



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

BOARD PACKET

JULY 21, 2014

700 N. East 2nd Street, Suite 200

Meridian, ID 83642

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www.compassidaho.org

**COMMUNITY PLANNING ASSOCIATION
BOARD MEETING CALENDAR
AUGUST 2014 – DECEMBER 2014**

COMPASS BOARD MEETING DATE/TIME	LOCATION	KEY ITEMS
Monday, August 18, 2014	COMPASS 1st Floor Board Room 700 NE 2nd Street Meridian, Idaho	<p>Adopt Resolution Approving the FY2015 Unified Planning Work Program and Budget</p> <p>Approve Transportation Improvement Program (TIP) Application Process and Guide</p> <p>Approve Revised Development Review Protocol</p> <p>Approve CIM 2040 Reconciliation</p> <p>Approve updated COMPASS Employment Procedures</p> <p>Approve Changes to TMA Balancing Committee Guidelines</p>
Monday, September 15, 2014	COMPASS 1st Floor Board Room 700 NE 2nd Street Meridian, Idaho	<p>Adopt Resolution Approving the FY2015-2019 Regional Transportation Improvement Program and Air Quality Conformity Demonstration</p> <p>Accept <i>Communities in Motion</i> 2040 Change in Motion Report</p>
Monday, October 20, 2014	COMPASS 1st Floor Board Room 700 NE 2nd Street Meridian, Idaho	<p>Accept <i>Communities in Motion</i> 2040 Housing Forecast</p> <p>Approve Scope of Work for Next <i>Communities in Motion</i> Update</p>
Monday, November 17, 2014	COMPASS 1st Floor Board Room 700 NE 2nd Street Meridian, Idaho	<p>Approve <i>Communities in Motion</i> 2045 Public Involvement Plan</p>
Monday, December 15, 2014	Nampa Civic Center 311 3rd Street South Nampa, Idaho	<p>Provide 30 Day Notice of Annual Meeting</p> <p>Establish 2015 Board and Executive Committee Meeting Dates</p> <p>Adopt Resolution Approving Revision 1 of the FY2015 Unified Planning Work Program and Budget (UPWP)</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.**

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

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

TABLE OF RULES RELATING TO MOTIONS:

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



BOARD OF DIRECTORS' MEETING
JULY 21, 2014 - 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 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

- Page 3 * A. Approve June 16, 2014, Board Meeting Minutes
Page 8 * B. Receive Approved May 20, 2014, Executive Committee Meeting Minutes
Page 11 * C. Receive Approved May 8, 2014, Finance Committee Meeting Minutes
Page 13 * D. Approve List of Records for Destruction

VI. SPECIAL ITEMS

- 1:35 A. Status Report - Air Quality
Staff from Department of Environmental Quality will provide a presentation on current air quality issues.
2:05 B. Status Report - State and Federal Legislative Issues
Ken Burgess will provide an update on state and legislative issues.

VII. INFORMATION/DISCUSSION ITEM

- 2:20 A. Status Report - Finance Committee Rebecca Arnold
Finance Committee Chair Rebecca Arnold will provide a status report on action taken at the June 19, 2014, Finance Committee meeting.

VIII. ACTION ITEMS

- 2:25 Page 17 * A. Consider Additional Federal Legislative Positions Ken Burgess
Ken Burgess will present additional federal legislative positions for Board approval.
2:40 Page 18 * B. Adopt Resolution 08-2014 Approving COMPASS Joining City of Boise Employee Health Care Plan Trust Joint Powers Agreement Megan Larsen
Megan Larsen will review the joint powers agreement for the City of Boise Employee Health Care Plan Trust.

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2:55 Page 34 *C. **Adopt Resolution 10-2014 Approving *Communities in Motion 2040* (CIM 2040)**

Liisa Itkonen

Liisa Itkonen will seek adoption of CIM 2040 the regional long-range transportation plan.

IX. EXECUTIVE DIRECTOR'S REPORT (INFORMATION ONLY) (3:10)

Page 49 *A. **Staff Activity Report**

Page 54 *B. **Status Report – Current Air Quality Efforts**

Page 56 *C. **Status Report – Current Transportation Project Information**

Page 66 *D. **Status Report – Standing Committees' Attendance**

Page 70 *E. **Administrative Modifications**

X. ADJOURNMENT (3:15)

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

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**BOARD OF DIRECTORS' MEETING
JUNE 16, 2014
COMPASS, 1ST FLOOR BOARD ROOM
700 NE 2ND STREET, MERIDIAN, IDAHO**

**** MINUTES ****

ATTENDEES: Kathy Alder, Commissioner, Canyon County
 Nichoel Baird Spencer for Jim Reynolds, Mayor, City of Eagle
 Sara Baker, Commissioner, Ada County Highway District, **Vice Chair**
 Aaron Bauges, Idaho Transportation Department
 John Brunelle, Capitol City Development Corporation
 Dave Case, Commissioner, Ada County
 Elaine Clegg, Councilwoman, City of Boise
 Elizabeth Conner for John Evans, Mayor, Garden City
 Kelli Fairless, Valley Regional Transit
 Bob Flowers, Mayor, City of Parma
 Jim Hansen, Commissioner, Ada County Highway District
 Bob Henry, Mayor, City of Nampa
 Maryanne Jordan, Councilwoman, City of Boise
 Bruce Krosch, Southwest District Health, Ex officio
 Kathleen Lacey for Dave Bieter, Mayor, City of Boise
 John McEvoy, Commissioner, Canyon Highway District #4
 Bryce Millar, Commissioner, Nampa Highway District #1, **Immediate Past Chair**
 Greg Nelson, Mayor, City of Kuna
 Nicole Nimmons, Boise State University
 Paul Raymond, Councilman, City of Nampa
 Charlie Rountree, Councilman, City of Meridian, **Chair**
 Steven Rule, Commissioner, Canyon County, **Secretary-Treasurer**
 Matt Stoll, Executive Director, Community Planning Association, Ex officio
 Darin Taylor, Mayor, City of Middleton
 Jim Tibbs, Commissioner, Ada County
 Dave Wallace for Rebecca Arnold, Commissioner, Ada County Highway District
 Pete Wagner, Department of Environmental Quality
 Rick Yzaguirre, Commissioner, Ada County

MEMBERS ABSENT:

Tammy de Weerd, Mayor, City of Meridian
 Craig Hanson, Commissioner, Canyon County
 David Hensley, Governor's Office, Ex officio
 Luke McHenry, City of Wilder
 Nathan Mitchell, Mayor, City of Star
 Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**
 Brent Orton, City of Caldwell
 Patrick Rice, Greater Boise Auditorium District, Ex officio

OTHERS: Nancy Brecks, Community Planning Association
Ken Burgess, Veritas Advisors
Julie DeLorenzo, Idaho Transportation Board
Liisa Itkonen, Community Planning Association
Megan Larsen, Community Planning Association
Amy Luft, Community Planning Association
Don Matson, Community Planning Association
Amy Schroeder, Idaho Transportation Department
Toni Tisdale, Community Planning Association
Charles Trainor, Community Planning Association

CALL TO ORDER:

Chair Rountree called the meeting to order at 1:30 pm.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

Matt Stoll welcomed Parma Mayor Bob Flowers back on the COMPASS Board and welcomed IT Board member Julie DeLorenzo to the meeting.

