number

HSIP = Highway Safety Improvement Program  
ITD = Idaho Transportation Department  
STP-TMA = Surface Transportation Program - Transportation Management Area (Boise Urbanized Area)  
TAP = Transportation Alternatives Program

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**Memorandum**

**To:** Matt Stoll, Executive Director  
**From:** Jessica Wilson, Data Analyst *JW*  
**Date:** May 18, 2016  
**Re:** **Request for Approval of Administrative Modification #14 for the FY2016-2020 Regional Transportation Improvement Program**

**ACTION REQUESTED:**

Approval of Administrative Modification #14 for the FY2016-2020 Regional Transportation Improvement Program (TIP).

**BACKGROUND:**

Modifications are requested by ITD to make adjustments to match current cost estimates and combine two projects into one.

**STATUS:**

Per ITD:

- **US 20/26, Locust Grove Road to Cloverdale Road, Ada County (13927) Strategic Initiatives** - Decrease CE \$80,000 and CN \$1,203,000 to match current ITD cost estimates.
- **US 20/26, Branstetter Street to Junction I-184, Garden City (13928) Strategic Initiatives** - Increase CE \$180,000 and decrease CN \$1,136,000 to match current ITD cost estimates.
- **I-84, Pavement Striping - FY2015 and FY2016 - FY2017 (12343) Traffic Operations** - Combine KN 13023, FY2016 funds into this project. No net change in cost (original project was obligated in FY2015).
- **I-84, Pavement Striping - FY2016 (13023) Traffic Operations** - Combine project into KN 12343.

**Approval:**

**All changes for Administrative Modification #14 in this memorandum and detailed on Attachment 1, are approved as of May 18, 2016.**

**Matthew J. Stoll, Executive Director  
Community Planning Association**

Attachment (1)

pc: 685.03  
JW:nb T:\FY16\600 Projects\685 101 TIP\FY1620TIP\Amendments\160518AdminMod14ltr.docx

Administrative Modification #14  
FY2016-2020 Regional Transportation Improvement Program

Per ITD, May 11, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13927	US 20/26, Locust Grove Road to Cloverdale Road, Ada County	2016					110	1775	1885
	Funding Source: Strategic Initiatives  Restore the pavement on US 20/26 between North Locust Grove and Cloverdale Road in Boise and Eagle by grinding off some of the existing asphalt and replacing it with new. This improvement will extend the lifespan of the existing pavement and provide a safer, smoother driving condition. (Federal = \$0)  Decrease CE \$80,000 and CN \$1,203,000 to match current ITD cost estimates.	2017					30	572	602
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	110	1775	1885
					30	572	602		
13928	US 20/26, Branstetter Street to Junction I-184, Garden City	2016					130	3212	3342
	Funding Source: Strategic Initiatives  Rehabilitate the pavement on Chinden Boulevard (US-20/26) in Garden City from Branstetter Street to the junction with I-184 by removing the top layer of asphalt and replacing it with new. The improvement will extend the lifespan of the road pavement. (Federal = \$0)  Increase CE \$180,000 and decrease CN \$1,136,000 to match current ITD cost estimates.	2017					310	2076	2386
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	130	3212	3342
					310	2076	2386		

Per ITD, May 13, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
12343	I-84, Pavement Striping - FY2015 and FY2016	2016					0	0	0
	Funding Source: Traffic Operations  Restripe I-84 corridor. (Federal = \$0)  Combine KN 13023, FY2016 funds into this project. No net change in cost (original project was obligated in FY2015).	2017					22	287	309
		2018							0
		2019							0
		2020							0
		PD							0
		SUM	0	0	0	0	0	22	287
								0	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
13023	I-84, Pavement Striping - FY2016	2016					22	287	309
	Funding Source: Traffic Operations Restripe state highways in District 3. (Federal = \$0)  Combine project into KN 12343.	2017					0	0	0
		2018							0
		2019							0
		2020							0
		PD							0
	SUM	0	0	0	0	22	287	309	
					0	0	0		

PE = Preliminary Engineering  
 PEC = Preliminary Engineering Consultant  
 RW = Right-of-Way

UT = Utilities  
 CE = Construction Engineering  
 CN = Construction

FY = Fiscal Year  
 KN = Key Number

ITD = Idaho Transportation Department

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**Memorandum**

**To:** Matt Stoll, Executive Director  
**From:** Jessica Wilson, Data Analyst *JW*  
**Date:** May 31, 2016  
**Re:** **Request for Approval of Administrative Modification #15 for the FY2016-2020 Regional Transportation Improvement Program**

**ACTION REQUESTED:**

Approval of Administrative Modification #15 for the FY2016-2020 Regional Transportation Improvement Program (TIP).

**BACKGROUND:**

Modifications are requested by ACHD to increase construction on a project to cover engineers cost estimate.

**STATUS:**

Per ACHD:

- **Franklin Road, Black Cat Road to Ten Mile Road, Meridian (12368) STP-TMA -** Decrease preliminary engineering consultant \$16,000 and right-of-way \$365,000 from programmed and previously obligated funds. Increase construction \$381,000 to cover the engineers cost estimate. No change to project total.

**Approval:**

**All changes for Administrative Modification #15 in this memorandum and detailed on Attachment 1, are approved as of May 31, 2016.**

*Matthew J. Stoll*  
\_\_\_\_\_  
**Matthew J. Stoll, Executive Director  
Community Planning Association**

Attachment (1)

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Administrative Modification #15  
 FY2016-2020 Regional Transportation Improvement Program

Per ACHD, May 18, 2016

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Cost year	PE	PEC	RW	UT	CE	CN	SUM
12368	Franklin Road, Black Cat Road to Ten Mile Road, Meridian	2016		15 <u>-1</u>	-782 <u>-1147</u>	1040	640	6486 <u>6867</u>	7399
	Funding Source: STP-TMA	2017							0
		2018							0
		2019							0
		2020							0
		PD							0
		SUM		0	15 <u>-1</u>	-782 <u>-1147</u>	1040	640	6486 <u>6867</u>
	<p>Widen Franklin Road from two-lane to five-lane from Black Cat Road to Ten Mile Road. Work includes curb, gutter, drainage swales, sidewalks, and bicycle facilities, and reconstructing the intersection at Franklin Road and Black Cat Road with a seven-lane by seven-lane intersection. (Federal = \$6,856,000)</p> <p>Decrease PEC \$16,000 and RW \$365,000 from programmed and previously obligated funds. Increase CN \$381,000 to cover the engineers cost estimate. No change to project total.</p>								

PE = Preliminary Engineering  
 PEC = Preliminary Engineering Consultant  
 RW = Right-of-Way

UT = Utilities  
 CE = Construction Engineering  
 CN = Construction

FY = Fiscal Year  
 KN = Key Number

ITD = Idaho Transportation Department  
 STP-TMA = Surface Transportation Program - Transportation Management Area (Boise Urbanized Area)

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## COMPASS BOARD AGENDA ITEM VIII-E

Date: June 20, 2016

### **Topic: Status Report – Project Milestone Report**

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

On February 22, 2016, the COMPASS Board directed COMPASS staff to develop a milestone report of projects funded through COMPASS (attachment 1.)