CONSENT AGENDA

- A. Approve April 21, 2014, Board Meeting Minutes**
- B. Receive Approved March 18 and April 15, 2014, Executive Committee Meeting minutes**
- C. Receive Approved March 27, 2014, Finance Committee Meeting Minutes**
- D. Approve List of Records for Destruction**
- E. Approve Financial Policy and Procedure Manual**

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

INFORMATION/DISCUSSION ITEMS

- A. Status Report – Finance Committee**

Megan Larsen presented a status report on action taken by the Finance Committee at its May 8, 2014, Finance Committee meeting.

- B. Receive CIM 2040 Planning Team Recommendations to *Communities in Motion 2040* Based on Public Comment**

After discussion, Chair Rountree stated he will work with Matt Stoll regarding scheduling a meeting or workshop regarding air quality issues.

ACTION ITEMS

A. Executive Session - Personnel Matter Idaho Code [67-2345 (b)]

Chair Rountree stated that there was not a need for an executive session.

Chair Rountree recapped the process the Executive Committee used for the Executive Director's annual evaluation. The Executive Committee developed a list of goals for the next review cycle and recommends a salary increase of 3 percent for the Executive Director.

After discussion, **Bob Henry moved and Sara Baker seconded approval of the Executive Committees' recommendation of a 3 percent salary increase for the Executive Director as presented. Motion passed unanimously.**

B. Approve Federal Legislative Positions

Ken Burgess presented 12 federal transportation legislative positions as recommended for Board approval by the Executive Committee and provided an update on state issues.

After discussion, **Darin Taylor moved and Maryanne Jordan seconded approval of position statement Stabilization of Federal Highway-Trust Fund (HFT) with a change in the wording from "...opposes short term patches..." to "...discourage short term patches...." Motion passed unanimously.**

After discussion, **Elaine Clegg moved and Bob Henry seconded approval of the following position statements as presented:**

- **Federal Fuel Tax**
- **Funding Diversification**
- **Expand Private Investment Incentives.**

Motion passed unanimously.

After discussion, **Elaine Clegg moved and Maryanne Jordan seconded to defer position statement, Fewer Competitive Grants, More Programmed Funding, until the July 2014 COMPASS Board meeting. Members who are interested in discussing proposed changes to the position forward those changes to the COMPASS staff by June 30, 2014. Motion passed unanimously.**

After discussion, **Paul Raymond moved and Darin Taylor seconded to change language in position statement Non-Motorized Transportation, to add the wording, "Based on local needs or desires" in the front of "COMPASS supports...." Motion passed unanimously.**

After discussion, **Sara Baker moved and Kathy Alder seconded approval of the position statements under the Reauthorization of MAP-21 category:**

- **Longer Term Reauthorization Necessary**
- **Metropolitan Planning Organizations (MPOs)**
- **Environmental and Approval Process "Streamlining"**
- **Federal Highway Program (FHWA) State/Local Match Rate**
- **Public Transportation Programs**
- **Non-Motorized Transportation**

With the proposed amendments and deferrals. Motion passed unanimously.

After discussion, **Elaine Clegg moved and seconded that those interested in developing a position statement about bus and bus facilities work with Ken Burgess to develop language based on information provided by Kelli Fairless, for review at the July 2014 Board meeting. Motion passed unanimously.**

C. Approve Priorities for End-of-Year Program

Toni Tisdale presented priorities for the End-of-Year Program as recommended for Board approval by the Regional Technical Advisory Committee.

After discussion, **Sara Baker moved and Darin Taylor seconded approval to increase Priority 1, Five Mile Road, Franklin Road to Fairview Avenue up to \$190,000 as requested by ACHD; and approval of Priority 2, Transit – Facility Construction Multi-Modal Center, Boise of \$842,000 as presented. Motion passed unanimously.**

D. Approve Regional Pathway Plan Project Proposal

Charles Trainor presented the regional pathway plan project proposal for FY2015.

After discussion, **Sara Baker moved and Elaine Clegg seconded to approve 89 work days for COMPASS staff to develop an integrated pathway map for the two county area, without a specific number of days for each activity, which will be determined after the first meeting of the work group. Motion passed.**

E. Adopt Resolution 09-2014 Amending the FY2014-2018 Regional Transportation Improvement Program

Toni Tisdale presented Resolution 09-2014 amending the FY2014-18 Regional Transportation Improvement Program as requested by the cities of Boise and Caldwell.

After discussion, **Bob Henry moved and Darin Taylor seconded adoption of Resolution 09-2014 amending the FY2014-2018 Regional Transportation Improvement Program as presented. Motion passed unanimously.**

F. Authorize Development of Governance Structure Modifications

Matt Stoll reviewed the development of governance structure modifications as discussed by the Executive Committee.

After discussion, **Bob Henry moved and Kathy Alder seconded authorization for the Executive Committee to move forward with the development of governance structure modifications as discussed. Motion passed unanimously.**

ADJOURNMENT

Darin Taylor moved and Steve Rule seconded adjournment at 3:39 pm. Motion passed unanimously.

Dated this 21st day of July 2014.

Approved:

**By: _____
Charlie Rountree, 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
MAY 20, 2014
COMPASS 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

****MINUTES****



ATTENDEES: Sara Baker, Commissioner, Ada County Highway District, **Vice Chair**
 Bob Henry, Mayor, City of Nampa
 Bryce Millar, Commissioner, Nampa Highway District No.1, **Immediate Past Chair**
 Charlie Rountree, Councilman, City of Meridian, **Chair**
 Jim Reynolds, Mayor, City of Eagle
 Steve Rule, Commissioner, Canyon County, **Secretary-Treasurer**
 Darin Taylor, Mayor, City of Middleton

MEMBERS ABSENT: Dave Bieter, Mayor, City of Boise
 Dave Case, Commissioner, Ada County
 Garret Nancolas, Mayor, City of Caldwell, **Chair Elect**

OTHERS PRESENT: Nancy Brecks, Community Planning Association
 Ken Burgess, Veritas Advisors
 Liisa Itkonen, Community Planning Association
 Megan Larsen, Community Planning Association
 Matt Stoll, Executive Director, Community Planning Association

CALL TO ORDER:

Chair Rountree called the meeting to order at 2:05 pm.

AGENDA ADDITIONS/CHANGES

Matt Stoll requested to add an Information/Discussion Item for review of two draft letters from COMPASS to the Idaho Transportation (IT) Board regarding proposed changes to the federal aid functional classification system map and draft IT Board and administrative policy changes.

After discussion, **Darin Taylor moved and Bob Henry seconded amending the agenda to include an Information/Discussion Item as requested. Motion passed unanimously.**

OPEN DISCUSSION/ANNOUNCEMENTS

None

CONSENT AGENDA

A. Approve April 15, 2014, Executive Committee Meeting Minutes

Bryce Millar moved and Darin Taylor seconded approval of the Consent Agenda as presented. Motion passed unanimously.

ACTION ITEM

A. Recommend COMPASS Board Approval of Federal Legislative Positions

Ken Burgess presented draft federal legislative positions.

After discussion, Ken was directed to make edits regarding public/private partnerships and programmatic issues as opposed to grant programs.

After discussion, **Bob Henry moved and Bryce Millar seconded to move forward the federal legislative positions with the proposed edits, and recommend COMPASS Board approval at the June 16, 2014, Board meeting. Motion passed unanimously.**

INFORMATION/DISCUSSION ITEMS

A. Discuss Association Structure

Matt Stoll presented proposed changes to the association structure.

After discussion, **staff was directed to present the proposed association structure changes to the COMPASS Board in June 2014.**

B. Discuss FHWA/FTA Certification Review

Chair Rountree and Matt Stoll recapped the April 22-23, 2014, FHWA/FTA Certification review of COMPASS. Overall, the preliminary review results were positive, with a limited number of areas for improvement.

C. Letters to Idaho Transportation Board of Directors

Matt Stoll reviewed two draft letters from COMPASS to the Idaho Transportation (IT) Board providing comments on proposed changes to the federal aid functional classification system map and draft IT Board and administrative policy changes, which are on the May 2014 IT Board meeting agenda.

After discussion, **staff was directed to forward the letters to the IT Board as written.**

D. Executive Session - Personnel Matter Idaho Code [67-2345 (b)]

Quorum was lost at 3:40 p.m. Executive Committee members discussed personnel matters pursuant to Idaho Code [67-2345 (b)]. No action was taken.

ADJOURNMENT

Chair Rountree adjourned the meeting at 3:50 pm.

Dated this 17th day of June 2014.

Approved:

**By: _____
Charlie Rountree, Chair
Community Planning Association
of Southwest Idaho**

Attest:

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

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**FINANCE COMMITTEE MEETING
MAY 8, 2014
COMPASS 2ND FLOOR LARGE CONFERENCE ROOM
MERIDIAN, IDAHO**

****MINUTES****



ATTENDEES: Rebecca Arnold, Commissioner, Ada County Highway District, **Chair**
Craig Hanson, Commissioner, Canyon County
John McEvoy, Commissioner, Canyon Highway District #4
Garret Nancolas, Mayor, City of Caldwell
Charlie Rountree, Councilman, City of Meridian
Steve Rule, Commissioner, Canyon County, **Vice Chair**
Rick Yzaguirre, Commissioner, Ada County, via telephone

OTHERS PRESENT: Nancy Brecks, Community Planning Association
Megan Larsen, Community Planning Association
Amy Luft, Community Planning Association
Matt Stoll, Community Planning Association

CALL TO ORDER:

Chair Rebecca Arnold called the meeting to order at 12:18 pm.

AGENDA ADDITIONS/CHANGES

None.

OPEN DISCUSSION/ANNOUNCEMENTS

None.

CONSENT AGENDA

A. Approve March 27, 2014, Finance Committee Meeting Minutes

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

INFORMATION/DISCUSSION ITEMS

A. Status Report - FY2014 General and Special Membership Dues Received to Date

Megan Larsen provided a status report on the FY2014 General and Special membership dues received to date.

B. Review Draft FY2015 Unified Planning Work Program and Budget (UPWP)

Megan Larsen reviewed the draft FY2015 UPWP. Staff will seek a recommendation for COMPASS Board approval at the June 19, 2014, Finance Committee meeting.

ACTION ITEMS

A. Approve Variance Report for October 1, 2013 - March 31, 2014

Megan Larsen presented the Variance Report for October 1, 2013 - March 31, 2014.

After discussion, **Charlie Rountree moved and Garret Nancolas seconded approval of the Variance Report for October 1, 2013 – March 31, 2014, as presented. Motion passed unanimously.**

B. Recommend Board Approval of Financial Policy and Procedure Manual, to Become Effective July 1, 2014

Megan Larsen presented the Financial Policy and Procedure Manual to become effective July 1, 2014.

Megan noted one change to Section XIV: Financial Reporting, Work Days by Program will be presented annually rather than quarterly.

After discussion, **Garret Nancolas moved and Charlie Rountree seconded recommending Board approval of the Financial Policy and Procedure Manual, to become effective July 1, 2014, as presented with a change to the second sentence under section Purchases of Property or Services Valued at more than \$50,000 to read, "Two notices soliciting bids must be published in the newspaper of record with the largest circulation." Motion passed unanimously.**

OTHER

Megan Larsen provided a recap of the audit of the City of Boise Employee Health Care Trust Plan.

ADJOURNMENT

Chair Arnold adjourned the meeting at 12:49 pm.

Dated this 19th day of June 2014.

Approved:

**By: _____
Rebecca Arnold, Chair**

Attest:

**By: _____
Steve Rule, Vice Chair**

COMPASS BOARD AGENDA ITEM V-D

Date: July 21, 2014



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Records for Destruction

Background/Summary:

The COMPASS Board approved the Records Retention Policy at the February 24, 2014, meeting.

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

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

COMPASS staff has provided a list of records proposed for destruction to the Idaho state archivist and expects that the state archivist will not object to the destruction of the listed records.

COMPASS staff will have the records destructed by a commercial shredding service 30 days from the date that destruction is approved by both the COMPASS Board and the Idaho state archivist. The shredding service will provide a certification of destruction.

Request/Recommendation:

Approve destruction of the records listed in the attachment.

Implication (policy and/or financial):

If both the COMPASS Board and the Idaho state archivist approve the destruction of the listed records, the destruction will be completed as described. If either the COMPASS Board or the Idaho state archivist do not approve destruction of the listed records, the records will be retained.