A summary of airport and alternative transportation statistics is also provided in Attachment 2, including historical ridership data.

The next report will be in the October 2016 Board packet, and will include additional information as data retrieval is automated. If you have questions about a specific project, please call for more information.

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

There are no policy or financial implications.

#### **More Information:**

- 1) Attachment 1 – Status Report – Project Milestone Report
- 2) Attachment 2 – Historical Alternative Transportation Trip Report
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or [ttisdale@compassidaho.org](mailto:ttisdale@compassidaho.org).

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**Project Milestone Report**

As of 6/8/16

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Capital Maintenance, ACHD - FY2015 (12363)</b>	ACHD	2010	\$5,414,541	2014	N/A	2015	Construction is 81% complete and expected to be complete in late May 2016.
Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$1,345,000		Obligated	N/A	Obligated	
<b>Capital Maintenance, ACHD - FY2016 (13907)</b>	ACHD	2013	\$473,000	2014	N/A	2016	Construction of this project is delayed to May 2017 due to Capital Boulevard being an alternate detour route for ITD's Broadway Bridge Replacement project. The Plans, Specifications, and Engineer's Estimate package is submitted.
Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$700,000		Obligated	N/A		
<b>Capital Maintenance, ACHD - FY2017 (13479)</b>	ACHD	2012	\$6,902,000	2015	N/A	2017	Design is 33% complete and expected to be complete in late December 2016.
Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$660,000		Obligated	N/A		
<b>Cherry Lane, Linder Road to Meridian Road, Lighting Improvements, ACHD (18717)</b>	ACHD	2015	\$514,000	2015	N/A	2017	Design is 95% complete, and the project is on schedule. The notice to proceed to construction is expected by March 23, 2017, with construction complete by June 16, 2017
Install continuous street lighting to improve driver safety and reduce nighttime accidents on Cherry Lane from Linder Road to Meridian Road. <i>Funding source - HSIP</i>		\$514,000		Obligated	N/A		
<b>Cole Road, I-84 to Franklin Road, Boise (RD207-16)</b>	ACHD	2014	\$4,842,000	N/A	2016	2019	
Widen roadway from three-lane to five-lane section with curb, gutter, sidewalk, and bike lanes, or as otherwise determined by the Cole Road and Franklin Road concept report. <i>Funding source - Local (Regionally Significant)</i>		\$4,749,000		N/A	Obligated		
<b>Cole Road, West Spectrum Street to South Century Way, Medians, ACHD (19685)</b>	ACHD	2015	\$247,000	2015	N/A	2017	Design is 62% complete.
Install raised concrete median to replace the existing temporary median on Cole Road between Spectrum Street and South Century Way. The temporary, median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median and the left turn pockets and reduce crashes. The addition of a median has a crash reduction factor of 39%. <i>Funding source - HSIP (local)</i>		\$247,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Franklin Road, Black Cat Road to Ten Mile Road, Meridian (12368)</b>	ACHD	2010	\$11,463,657	2011	2014	2016	COMPASS Board approved extension through June 1. ACHD has requested an additional extension through July 31. The Plans, Specifications, and Engineer's Estimate package is submitted.
Widen Franklin Road from Black Cat Road to Ten Mile Road to five-lane section. Includes curb, gutter, drainage, sidewalks, bicycle facilities and reconstructing the intersection at Franklin and Black Cat. <i>Funding source - STP-TMA</i>		\$7,971,000		Obligated	Obligated		
<b>Linder Road and Deer Flat Road Intersection, Kuna (KN 13492)</b>	ACHD	2012	\$3,505,000	2015	2020	2020	Design is 52% complete, with construction scheduled in FY2020. COMPASS staff is trying to advance ROW funds through balancing.
Improve the intersection at Linder Road and Deer Flat Road in Kuna, including the addition of curb, gutter, sidewalk, and bike lanes. <i>Funding source - STP-U</i>		\$1,936,000		Obligated			
<b>Linder Road, Franklin Road to Pine Avenue, Meridian (KN RD213-16)</b>	ACHD	2015	\$3,026,000	2016	2017	2020	Design is 43% complete.
Widen Linder Road to five lanes with curb, gutter, sidewalk, and bike lanes between Franklin Road and Pine Avenue. Project includes upgrade of the Union Pacific Railroad crossing and replacement and widening of a bridge structure. <i>Funding source - Local (Regionally Significant)</i>		\$3,026,000		Obligated			
<b>Overland Road and Vista Avenue Lighting (KN 19387)</b>	ACHD	2015	\$152,000	2016	2017	2020	
Install street lighting on north and east legs of the Vista Avenue and Overland Road intersection to improve driver safety and reduce nighttime crashes. The safety measure has a crash reduction factor of 37%. These segments of the intersection are not lighted, and have a higher nighttime crash rate than lighted segments. <i>Funding source - HSIP Local</i>		\$149,000		Obligated			
<b>Pathway, Orchard Street, Kuna (14342)</b>	ACHD / Kuna	2013	\$156,274	2014	N/A	2015	Original bid was very high. ACHD is re-evaluating the project to rescope and re-bid.
Project will provide pedestrian and bicycle facilities on the west side of Orchard Street from Avalon Street south to the Kuna Greenbelt. Work will include curb, gutter, and sidewalk on the north half up to the end of pavement. The southern portion will include a paved 6-foot paved pathway. <i>Funding source - Community Choices</i>		\$92,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>State Street and Collister Drive Intersection, Boise (13481)</b>	ACHD	2012	\$10,683,450	2015	2017	2018	Design is 73% complete. ROW was delayed from FY2016 to FY2017.
Intersection improvements at State Street and Collister Drive in the City of Boise. <i>Funding source - STP-TMA</i>		\$5,000,000		Obligated			
<b>Ustick Road, Linder Road to Meridian Road, Meridian (RD202-35)</b>	ACHD	2013	\$3,721,000	2015	2015	2018	Design and ROW acquisition is complete.
Widen Ustick Road from Linder Road to Meridian Road to five lanes with curb, gutter, sidewalks and bike lanes. <i>Funding source - Local (Regional Significant)</i>		\$2,960,000		Obligated	Obligated		