More Information:

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

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

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY 1979 Planning Agreement	9/30/1979	5	9/30/1986	7/7/2014	7/21/2014			8/21/2014
FY 1989 Planning Grant Billings	9/30/1989	5	9/30/1994	7/7/2014	7/21/2014			8/21/2014
FY 1992 Planning Grant Billings	9/30/1992	5	9/30/1997	7/7/2014	7/21/2014			8/21/2014
FY 1993 Planning Grant Billings	9/30/1993	5	9/30/1998	7/7/2014	7/21/2014			8/21/2014
FY 1994 Invoices and Accounts Receivable Records	9/30/1994	5	9/30/1999	7/7/2014	7/21/2014			8/21/2014
FY 1994 Planning Grant Billings	9/30/1994	5	9/30/1999	7/7/2014	7/21/2014			8/21/2014
FY 1995 Planning Grant Agreement	10/1/1994	5	9/30/2001	7/7/2014	7/21/2014			8/21/2014
FY 1995 Planning Grant Billings	9/30/1995	5	9/30/2000	7/7/2014	7/21/2014			8/21/2014
FY 1995 Invoices and Accounts Receivable Records	9/30/1995	5	9/30/2000	7/7/2014	7/21/2014			8/21/2014
FY 1995 MOU between Ada Planning Association and ITD (superseded 2004)	9/30/1995	5	9/30/2009	7/7/2014	7/21/2014			8/21/2014
FY 1996 Invoices and Accounts Receivable Records	9/30/1996	5	9/30/2001	7/7/2014	7/21/2014			8/21/2014

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

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY 1996 Planning Grant Billings	9/30/1996	5	9/30/2001	7/7/2014	7/21/2014			8/21/2014
FY 1996 MOU with Boise City for Pathway Coordinator	9/30/1996	5	9/30/2001	7/7/2014	7/21/2014			8/21/2014
FY 1997 Budget Worksheets	9/30/1997	5	9/30/2002	7/7/2014	7/21/2014			8/21/2014
FY 1997 Invoices and Accounts Receivable Records	9/30/1997	5	9/30/2002	7/7/2014	7/21/2014			8/21/2014
FY 1997 Planning Grant Billings	9/30/1997	5	9/30/2003	7/7/2014	7/21/2014			8/21/2014
FY1998 Eagle Monitoring Billings	9/30/1998	5	9/30/2003	7/7/2014	7/21/2014			8/21/2014
FY 1998 Digital Base Map Participant Agreement with Ada County	9/30/1998	5	9/30/2005	7/7/2014	7/21/2014			8/21/2014
FY 1998 Mapping Agreement with Ada County	9/30/1998	5	9/30/2005	7/7/2014	7/21/2014			8/21/2014
FY 1999 Interagency Agreement, Treasure Valley ITS and related billings	9/30/1999	5	9/30/2009	7/7/2014	7/21/2014			8/21/2014
FY 1999 Mapping Agreement with Ada County	9/30/1999	5	9/30/2006	7/7/2014	7/21/2014			8/21/2014
FY 1999 MOU - Eckert Pathway Extension	9/30/1999	5	9/30/2006	7/7/2014	7/21/2014			8/21/2014

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

Description of record	When created*	Retention period for this record in years	Expiration of retention period	Date list to state archivist	Date of request for Board approval	Date approved by Board	Date approved by state archivist	Destruction date
FY 1999 MOU - ITS Deployment Program	9/30/1999	5	9/30/2006	7/7/2014	7/21/2014			8/21/2014
FY 2002 Agreement with DEQ to complete short term ozone analyses	9/30/2003	5	9/30/2008	7/7/2014	7/21/2014			8/21/2014
FY 2002 Agreement with DEQ to purchase and install data acquisition system	9/30/2003	5	9/30/2008	7/7/2014	7/21/2014			8/21/2014
FY 2003 MOU with Boise River Flood Control District for planning services	9/30/2003	5	9/30/2008	7/7/2014	7/21/2014			8/21/2014
FY 2005 E85 Fuel Program Billings	9/30/2005	5	9/30/2010	7/7/2014	7/21/2014			8/21/2014

*If the description covers a group of records, the date refers to the most recent record in the group.

COMPASS BOARD AGENDA ITEM VIII-A

Date: July 21, 2014



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Consider Additional Federal Legislative Positions

To be ADDED under the broad heading of "Public Transportation Programs"

COMPASS supports modifying the current Sec. 5339 Bus and Bus Facilities Formula Program to restore funding to pre-MAP-21 levels. Under MAP-21, the Sec. 5339 Bus and Bus Facilities Program was reduced by 57 percent and funds were transferred to other formula accounts. Many transit agencies, especially those in the small to mid-size range (a category into which all Idaho PT agencies fall) have found that the reduction in funding available has not met the capital needs for large and infrequent investments such as bus procurements and facility improvements.

COMPASS supports clarification language to ensure that Sec. 5339 (Bus and Bus Facilities Program) and Sec. 5310 (Mobility of Seniors and Individuals with Disabilities) funds are distributed directly to the Small Urban "Designated 5307 Recipient" as opposed to the States. Language in MAP-21 designated funds for certain Small Urban Public Transportation programs be distributed to the State DOTs, then to the Designated 5307 Recipients in those small urban areas. This distribution chain has resulted in significant delays in Sec. 5339 and Sec. 5310 funds reaching the local agencies.

To be put IN PLACE of the "Fewer Competitive Grants, More Programmed Funding" statement

~~**Fewer Competitive Grants, More Programmed Funding**~~
~~**COMPASS supports minimizing the number of DOT-led competitive grant programs and shifting more of that funding to formula-based distribution to states and local transportation providers.**~~ Competitive grant programs place smaller MPOs and local transportation entities at a disadvantage as they may have fewer professional staff and grant application expertise. Programmed funding will enhance the objective nature of funding distribution and eliminate the perceived subjective nature of competitive grant awards by USDOT administration.

Transparency in USDOT Competitive Grant programs

COMPASS supports improved transparency and reporting for competitive grant programs. Smaller MPOs and local transportation entities are at a disadvantage in competitive grant processes as they may have fewer professional staff and grant application expertise. Applicants should receive clear feedback on the strengths and weaknesses of their applications. Successful applications should be reported on to share success, challenges, innovations and lessons learned. Congress should consider state level competitive grant programs to make these opportunities more readily available to smaller MPOs and local entities.



COMPASS BOARD AGENDA ITEM VIII-B

Date: July 21, 2014

Topic: Joint Powers Agreement

Background/Summary:

At its April 21, 2014, meeting, the COMPASS Board reviewed the proposal for COMPASS to join the City of Boise Employee Health Care Plan Trust (Trust).

The City of Boise provides health benefits to its employees through the Trust. The Trust is organized in such a way as to allow other local entities to join the Trust through a joint powers agreement, and the City of Boise has extended the offer to local entities to join it. At the April 21, 2014, meeting, staff presented the anticipated benefits to COMPASS of joining the Trust, which include:

- More robust health benefit offerings for employees
- Minimal, if any, impact to employees' out of pocket cost for health benefits
- Anticipated 17% (about \$48,000) reduction in annual benefit cost to COMPASS
- Anticipated lower rate of growth in premium increases for COMPASS
- Addition of a wellness component to the COMPASS benefit package that provides tools and incentives for the achievement of health targets

The Board approved moving forward with the drafting of a joint powers agreement between COMPASS and the City of Boise for that purpose at the April 21, 2014, meeting. The first amendment to the joint powers agreement and the original joint powers agreement are attached. The first amendment reflects those sections in the original agreement that are modified to accommodate the inclusion of COMPASS in the trust.

Request/Recommendation:

Adopt Resolution No. 08-2014 for the purpose of approving the joint powers agreement by and between the City of Boise, Valley Regional Transit, and Community Planning Association of Southwest Idaho.

Implication (policy and/or financial):

If the Board does not approve the joint powers agreement, COMPASS will retain its current health plan for FY2015 and increase the FY2015 budget by approximately \$48,000 to cover the cost. COMPASS would explore other alternatives for controlling health benefit costs.

More Information:

- 1) Attachment: Resolution 08-2014
Draft Joint Powers Agreement
- 2) For detailed information contact: Megan Larsen, at 475-2228 or mlarsen@compassidaho.org.

RESOLUTION No. 08-2014

FOR THE PURPOSE OF AMENDING THE JOINT POWERS AGREEMENT BY AND BETWEEN THE CITY OF BOISE CITY AND VALLEY REGIONAL TRANSIT TO ADD COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO AS A PARTY TO THE AGREEMENT AND A MEMBER OF THE JOINT PUBLIC AGENCY SELF-FUNDED HEALTH CARE PLAN



WHEREAS, there currently exists that certain Joint Powers Agreement by and between the City of Boise City ("City") and Valley Regional Transit ("VRT"), with the Effective Date of September 10, 2013 (the "Joint Powers Agreement"), the purpose of which is to provide for a joint public agency self-funded health care plan;

WHEREAS, City and VRT, under the Joint Powers Agreement, have established and created the Boise Municipal Health Care Trust ("BMHCT") which together with a separate joint employee health care plan trust agreement, effective January 1, 2014, entered into between City, VRT and BMHCT (the "BMHCT Trust Agreement") comprise a joint public agency self-funded health care plan ("Plan");

WHEREAS, the Joint Powers Agreement provides, among other things, that upon satisfaction of certain conditions set forth therein, new members to the Plan may be added, first, by amendment to the Joint Powers Agreement and, second, by amendment to the BMHCT Trust Agreement;

WHEREAS, the Board of Directors ("Board") of the Community Planning Association of Southwest Idaho ("COMPASS"), per the recommendation of the Finance Committee of COMPASS, has determined that it is in the best interest of COMPASS that COMPASS enter into with City and VRT an amendment to the Joint Powers Agreement for the purpose of adding COMPASS as a member of the Plan;

WHEREAS, such amendment to the Joint Powers Agreement is set forth in the proposed "First Amendment to the Joint Powers Agreement Effective September 10, 2013, and Incorporated by Reference," which is attached hereto as Exhibit A and made a part hereof, and hereinafter referred to as the "First Amendment"; and

WHEREAS, in recognition of the fact that the execution of the First Amendment is the first step in the process of adding COMPASS as a member of the Plan, and that the second step is an amendment to the BMHCT Trust Agreement.

BE IT THEREFORE RESOLVED, that the Joint Powers Agreement be amended as set forth in the First Amendment, and, in connection therewith, that the First Amendment (with Exhibit A removed) be circulated by the Secretary for signature and dating as may be required by the Joint Powers Agreement, and that following same, the Secretary is authorized and directed to file and retain copies of the First Amendment directly behind any and all copies of the Joint Powers Agreement that are kept and maintained in the record books of COMPASS or otherwise handled or distributed by COMPASS, and to keep said copies of the First Amendment with said copies of the Joint Powers Agreement at all times.

BE IT THEREFORE FURTHER RESOLVED, that upon execution of the First Amendment, the Executive Director of COMPASS is authorized and directed to take such further steps as may be required to present to the Board for its recommendation an appropriate amendment to the BMHCT Trust Agreement as may be required to complete the process of adding COMPASS as a member of the Plan.

THE AFFIRMATIVE VOTE OF NOT LESS THAN TWO THIRDS (2/3) OF THE ENTIRE VOTING BOARD OF DIRECTORS HAVING FIRST BEEN OBTAINED, THIS RESOLUTION IS APPROVED AND ADOPTED the 21st day of July, 2014.

By: _____
Charlie Rountree
COMPASS Board Chair

ATTEST:

By: _____
Matthew J. Stoll
Executive Director of COMPASS

Exhibit A

FIRST AMENDMENT TO THE JOINT POWERS AGREEMENT
EFFECTIVE SEPTEMBER 10, 2013, AND INCORPORATION BY REFERENCE

**FIRST AMENDMENT TO THE JOINT POWERS AGREEMENT
EFFECTIVE SEPTEMBER 10, 2013, AND INCORPORATION BY REFERENCE**

THIS FIRST AMENDMENT TO THE JOINT POWERS AGREEMENT (“First Amendment”) is made and entered into by the City of Boise (“City”); Valley Regional Transit, (“VRT”); and the Community Planning Association of Southwest Idaho, a nonprofit association created and existing pursuant to Title 53, Chapter 7, Idaho Code (“COMPASS”) as a new Party to the Joint Powers Agreement effective September 10, 2013 (“Agreement”), to authorize the Board of Trustees of the Boise Municipal Health Care Trust, a joint public agency self-funded health care plan created and existing pursuant to Title 41, Chapter 41, Idaho Code, to execute future amendments to the Agreement with public agencies seeking to join the Plan and amendments to the Trust Agreement as may be required for public agency membership. The City, VRT, COMPASS, and any other public agencies approved as additional members of the Plan may be referred to hereinafter collectively as the “Parties” and individually as a “Party.” Unless specifically defined herein, capitalized terms in this First Amendment shall have the same meanings ascribed such terms in the Agreement.

AMENDMENT RECITALS

- A. The Parties, as public agencies, are authorized by Title 67, Chapter 23, Idaho Code, to enter into agreements with one or more other public agencies for the purpose of jointly exercising any power common to those public agencies and to provide for joint public agency self-funded health care service benefits to employees of public agencies in connection with or as an alternative to insurance and other prepayment plans, as authorized by Title 41, Chapter 41, Idaho Code.
- B. It is the mutual desire of the Parties to exercise their statutory authority to enter into this First Amendment to: (1) authorize COMPASS employee participation in the Plan, as negotiated by the BMHCT with vendors doing business in Idaho, through health care contributions, claims and expense pooling, and/or otherwise as determined appropriate by the Parties under Title 41, Chapter 41, Idaho Code; (2) authorize COMPASS participation in the BMHCT fund; and (3) authorize the Board of Trustees of the BMHCT, on behalf of the Parties, to enter into future amendments to the Agreement with public agencies seeking to join the Plan and amendments to the Trust as may be required for public agency membership in the Plan.
- C. Each of the Parties has been duly authorized by its respective governing body to enter into this First Amendment. This First Amendment, the Agreement to the extent not otherwise amended, and the Trust Agreements with each participating public agency comprise, and are sometimes collectively referred to hereinafter, as the “Plan.”
- I. NOW, THEREFORE,** in order to accomplish the purposes set forth in the Amendment Recitals above, and in consideration of the mutual terms, covenants, and conditions set forth herein, the Parties agree that all terms in the Agreement creating a joint public agency self-funded health care plan and establishing and creating the trust fund known as the Boise Municipal Health Care Trust (“BMHCT”) shall continue in full force and effect except as amended by the specific provisions set forth below by adding new language as indicated by underlining, deleting superfluous language as indicated by strikethrough, and incorporating the amendments into the Agreement, a copy of which is attached to this First Amendment as “Attachment A”:

- A. Section 2 (Organization) of the Agreement, set forth below, is amended as follows:**

2. Organization. The organization established pursuant to this Agreement and the Trust Agreement shall consist of the Parties, together with any other qualifying public agency that seeks to become and is approved as an additional member of the Plan, as further provided below. The governing body of the organization shall consist of a board of trustees (the “**Board**”) comprised of five (5) members elected by the Boise City Council and one (1) member from each additional public agency elected by the governing body of that public agency as its representative. Of the members elected by the Boise City Council two (2) shall be voting members of the Intergovernmental Business Team (IBT); two (2) shall be voting Wages and Benefits Team (WBT) representatives selected in accordance with its process, and one (1) shall be an Executive Management Team (EMT) member, all of whom shall be voting members of the Board. The members elected by the governing body of each additional public agency member shall be a non-voting members of the Board. For any year in which the governing boards of each Party conducts an election, the election shall occur, be completed, and the results certified by December 31 of each such year.

B. Section 5 (Irrevocable Trust) of the Agreement, set forth below, is amended as follows:

5. Irrevocable Trust. The City, VRT, COMPASS, and any other public agencies joining as Parties to this Agreement cannot retain the power to alter, amend, revoke or terminate any transfer in the form of contributions or other payments and conveyances in trust.

C. Section 6 (Eligibility for Membership) of the Agreement, set forth below, is amended as follows:

6. Eligibility for Membership. The Board is authorized on behalf of the Parties to enter into such further amendments to the Agreement with public agencies seeking to join the Plan and amendments to the Trust Agreement as may be required for public agency membership in the Plan. Any public agency as defined in Idaho Code § 41-4102(9), may be eligible for participation in the health care benefit programs established pursuant to this Agreement and the Trust Agreement (i.e., become a member of the Plan) upon satisfaction of each of the following conditions:

- i. The public agency must be located within the State of Idaho.
- ii. The public agency may not be an agency of Idaho state government.
- iii. The public agency shall have filed an application in writing with the Board no later than one hundred eighty (180) days prior to the proposed effective date of the public agency’s membership.

iv. A formal resolution shall have been adopted by the governing board of the public agency authorizing the inclusion of the public agency in the Plan.

v. A formal resolution, approving the public agency membership, approving the amendment to the Agreement between the BMHCT and the public agency seeking to join the Plan as may be required for public agency membership in the Plan, and authorizing two members of the Board to execute the same on behalf of the Board, shall have been adopted by a majority of the voting Board members.

vi. A formal resolution, approving the amendment to the Trust Agreement and authorizing at least two members of the Board to execute the same on behalf of the Board, shall have been adopted by a majority of the voting Board members.

vii. The public agency shall agree in writing to comply with all of the provisions of this Agreement and the Trust Agreement and any amendments thereto, and to comply with provisions of Chapter 41, Title 41, Idaho Code, and IDAPA 18.01.28.

viii. Upon approval of the application, the Board shall have notified the public agency of the estimated contributions for the public agency's first month and first year of participation in the Plan, which may include such additional amount as the Board may require for the public agency's share of accumulated claims reserves, and the applicant shall have agreed to same.

ix. The public agency shall have paid the first month's payment.

Upon satisfaction of the foregoing conditions, and the execution by the public agency of any amendment as may be reasonably required by the Board to this Agreement and/or the Trust Agreement to evidence same (which amendment shall include providing the new member with representation on the Board), the public agency shall be a member of the Plan.

All eligible, full-time employees of the public agency must participate in the programs offered by the Plan except elected officials and individuals who provide proof of other medical, dental or vision benefit coverage under a policy on which the coverage is primary for the employee seeking to waive coverage and would remain primary whether or not the employee is covered by the Plan.

D. Section 9 (Powers) of the Agreement, set forth below, is amended as follows:

9. Powers. The Board has all powers provided by Title 41, Chapter 41, Idaho Code, as amended, and (in so far as it does not conflict with Title 41, Chapter 41, Idaho Code) the Idaho Uniform Trustee's Powers Act, as amended, and any other applicable statute or rule of law. In addition, the Board may exercise all rights or privileges granted to it by provisions of the Plan, may enter into such further amendments to the Agreement with public agencies seeking to

join the Plan as may be required for public agency membership in the Plan, and may agree to any alteration, modification or amendment of the Plan, provided the same is in accordance with Title 41, Chapter 41, Idaho Code, and is filed with the Director for his review and acceptance. The Board shall notify the City's Mayor, who shall inform the City's Council, and the Board shall notify the governing body every other public agency members of the Plan, of any and all alterations, modifications or amendment to the Plan. Persons dealing with the Board shall not be required to inquire into the authority of the Board with regard to any dealings in connection with the Plan. Any person that serves as a Trustee is a fiduciary acting on behalf of the beneficiaries of the Plan and Trust.

II. Effective Date. This First Amendment shall be effective upon its mutual acceptance by the Parties.

III. Entire Agreement. The Agreement and this First Amendment thereto constitutes the entire agreement between the Parties as signatories to this First Amendment.

IV. Acceptance. The Board of Trustees of the BMHCT accepts the authority conferred upon the Board by this First Amendment.

V. Savings (Severability) Clause. If any provision of the Agreement as amended by this First Amendment is held invalid or unenforceable by a court of competent jurisdiction, then such provision will be modified to reflect the Parties' intention to the extent required by and consistent with Title 41, Chapter 41, Idaho Code, and IDAPA 18.01.28 as applied by the Idaho Department of Insurance, and all remaining provisions shall remain in full force and effect.

SIGNATURES ON FOLLOWING PAGE

IN WITNESS WHEREOF, the Parties have set their hands and subscribed their names and dates of execution, the latest of which shall be the Effective Date of this Agreement.

The City of Boise City

David H. Bieter
Mayor

Dated: _____

ATTEST:

Jade Riley
Ex-Officio City Clerk

Dated: _____

Valley Regional Transit

Kelli Fairless Director

Dated: _____

ATTEST:

Secretary

Dated: _____

Community Planning Association of Southwest Idaho

Matthew J. Stoll
Executive Director

Dated: _____

ATTEST:

Secretary

Dated: _____

Boise Municipal Health Care Trust:

Neal Oldemeyer
Chairman of the Board of Trustees
Boise Municipal Health Care Trust

Dated: _____

[Name of Trustee]
Member of the Board of Trustees
Boise Municipal Health Care Trust

Dated: _____

ATTACHMENT "A"

(Copy of JOINT POWERS AGREEMENT to be attached.)