<b>Ustick Road, Meridian Road to Locust Grove Road, Meridian (RD202-37)</b>	ACHD	2013	\$3,087,000	2015	2015	2017	Design and ROW acquisition is complete.
Widen Ustick Road from Meridian Road to Locust Grove Road from two-lane to five-lane urban section with curbs, gutter, sidewalks and bike lanes. Project will require acquisition of 96 feet of right-of-way. <i>Funding source - Local (Regional Significant)</i>		\$5,415,000		Obligated	Obligated		
<b>Pathway, Garden City to Americana Boulevard, Boise (13514)</b>	Boise	2012	\$3,425,654	2013	2015	2016	Construction is underway. An sewer issue was discovered during construction. The City has requested additional funds through the End-of-Year Program.
Construct a new 12-foot wide paved pathway south of the Boise River to fill a significant 4,100 linear foot gap in the greenbelt system. The pathway will extend from Main Street (Joe's Crab Shack) to Ann Morrison Park at Americana Boulevard to serve pedestrians and bicyclists. <i>Funding source - STP-TMA, TAP-TMA, TAP-State, Local</i>		\$777,000		Obligated	Obligated	Obligated	
<b>10<sup>th</sup> Avenue Bridge, Caldwell (13055)</b>	Caldwell	2011	\$1,813,000	2013	N/A	2018	
Replace bridge on 10th Avenue over Indian Creek in Caldwell. <i>Funding source - Bridge (Local)</i>		\$595,000		Obligated	N/A		
<b>21st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell (13052)</b>	Caldwell	2011	\$2,773,000	2012	2015	2016	The COMPASS Board approved extension through June 1. The City requested an additional extension through July 31. ITD is having difficulty getting a right-of-way agreement with Union Pacific to widen 21st Avenue over the railroad tracks. The Plans, Specifications, and Engineer's Estimate package is submitted.
Widen 21st Avenue from Chicago Street to Cleveland Boulevard from a two-lane to a five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings. <i>Funding source - STP-U</i>		\$2,505,000		Obligated	Obligated		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Centennial Way Roundabout, Caldwell (13484)</b>	Caldwell	2012	\$2,814,000	2014	2020	PD	
Replace an angled intersection at SH-19 and Simplot Boulevard, I-84 B (in two separate legs of the couplet at Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) with a roundabout intersection. <i>Funding source - STP-U</i>		\$2,231,000		Obligated			
<b>Middleton Road and Ustick Roundabout, Caldwell (13487)</b>	Caldwell	2012	\$1,301,000	2014	2020	PD	
Improve a four-way stop at the Middleton Road and Ustick Road intersection by building a roundabout to help traffic flow and congestion. <i>Funding source - STP-U</i>		\$950,000		Obligated			
<b>Centennial Way Roundabout, Caldwell (13956)</b>	Canyon Highway District	2012	\$2,814,000	2014	2020	PD	
Replace an angled intersection at SH-19 and Simplot Boulevard, I-84 B (in two separate legs of the couplet at Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) with a roundabout intersection. <i>Funding source - STP-U</i>		\$2,231,000		Obligated			
<b>Old Highway 30, Plymouth Street Bridge, Caldwell (13494)</b>	Canyon Highway District / Caldwell	2012	\$9,511,000	2015	2020	PD	
Replace the Plymouth Street bridge with a new two-lane structure. The existing bridge will remain in place for use as a bicycle and pedestrian bridge. <i>Funding source - STP-U and Bridge (Local)</i>		\$9,104,000		Obligated			
<b>Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County (14362)</b>	Canyon Highway District	2014	\$3,550,000	2015	N/A	2017	
This project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands. <i>Funding source - FLAP</i>		\$3,550,000		Obligated	N/A		
<b>Planning, Communities in Motion Update, COMPASS, Eagle (13047)</b>	COMPASS	2011	\$307,000	2016	N/A	N/A	
Fund specific studies and public involvement activities related to updating Communities in Motion, the regional long-range transportation plan. Costs only include direct expenses for the project (no staff time). <i>Funding source - STP-TMA</i>		\$307,000		Obligated	N/A	N/A	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Pathway, Dry Creek Trail and Underpass, Eagle (13916)</b>	Eagle	2013	\$310,000	2014	N/A	2016	The project was originally split into two phases, which are now combined. ACHD has requested an additional extension through July 31, 2016. The Plans, Specifications, and Engineer's Estimate package is submitted.
Provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle and connects the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Boise River Greenbelt. <i>Funding source - TAP-TMA</i>		\$121,000		Obligated	N/A		
<b>Pathway, Mill Creek Elementary, Middleton (18838)</b>	Greater Middleton Parks and Rec	2014	\$323,000	2016	N/A	2017	
Install a 12-foot pathway from Cornell Street to Mill Creek Elementary, which will cross a new bridge and connect to a pathway to Johnson Park Estates and the back entrance to Mill Creek Elementary. An eight-foot pathway will also be constructed from the back entrance to the front of the school with connections to Middleton Road and around the perimeter of the Mill Creek Elementary School parking lot. <i>Funding source - TAP-State</i>		\$316,000		Obligated	N/A		
<b>I-84, Garrity Interchange Eastbound On-Ramp, Nampa (KN 13934)</b>	ITD	2013	\$949,749	2014	N/A	2015	
Add additional lanes to the I-84 Eastbound on-ramp from Garrity Boulevard in Nampa. One lane will be added from northbound Garrity road and two dual left turn lanes from southbound Garrity Road, resulting in a total of four lanes on the ramp. The two outside lanes will merge at staggered locations along the ramp resulting in no change to the number of lanes currently entering the interstate. These improvements will address the congestion and safety concerns currently at the interchange. <i>Funding source- Restoration (ST2)</i>		\$594,000		Obligated	N/A	Obligated	
<b>I-84, Pavement Striping – FY2016 (KN 13023)</b>	ITD	2011	\$314,000	2014	N/A	2016	Design is underway, and construction is scheduled in FY2016. This type of work typically occurs between March and October, weather permitting.
Restripe state highways in District 3. <i>Funding source- Restoration (ST2)</i>		\$300,000		Obligated	N/A		