JOINT POWERS AGREEMENT
by and between
THE CITY OF BOISE CITY
and
VALLEY REGIONAL TRANSIT

THIS JOINT POWERS AGREEMENT (“Agreement”) is made and entered into effective upon the mutual acceptance of this Agreement (“Effective Date”), by and between the City of Boise City, an Idaho municipal corporation (“City”), and Valley Regional Transit, a regional transportation authority created and existing pursuant to Title 40, Chapter 21, Idaho Code (“VRT”). City and VRT may be referred to hereinafter collectively as the “Parties” and individually as a “Party.”

RECITALS

- A. The Parties, as public agencies, are authorized by Chapter 23, Title 67, Idaho Code, to enter into agreements with one or more other public agencies for the purpose of jointly exercising any power common to those public agencies.
- B. The Parties are authorized by Title 67, Chapter 23, Idaho Code to provide for joint public agency self-funded health care service benefits to employees of public agencies in connection with or as an alternative to insurance and other prepayment plans.
- C. It is the mutual desire of the Parties to enter into an agreement to (i) facilitate their joint participation in and negotiation of health care benefits for the Parties’ employees with vendors doing business in Idaho, through health care contributions, claims and expense pooling, and/or otherwise as determined appropriate by the Parties under Title 41, Chapter 41, Idaho Code, and (ii) establish and create a trust fund, the Boise Municipal Health Care Trust (“Trust”) for the purpose of funding health benefits, costs of operation and reporting and surplus for the benefit of the Parties’ employees, all as more fully set forth below.
- D. Each of the Parties has been duly authorized by its respective governing body to enter into this Agreement and to enter into a separate joint employee health care plan trust agreement (the “Trust Agreement”). This Agreement and the Trust Agreement comprise, and are sometimes collectively referred to hereinafter, as the “Plan”.

AGREEMENT

NOW, THEREFORE, in order to accomplish the purposes set forth in the Recitals above, which are a part of this Agreement and not mere recitals, and in consideration of the mutual terms, covenants and conditions set forth herein, the Parties agree as follows:

- 1. **Duration.** The duration of this Agreement shall be perpetual unless otherwise terminated as further provided below.
- 2. **Organization.** The organization established pursuant to this Agreement and the Trust Agreement shall consist of the Parties, together with any other qualifying public agency that

seeks to become and is approved as an additional member of the Plan, as further provided below. The governing body of the organization shall consist of a board of trustees (the "Board") comprising six (6) members, five (5) of whom shall be elected by the Boise City Council and one (1) of whom shall be elected by the VRT Board of Directors. Of the members elected by the Boise City Council two (2) shall be voting members of the Intergovernmental Business Team (IBT); two (2) shall be voting Wages and Benefits Team (WBT) representatives selected in accordance with its process, and one (1) shall be an Executive Management Team (EMT) member, all of whom shall be voting members of the Board. The member elected by the VRT Board of Directors shall be a non-voting member of the Board. For any year in which the governing boards of each Party conducts an election, the election shall occur, be completed and the results certified by December 31 of each such year.

3. Purpose and Intent.

a. The purpose of this Agreement is to facilitate the joint exercise of the powers conferred by Chapter 23, Title 67, Idaho Code, through the establishment of a joint public agency self-funded health care plan, the joint participation in and negotiation of health care benefits in a cost-effective manner possible while emphasizing quality, price stability and financial solvency for the Parties' employees with vendors doing business in Idaho, through health care contributions, claims and expense pooling, and/or otherwise as determined by the Parties in compliance with this Agreement and Title 41, Chapter 41, Idaho Code. The Parties seek to accomplish this purpose through health contributions, claims and expense pooling.

b. The Parties intend to create and establish a Trust with unlimited duration which will administer a self-funded health care plan and use funds contributed by the Parties to provide health care benefits and other related expenses in accordance with this Agreement and the Trust Agreement. The Parties also intend to have the Trust Agreement provide continuing stability and availability of needed coverages. To be set forth in further detail in the Trust Agreement, the income and assets of the health care plan shall be at all times held in the name of the Trust and dedicated to the benefit of the beneficiaries thereunder.

4. Funding. Funding of the Plan shall be through contributions to the Trust Fund by each of the Parties. Such payments shall be based upon reasonable actuarial estimates for payments of all costs of operation, surplus accumulation and benefits promised to the beneficiaries by the Plan as required by Title 41, Chapter 41, Idaho Code. All contributions to the Plan shall be paid in advance and shall be deposited and disbursed from the Trust Fund created and existing pursuant to an adequate written irrevocable Trust Agreement between the Parties and the Board. Before any new members are permitted to join the Trust, the Board shall evaluate the amount of funding necessary to meet the additional minimal reserve requirements which reserve requirements shall be fully funded as provided by law.

5. Irrevocable Trust. The City, VRT and any other parties to this Agreement cannot retain the power to alter, amend, revoke or terminate any transfer in the form of contributions or other payments and conveyances in trust.

6. Eligibility for Membership. Any public agency as defined in Idaho Code § 41-4102 (9), may be eligible for participation in the health care benefit programs established pursuant

to this Agreement and the Trust Agreement (i.e., become a member of the Plan) upon satisfaction of each of the following conditions:

- i. The public agency must be located within the State of Idaho.
- ii. The public agency may not be an agency of Idaho state government.
- iii. The public agency shall have filed an application in writing with the Board no later than one hundred eighty (180) days prior to the proposed effective date of the public agency's membership.
- iv. A formal resolution shall have been adopted by the governing board of the public agency authorizing the inclusion of the public agency in the Plan.
- v. A majority of the voting Board members shall have approved the application.
- vi. The public agency shall agree in writing to comply with all of the provisions of this Agreement and the Trust Agreement and any amendments thereto, and to comply with provisions of Chapter 41, Title 41, Idaho Code, and IDAPA 18.01.28.
- vii. Upon approval of the application, the Board shall have notified the public agency of the estimated contributions for the public agency's first month and first year of participation in the Plan, which may include such additional amount as the Board may require for the public agency's share of accumulated claims reserves, and the applicant shall have agreed to same.
- viii. The public agency shall have paid the first month's payment.

Upon satisfaction of the foregoing conditions, and the execution by the public agency of any amendment as may be reasonably required by the Board to this Agreement and/or the Trust Agreement to evidence same (which amendment shall include providing the new member with representation on the Board), the public agency shall be a member of the Plan.

All eligible, full-time employees of the public agency must participate in the programs offered by the Plan except elected officials and individuals who provide proof of other medical, dental or vision benefit coverage under a policy on which the coverage is primary for the employee seeking to waive coverage and would remain primary whether or not the employee is covered by the Plan.