<b>I-84, Pavement Striping – FY2017 (KN 13464)</b>		2012		2013	N/A	2017	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
Restripe state highways in District 3. <i>Funding source- Traffic Operations</i>	ITD	\$340,000	\$642,000	Obligated	N/A		
<b>I-84, Pavement Striping – FY2018 (KN 13939)</b>	ITD	2013	\$360,000	2014	N/A	2018	
Restripe state highways in District 3. <i>Funding source- Traffic Operations</i>		\$360,000		Obligated	N/A		
<b>I-84, Sand Hollow Interchange, Canyon County (KN 19047)</b>	ITD	2014	\$5,850,000	2015	N/A	2017	
Replace the structurally deficient Oasis Road bridge over I-84 at Exit 17 in Sand Hollow on I-84. The project will also address safety concerns with the lengths and alignments of interchange ramps. The current lighting will also be assessed. <i>Funding source- Bridge Restoration</i>		\$8,700,000		Obligated	N/A		
<b>I-84, SH-44 to Sand Hollow Interchange, Canyon County (KN 19602)</b>	ITD	2015	\$4,175,000	2016	N/A	2019	
Rehabilitate I-84 from the intersection with the Sand Hollow Interchange (milepost 17.4) to SH-44 (milepost 24.8) to address cracking and poor road conditions. Mill off the existing pavement and add new asphalt. Improvements includes the use of a stress absorbing fiberglass mat layer. <i>Funding source - Restoration</i>		\$4,175,000		Obligated	N/A		
<b>I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell (KN 18830)</b>	ITD	2014	\$1,093,000	2015	N/A	2018	
Replace signs on the ground with overhead signs at US 20/26 (exits 26) and I-84B/Centennial Way (exit 27) in Caldwell. These improvements will bring the signs up to current national standards. <i>Funding source -Traffic Operations</i>		\$1,093,000		Obligated	N/A		
<b>I-84, US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa (KN 19589)</b>	ITD	2015	\$12,702,000	2016	N/A	2018	
Reconstruct and realign I-84 from US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa. This project will address cracking and poor road condition along 3.7 miles of I-84. ITD plans to remove two feet on either side of each crack and replace the section with flowable fill asphalt. Milling the entire section will smooth the surface before resurfacing the roadway. <i>Funding source - Pavement Preservation and Restoration</i>		\$12,732,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>I-84B, Canyon Street to Grant Avenue, Nampa (KN 13931)</b>	ITD	2013	\$4,042,000	2014	N/A	2017	
Rehabilitate the pavement and restore the riding surface of the roadway along the I-84 Business Loop in Nampa, between Canyon Street and Grant Avenue. Currently some areas are in fair condition while others are in very poor condition. This project will improve the pavement, repair deficient curb gutters, and modify pedestrian ramps to current standards. <i>Funding source - Restoration</i>		\$5,104,000		Obligated	N/A		
<b>SH-16 and Beacon Light Road Intersection Improvements, Ada County (KN 18872)</b>	ITD / ACHD	2014	\$1,569,000	2015	2016	2017	
Improve the safety at the intersection of SH-16 and Beacon Light Road. Safety improvements include adding a signal and widening the intersection. <i>Funding source - HSIP and Local</i>		\$1,000,000		Obligated			
<b>SH-44, Canyon Canal Bridge, Middleton (KN 18950)</b>	ITD	2014	\$770,000	2015	N/A	2019	
Replace the structurally deficient cast-in-place concrete bridge over the Canyon Canal with a precast box culvert on SH-44 in Middleton. Other improvements include replacing the curbs, gutters, sidewalks, and railings. <i>Funding source - Bridge Restoration</i>		\$700,000		Obligated	N/A		
<b>SH-44, Corridor Study, I-84 in Canyon County to Eagle Road (KN 07827)</b>	ITD	1998	\$4,673,433	N/A	N/A	2019	
Study the SH-44 corridor to recommend possible future improvements. <i>Funding source - Early Development</i>		\$2,500,000		N/A	N/A		
<b>SH-44, Junction I-84 to Plummer Road in Star, Canyon County (KN 13463)</b>	ITD	2012	\$9,012,000	2013	N/A	2016	
Rehabilitate SH-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts. <i>Funding source - Restoration</i>		\$9,082,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>SH-45, Snake River Bridge, Walters Ferry (KN 13389)</b>	ITD	2012	\$7,183,000	2015	N/A	2017	
Rehabilitate and refurbish the bridge on SH-45 over the Snake River near Walters Ferry to mitigate scouring, or wear, on the riverbed (88% Canyon County and 12% Owyhee County). <i>Funding source - Bridge Restoration</i>		\$6,623,000		Obligated	N/A		
<b>SH-55 (Eagle Road) and SH-44 (State Street), CFI Intersection, Eagle (KN 19572)</b>	ITD	2015	\$6,403,000	N/A	N/A	PD	
Alleviate congestion, improve traffic operations, and increase safety factors for all users of the intersection at SH-55 (Eagle Road) and SH-44 (State Street). Construction is expected to cost \$5,753,000, but is considered "unfunded." <i>Funding source - Early Development</i>		\$6,403,000		N/A	N/A		
<b>SH-55 (Eagle Road), I-84 to SH-44 Micro Seals, Ada County (KN 13466)</b>	ITD	2012	\$2,105,000	2013	N/A	2017	
Preventive maintenance (seal coats) on SH-55 (Eagle Road). <i>Funding source - Early Development</i>		\$1,990,000		Obligated	N/A		
<b>SH-55 (Karcher Rd.) and Hoskins, Pride, and Riverside, Canyon County (KN 18779)</b>	ITD	2014	\$1,655,000	2015	N/A	2019	
Re-design the intersections at Hoskins Road, Pride Lane, and Riverside Road to improve safety on SH-55 northwest of the Deer Flat National Wildlife Refuge (Lake Lowell). A preliminary safety analysis indicates new turn lanes will be warranted. <i>Funding source - Strategic Initiatives</i>		\$1,595,000		Obligated	N/A		
<b>SH-55 (Karcher Road) and Indiana Avenue Intersection, Caldwell (13475)</b>	ITD	2012	\$3,140,108	2013	2015	2016	
Rehabilitate, widen, and signalize the intersection of SH-55 (Karcher Road) and Indiana Avenue. Karcher Road will be widened to 5 lanes and Indiana will be widened to 3 lanes. This project will improve safety and mobility. <i>Funding source - HSIP and Local</i>		\$3,800,000		Obligated	Obligated	Obligated	
<b>SH-55 (Karcher Road) and Midway Road Intersection, Nampa (13025)</b>	ITD	2011	\$4,830,000	2012	2016	2017	
Add a traffic signal and other operational improvements at the intersection of SH-55 (Karcher Road) and Midway Road in Nampa. <i>Funding source - HSIP</i>		\$4,600,000		Obligated	Obligated		



Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>SH-55 (Karcher Road) and Nampa/Caldwell Blvd. Intersection, Nampa (13033)</b>	ITD	2011	\$1,687,793	2012	2016	2016	
Install new signage, upgrade pavement markings, optimize signal timing and coordinate signals with others in the area in order to reduce crashes at the intersection of SH-55 (Nampa-Caldwell Boulevard) and Karcher Road. Traffic channelization and access control measures in the area will also be considered. <i>Funding source - Strategic Initiatives</i>		\$1,080,000		Obligated	N/A	Obligated	
<b>SH-55 and Farmway Road Intersection, Canyon County (18841)</b>	ITD	2014	\$3,495,000	2015	2016	2017	
Rehabilitate, widen, and signalize the intersection of SH-55 and Farmway Road in Canyon County. Project will add left-turn lanes on north and south-bound Farmway Road. On SH-55, a combination of right-turn and auxiliary through lanes will be added with dedicated left turn lanes and one continuous through lane for each side, for a total of five 12-foot lanes on the SH-55 legs, and three 12-foot lanes on Farmway Road. <i>Funding source - Safety</i>		\$3,000,000		Obligated			
<b>SH-55, Overhead Message Sign to Avimor, Ada County (18787)</b>	ITD	2015	\$1,335,500	2015	N/A	2016	
This project on SH-55 will mill off the old pavement and inlay new asphalt from milepost 50.2 (near the overhead message sign) to milepost 51.7 at Avimor. The project will extend the service life of the roadway. Other improvements include upgrading the guardrails. <i>Funding source - Restoration</i>		\$1,150,000		Obligated	N/A		
<b>SH-55, Snake River Bridge, Marsing (13387)</b>	ITD	2012	\$8,590,710	2015	2016	2017	
Bridge replacement on SH-55 over the Snake River near Marsing. (69% Canyon County and 31% Owyhee County). <i>Funding source - Bridge Restoration</i>		\$8,074,000		Obligated	Obligated		
<b>South Orchard Access Road, Railroad Crossing, Ada County (12360)</b>	ITD	2010	\$504,000	2011	N/A	2015	
Add a railroad gate and signal at the South Orchard Access Road. <i>Funding source - Safety</i>		\$206,000		Obligated	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>US 20/26, Corridor Study, Caldwell to Boise (07826)</b>	ITD	1998	\$10,683,450	2006	N/A	N/A	
Study the US 20/26 corridor to recommend possible future improvements. <i>Funding source - Early Development</i>		\$2,500,000		Obligated	N/A	N/A	
<b>US 20/26, Broadway Bridge, Boise (11588)</b>	ITD	2008	\$23,083,544	2014	2015	2015	
Rebuild the Broadway Bridge including pedestrian facilities. Expand to a six-lane section. <i>Funding source - Restoration and Bridge</i>		\$5,950,000		Obligated	Obligated	Obligated	
<b>US 20/26 Intersection Improvements, Canyon County (19415)</b>	ITD	2015	\$710,000	2016	N/A	2020	
Add right turn lanes and paved shoulder to three intersections along the US 20/26 corridor (Midland, Northside, and Can-Ada). This will provide a safe place for deceleration and turning movements along a high speed commuting corridor. <i>Funding source - Strategic Initiatives</i>		\$670,000		Obligated	N/A		
<b>US 20/26, Branstetter Street to Junction I-184, Garden City (13928)</b>	ITD	2013	\$2,485,961	2014	N/A	2016	
Rehabilitate the pavement on Chinden Boulevard. (US-20/26) in Garden City from Branstetter Street to the junction with I-184 by removing the top layer of asphalt and replacing it with new. The improvement will extend the lifespan of the road pavement. <i>Funding source - Strategic Initiatives</i>		\$2,732,000		Obligated	N/A	Obligated	
<b>US 20/26, Locust Grove Road to Cloverdale Road, Ada County (13927)</b>	ITD	2013	\$701,960	2014	N/A	2016	
Restore the pavement on US 20/26 between North Locust Grove and Cloverdale Road in Boise and Eagle by grinding off some of the existing asphalt and replacing it with new. This improvement will extend the lifespan of the existing pavement and provide a safer, smoother driving condition. <i>Funding source - Strategic Initiatives</i>		\$3,276,000		Obligated	N/A	Obligated	
<b>US 20/26, Parma Junction to I-84, Seal Coat, Canyon County (19332)</b>	ITD	2015	\$830,000	2016	N/A	2018	
Seal coat US 20/26 from the Parma Junction to I-84 to preserve this section of roadway in good condition. <i>Funding source - Pavement Preservation</i>		\$830,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>US 20/26, Smeed Parkway to Middleton Road, Caldwell (13921)</b>	ITD	2013	\$12,861,000	2014	N/A	N/A	
Project will design a project to reconstruct, realign, and widen US 20/26 from Smeed Parkway to Middleton Road in Caldwell. Construction totals \$12,000,000, but is considered "unfunded." <i>Funding source - Early Development</i>		\$12,010		Obligated	N/A	N/A	
<b>US-95 Bridge Replacement at US 20/26 UPRR Overpass, Canyon County (12886)</b>	ITD	2010	\$6,819,000	2014	N/A	2016	
Replace the bridge on US-95 over the Union Pacific Railroad at the junction of US 20/26 in Canyon County near the City of Parma. <i>Funding source - Bridge Restoration</i>		\$6,825,000		Obligated	N/A		
<b>US-95, Wilder to Parma, Seal Coat, Canyon County (19407)</b>	ITD	2015	\$690,000	2016	N/A	2016	
Seal coat SH-95 from Wilder to Parma to preserve the existing pavement that is in good condition. <i>Funding source - Pavement Preservation</i>		\$660,000		Obligated	N/A		
<b>Pathway, Rail with Trail, Meridian (13918)</b>	Meridian	2013	\$575,000	2016	N/A	2018	Design is scheduled using local funds. The State/Local Agreement is signed and submitted.
Construct a multi-use pathway either along or parallel to the railroad tracks for one-half mile near downtown Meridian. City of Meridian is completing design with local funds. <i>Funding source - TAP-TMA and Local - Participating</i>		\$565,000			N/A		
<b>Pedestrian Improvements, Middleton Heights Elementary, Middleton (18954)</b>	Middleton	2014	\$339,000	2015	N/A	2016	Design is nearing completion.
Add missing segments of sidewalk that lead to Middleton Heights Elementary on the west side of Cemetery Road in Middleton. <i>Funding source - TAP-State</i>		\$339,000		Obligated	N/A		
<b>SH-44, ADA Ramp Improvements, Middleton (19008)</b>	Middleton	2014	\$46,996	N/A	N/A	2016	
Provides for Americans with Disabilities Act (ADA) ramp improvements at seven locations on SH-44 between Eaton Road and Marjorie Avenue in the City of Middleton. <i>Funding source - Traffic Operations</i>		\$43,000		N/A	N/A	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>South Cemetery Road, SH-44 to Willow Creek, Middleton (12048)</b>	Middleton	2009	\$3,422,000	2012	2016	2018	Right-of-way is scheduled using local/developer funds. The environmental evaluation is almost complete, which will allow right-of-way negotiations to begin.
Construct a new 0.284 mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in Middleton. <i>Funding source - STP-U and Local</i>		\$2,231,000		Obligated			
<b>16th Avenue Signal Project, Nampa (13958)</b>	Nampa	2013	\$256,794	2012	N/A	2015	
This project will install crash reduction signalization countermeasures at the following intersections along 16th Avenue: 3rd Street North, 2nd Street South, 3rd Street South, and 7th Street South. <i>Funding source-HSIP(Local)</i>		\$172,000		Obligated	N/A	Obligated	
<b>Colorado and Holly Signal and Pedestrian Improvements, Nampa (13486)</b>	Nampa	2012	\$948,000	2015	N/A	2020	The City has submitted the Plans, Specifications, and Engineer's Estimate package. Construction may be advanced if funds become available.
Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. <i>Funding source - STP-U and Local Participating</i>		\$675,000		Obligated	N/A		
<b>Greenhurst Road Signals, Nampa (KN 13959)</b>	Nampa	2013	\$406,169	2015	N/A	2016	
Install crash reduction signalization countermeasures at three successive intersections along East Greenhurst Road. <i>Funding source - HSIP Local</i>		\$133,000		Obligated	N/A	Obligated	
<b>ITS, Northside Boulevard/Kings Road Signal Upgrades, Nampa (KN 18702)</b>	Nampa	2014	\$291,000	2016	N/A	2017	
Install traffic signal crash reduction counter measures at three signalized intersections by updating signalization hardware and technology to improve turning movement efficiency and safety. Locations: Karcher Road and Northside Boulevard, Northside Boulevard and 6th Street North, and Kings Road at Garrity Boulevard/Airport Road. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A		
<b>Pedestrian Improvements, College of Western Idaho, Nampa (KN 18718)</b>	Nampa	2014	\$176,000	N/A	N/A	2016	The City requested to remove this project and move funds to an underfunded project.
Construct a pedestrian crossing of the Union Pacific Railroad track between the new College of Western Idaho Park-and-Ride lot and the Idaho Center. Project uses FY2013 and FY2014 funding. FY2015 project carried over to FY2016. <i>Funding source - FTA 5307 SU</i>		\$176,000		N/A	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Pedestrian Improvements, Lake Lowell Pathway, Nampa (KN 19065)</b>	Nampa	2014	\$267,000	2016	N/A	2017	
Install pedestrian and bicycle safety improvements at the Wilson Pathway crossing at Lake Lowell Avenue in Nampa. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, sidewalk modifications with guardrail, lighting, crosswalk markings, and signage. <i>Funding source - TAP-State</i>		\$267,000		Obligated	N/A		
<b>Pedestrian Improvements, Near Nampa High, Nampa (KN 18977)</b>	Nampa	2015	\$424,000	N/A	N/A	2016	City requested to remove two other projects and move the funds to this project, which is underfunded.
Design and construct pedestrian improvements on Lake Lowell Avenue near Nampa High School. The project will improve driveway entrances for the high school parking lots, provide better pedestrian crossing, and improve access control. Project uses FY2013 funding. FY2015 project carried over to FY2016. <i>Funding source -FTA 5307 SU</i>		\$424,000		N/A	N/A		
<b>Pedestrian Improvements, Near Skyview High, Nampa (KN 19069)</b>	Nampa	2015	\$63,000	N/A	N/A	2016	
Design and construct pedestrian safety improvements on East Greenhurst Road near Skyview High School. The project will improve pedestrian crossing at the intersection of Greenhurst and the entrance to Skyview High School (just east of Chestnut Street). Rectangular Rapid Flashing Beacons will be installed to alert drivers and protect pedestrians. Project uses FY2013 funding. FY2015 project carried over to FY2016. <i>Funding source -FTA 5307 SU</i>		\$63,000		N/A	N/A		
<b>Pedestrian Improvements, South Midland Boulevard, Nampa (KN 14344)</b>	Nampa	2013	\$194,000	2014	N/A	2017	
Place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection. <i>Funding source - TAP-State</i>		\$194,000		Obligated	N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Pedestrian Improvements, Stoddard Pathway / Greenhurst Road, Nampa (KN 18867)</b>	Nampa	2014	\$300,000	2015	N/A	2016	
Install pedestrian and bicycle safety improvements at the Stoddard Pathway crossing at East Greenhurst Road. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, pathway re-alignment, lighting, crosswalk markings, signage, and modifications to the parking lot layout to the north. <i>Funding source - TAP-State</i>		\$300,000		Obligated	N/A		
<b>SH-45 (12th Avenue), 10th Street South to 12th Street South, Nampa (KN 19600)</b>	Nampa	2015	\$291,000	2016	N/A	2017	
Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between 10th Street South and 12th Street South. These improvements will increase driver awareness and protect pedestrians and bicyclists. The project includes a pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A		
<b>SH-45 (12th Avenue), Sherman Avenue to Dewey Avenue, Nampa (KN 19396)</b>	Nampa	2015	\$291,000	2016	N/A	2017	
Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between Sherman Avenue and Dewey Avenue. These improvements will increase driver awareness and protect pedestrians and bicyclists. The project includes pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping. <i>Funding source - HSIP Local</i>		\$291,000		Obligated	N/A		
<b>Transit- Bike/Pedestrian Improvements, Nampa - FY2014 (14261)</b>	Nampa	2014	\$186,000	2016	N/A	2017	The City requested to remove this project and move funds to an underfunded project.
Project to improve bicycle and pedestrian facilities at South Standard Street. Project will place a culvert and provide a pathway extension. <i>Funding source - FTA 5307</i>		\$186,000			N/A		

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Farmway Road and Extension 44 Road Rehabilitation, Canyon County (KN 13054)</b>	Notus - Parma Highway District	2011	\$3,353,000	2012	N/A	2018	Final design is complete, and the consultant is working on revisions to the plans, specifications, and engineer's estimate package. Construction is scheduled in FY2018.
Reconstruct Farmway Road (US 20/26 to Extension 44 Road and Extension 44 Road from Farmway Road to I-84 ramps). Work includes eliminating abrupt shoulders and corrects sub-standard bridge crossings. <i>Funding source - STP-R</i>		\$3,186,000		Obligated	N/A		
<b>Bicycle Parking, Main Street Station, VRT (19803)</b>	VRT	2016	\$55,000	N/A	N/A	2016	The project was added late in the fiscal year. The request to transfer funds was submitted.
This project will purchase bike racks, security infrastructure, and tenant improvement furnishings for a secure bike storage inside Main Street Station in downtown Boise. <i>Funding source - STP-TMA and TAP-TMA</i>		\$55,000		N/A	N/A	In Process	
<b>Capital Maintenance, VRT, Boise- FY2016 (13511)</b>	VRT	2012	\$797,000	N/A	N/A	2016	Partial obligation. Additional funds were added late in the fiscal year. The request to transfer funds was submitted.
Replace transit bus or facility in FY2016 in the Boise Urbanized Area. <i>Funding source - STP-TMA</i>		\$150,000		N/A	N/A	In Process	
<b>SR2S, VRT, Ada County - FY2016 (13909)</b>	VRT	2014	\$147,000	N/A	N/A	2016	Partial obligation. Additional funds were added late in the fiscal year. The request to transfer funds was submitted.
Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School districts. The Treasure Valley YMCA will receive pass-through funds for this project. <i>Funding source - TAP-TMA</i>		\$147,000		N/A	N/A	Obligated	

Construction Completed - Awaiting Closeout							
Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Amity Avenue, Nampa (10541)</b>	Nampa	2006	\$9,338,377	2009	2012	2015	Construction complete.
Widen from four to five lanes urban section. <i>Funding source - STP-U</i>		\$10,750,000		Obligated	Obligated	Obligated	

Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>SH-55, Intersection Karcher Road and Middleton Road, Nampa (12046)</b>	City of Nampa / ITD	2009	\$5,783,052	2009	2012	2015	Construction complete.
Intersection improvement at the intersection of Karcher and Middleton Road in Nampa. <i>Funding source - STP-U and Safety</i>		\$1,723,000		Obligated	Obligated	Obligated	

Transit Projects - Federal Transit Administration Projects With Funds Lapsing in FY2016						
<b>Transit - Acquisition of Service Demand Response, Nampa (18989)</b>	TVT	2016	\$183,000	2016		Project is submitted to FTA for obligation.
Provide administration and implementation of demand response service in the Nampa Urbanized Area. Project uses FY2013 and FY2014 funding. <i>Funding source - FTA 5310 SU</i>						
<b>Transit - Acquisition of Service, Nampa (19576)</b>	TVT	2016	\$281,000	2016		Project is submitted to FTA for obligation.
Provide administration and implementation of acquisition of service in the Nampa Urbanized Area. Project uses FY2015 and FY2016 funds. <i>Funding source - FTA 5310 SU</i>						
<b>Transit - Southwest Bus and Bus Facility - FY2015 (19147)</b>	TVT	2016	\$381,000	2016		Project is submitted to FTA for obligation.
Purchase replacement vehicles in small urban areas throughout the state of Idaho. This project shows funds only for Valley Regional Transit in the Nampa Urbanized Area, other projects are included in this project in the STIP. <i>Funding source - FTA 5339 SU</i>						
<b>Transit - Acquisition of Service Admin. and Implementation, Boise - FY2014 (14245)</b>	VRT	2014	\$286,000	2016		Project is submitted to FTA for obligation.
Provide administration and implementation of purchase of service in the cities of Meridian and Eagle in the Boise Urbanized Area. <i>Funding source - FTA 5310 LU</i>						



Project/Description	Sponsor	Initial Board Approval Year/Cost	Total Cost YTD	Funding Obligation Milestones (FY)			Status
				Design	Right-of-Way	Construction	
<b>Transit - Capital Lease or Purchase and Maintenance, Boise - F2013 (Boise) (13827)</b> Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area. <i>Funding source - FTA 5339 LU</i>	VRT	2013	\$324,000	2016			
Awarded							
<b>Transit - Capital Lease or Purchase and Maintenance, Boise (Boise) (19122)</b> Provide vehicle lease or purchase for fixed line, demand response, support activities, and associated equipment and maintenance in the Boise Urbanized Area. <i>Funding source - FTA 5339 LU</i>	VRT	2015	\$2,095,000	2016			
Awarded							
<b>Transit - Technology Implementation, VRT - FY2013 (13830)</b> This project will install automatic passenger counters, fare collection system upgrades, driver vehicle entry system for vehicle sharing pool and smart bus technology. <i>Funding source - FTA 5339 LU</i>	VRT	2013	\$100,000	2016			
Awarded							
<b>Transit - Vehicle Maintenance, Kuna Senior Center - FY2014 (18920)</b> Provide general maintenance on two vehicles for the Kuna Senior Center using funds from the Boise Urbanized Area. The vehicles travel between the cities of Kuna and Boise. <i>Funding source - FTA 5310 LU</i>	VRT/ Kuna Senior Center	2015	\$5,000	2016			Project is submitted to FTA for obligation.

## Status Report – Historical Alternative Transportation Trip Report

Following is the most recent monthly reported statistics compared to the same month a year ago:

### STATUS OF PUBLIC TRANSPORTATION PROJECTS

<b>Boise Air Terminal</b>	<b>April 2016</b>	<b>April 2015</b>	<b>% Change</b>
Monthly Air Passengers (Inbound and Outbound)	239,695	214,830	11.57%
*Monthly Air Freight (Inbound and Outbound) (tons)	900	3,557	-74.70%
<b>Public Transportation Monthly Ridership</b>	<b>April 2016</b>	<b>April 2015</b>	<b>% Change</b>
ACHD VanPool (Active Routes)	86	99	-13.13%
ACHD VanPool (Trips)	16,485	21,109	-21.91%
Valley Regional Transit Boise Urbanized Area Services	109,369	110,294	-0.84%
Valley Regional Transit Nampa Urbanized Area Services	14,381	17,770	-19.07%
<b>Total</b>	<b>140,235</b>	<b>149,173</b>	<b>-5.99%</b>
<b>Other Public Transportation Reporting Average Hourly Ridership</b>	<b>April 2016</b>	<b>April 2015</b>	<b>% Change</b>
Valley Regional Transit Boise Urbanized Area Services	19.0	19.6	-3.06%
Valley Regional Transit Nampa Urbanized Area Services	15.6	19.4	-19.59%

\*FedEx freight data was not submitted for the April report. Data will be updated as it becomes available.

The yearly alternative transportation trip report, including Commuteride and ValleyRide monthly ridership data from 2012 through 2016, is available on the following page. COMPASS has collected ridership data since 2007. Additional information is available upon request.

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Yearly Alternative Transportation Trip Report

CY2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Apr	To Date % Change 15-16
ACHD Vanpool (Trips)	17,192	17,267	18,174	16,485									69,118	-15.22%
VRT Boise Urbanized	100,906	107,528	114,767	109,369									432,570	2.29%
VRT Nampa Urbanized	13,932	14,773	14,933	14,381									58,019	-13.43%

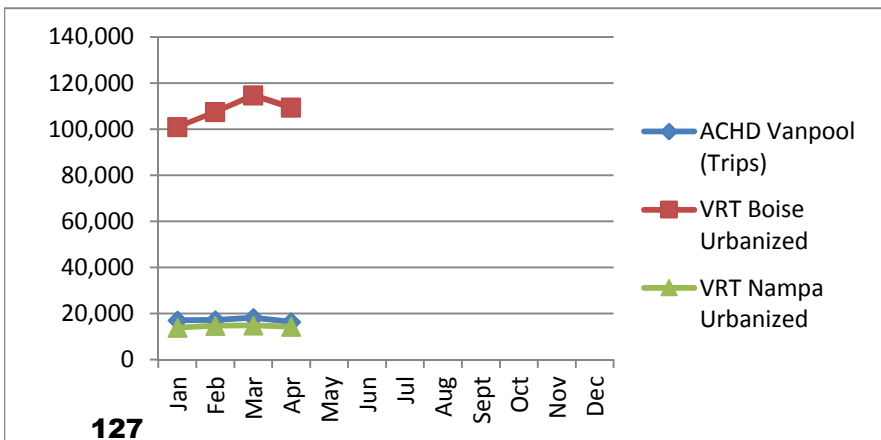
CY2015	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Apr	To Date % Change 14-15
ACHD Vanpool (Trips)	20,340	19,224	20,853	21,109	18,549	19,413	19,104	15,839	17,902	18,094	16,434	17,314	81,526	-10.62%
VRT Boise Urbanized	97,587	105,027	109,985	110,294	96,245	95,604	98,531	94,450	107,654	114,260	100,475	102,442	422,893	-5.95%
VRT Nampa Urbanized	16,518	16,822	15,912	17,770	13,682	13,659	13,241	12,251	13,597	15,241	13,749	11,713	67,022	-7.16%

CY2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Apr	To Date % Change 13-14
ACHD Vanpool (Trips)	24,139	21,360	22,305	23,405	20,955	20,566	21,693	19,517	20,985	22,149	17,661	20,675	91,209	-4.22%
VRT Boise Urbanized	112,101	109,219	110,125	118,204	103,073	93,007	98,974	96,200	112,883	120,882	98,160	106,720	449,649	-1.16%
VRT Nampa Urbanized	17,685	17,528	17,272	19,708	17,317	15,967	15,051	15,432	19,889	21,554	14,159	16,732	72,193	-7.65%

CY2013	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Apr	To Date % Change 12-13
ACHD Vanpool (Trips)	24,820	22,491	23,554	24,362	23,031	21,357	22,832	23,272	22,087	23,366	21,018	21,040	95,227	1.98%
VRT Boise Urbanized	105,668	118,669	112,729	117,867	111,770	91,450	99,098	94,982	102,585	119,175	104,531	101,757	454,933	3.34%
VRT Nampa Urbanized	18,265	19,685	19,112	21,111	18,199	15,513	15,816	18,003	21,988	21,029	14,329	15,251	78,173	7.53%

CY2012	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - Apr	To Date % Change 11-12
ACHD Vanpool (Trips)	23,327	22,989	23,821	23,245	24,007	22,096	22,500	24,676	21,216	24,475	22,207	20,247	93,382	9.42%
VRT Boise Urbanized	96,100	119,064	106,068	118,989	116,421	92,998	94,139	102,614	105,805	111,715	110,719	102,009	440,221	2.64%
VRT Nampa Urbanized	18,511	16,167	18,379	19,645	14,427	15,501	15,068	17,117	20,330	23,101	19,687	16,368	72,702	7.50%

2016



2015