7. Withdrawal and Termination of Registration.

a. A Party may elect to withdraw from the Trust Agreement and from participation in its programs effective December 31 of any year by giving written notice to the Board by no later than June 30 of the same year. A condition precedent to such an election is that the withdrawing Party has completed not fewer than three (3) full calendar years as a party to the Trust Agreement immediately prior to the proposed effective date of its withdrawal. Such three (3) year period shall be calculated from the date the withdrawing Party executed the Trust Agreement

("Membership Date"). The notice of withdrawal shall consist of a resolution adopted by the governing body of the withdrawing Party, expressly stating the party's intention to exercise its right hereunder to withdraw effective the next succeeding December 31.

b. A Party that withdraws without complying with section 7.a. above will be subject to a penalty equal to the contributions paid or charged against the withdrawing Party for the twelve (12) month period prior to the effective date of the Party's unauthorized withdrawal. In the event a noncomplying Party withdraws in fewer than twelve (12) months from its Membership Date, the penalty shall be equal to the contributions paid or charged against the withdrawing Party from its Membership Date to the date of its withdrawal. The penalty shall be paid in full within ninety (90) days following the date of unauthorized withdrawal.

c. This Agreement and the Trust Agreement may only be terminated upon entry of an Order terminating the registration of the Trust ("**Order of Termination**") by the Director (hereinafter "**Director**") of the Idaho Department of Insurance as provided by Idaho Code § 41-4118, or its subsequent equivalent. The Board may request in writing that the Director terminate the registration of the Trust by resolution of a simple majority of the Board voting in favor thereof at a duly-noticed Board meeting.

8. Disposition of Funds upon Termination of Solvent or Insolvent Trust.

a. Upon the Director's Order of Termination finding that the Trust is solvent, liquidation of the Trust shall be conducted by its trustee under a written plan of liquidation filed with, and approved by, the Director and found by the Director to be fair and equitable to all persons having a pecuniary interest in the Trust.

b. If the Director finds the Trust to be insolvent at the time the Director enters an Order of Termination, the liquidation of the Trust shall be carried out as provided by law.

9. Powers. The Board has all powers provided by Title 41, Chapter 41, Idaho Code, as amended, and (in so far as it does not conflict with Title 41, Chapter 41, Idaho Code) the Idaho Uniform Trustee's Powers Act, as amended, and any other applicable statute or rule of law. In addition, the Board may exercise all rights or privileges granted to it by provisions of the Plan and may agree to any alteration, modification or amendment of the Plan, provided the same is in accordance with Title 41, Chapter 41, Idaho Code, and is filed with the Director for his review and acceptance. The Board shall notify the City's Mayor, who shall inform the City's Council, and the Board shall notify the governing body of VRT (and the governing body of any additional members of the Plan, if any), of any and all alterations, modifications or amendment to the Plan. Persons dealing with the Board shall not be required to inquire into the authority of the Board with regard to any dealings in connection with the Plan. Any person that serves as a Trustee is a fiduciary acting on behalf of the beneficiaries of the Plan and Trust.

10. Compliance. As required by Idaho Code § 41-4104(2)(b), the Plan shall require that all the Parties and any additional members of the Plan, if any, must all comply with the provisions of this Agreement.

[End of text; signatures on following page]

IN WITNESS WHEREOF, the Parties have set their hands and subscribed their names, effective as of the Effective Date of this Agreement.

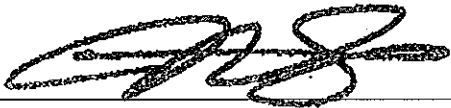
The City of Boise City



David H. Bieter
Mayor

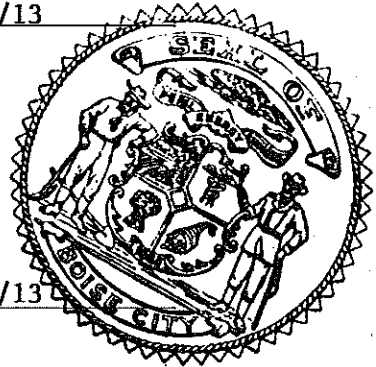
Dated: 8/27/13

ATTEST:



Jade Riley
Ex-Officio City Clerk

Dated: 8/27/13



Valley Regional Transit

Kelli Fairless
Director

Dated: _____

ATTEST:

Secretary

Dated: _____

IN WITNESS WHEREOF, the Parties have set their hands and subscribed their names, effective as of the Effective Date of this Agreement.


The City of Boise City



David H. Bieter
Mayor

Dated: 9/2/13

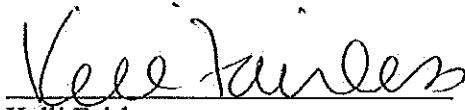
ATTEST:



Jade Riley
Ex-Officio City Clerk

Dated: 9/3/13


Valley Regional Transit



Kelli Fairless
Director

Dated: 9-10-2013

ATTEST:



Secretary

Dated: 9/10/13

COMPASS Board Agenda Item VIII-C

Date: July 21, 2014



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: *Communities in Motion 2040* for COMPASS Board Adoption

Summary:

COMPASS solicited public comments on the draft *Communities in Motion 2040* (CIM 2040) plan from March 3 – April 27, 2014. The complete comments, with staff responses and a summary of main themes, were provided via email to you, as well as the CIM 2040 Planning Team, the CIM 2040 Leadership Team, and the Public Participation Committee, on May 6, 2014. They are available online here: www.compassidaho.org/documents/people/board/CIM2040PublicCommentstoBoard.pdf

Staff incorporated text and format changes, as appropriate, into the plan document, including additions to the air quality section of Chapter 9, as discussed in the June 2014 COMPASS Board meeting. The draft plan with the tracked changes is available online at:

http://www.compassidaho.org/documents/people/board/Board072114CIM2040_Draft_July2014.pdf

In its May 28, 2014, meeting, the CIM 2040 Planning Team recommended Board adoption of CIM 2040 with policy recommendations (below) to the CIM 2040 Leadership Team. In its June 17, 2014, meeting, the Leadership Team also recommended the Board adopt CIM 2040 with five policy recommendations:

• **Goals, tasks, and policies**

1. Revise Goal 1.1 to: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements. (Chapter 1)
2. Add an implementation policy: *"Focus available federal funding on maintaining the existing transportation system."* (Chapter 11)
3. Revise tasks as presented in the attached document. The tasks are not part of the plan document, but are available online with other supporting documents. Note that additional changes to Tasks 1.4.2.b/1.4.2.d and Objectives 7.1.1 and 7.1.2 were added by the Leadership Team in its June meeting.

• **Unfunded priority corridors**

4. Keep the current unfunded priority corridors and projects as listed in draft CIM 2040. The identified transportation needs are based on underlying land uses and existing entitlements, which have not changed.

• **Focus on maintenance**

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

Request/Recommendation:

Adopt Resolution 10-2014 approving *Communities in Motion 2040*, including policy recommendations, as recommended by the CIM 2040 Planning Team and the CIM 2040 Leadership Team.

Implication (policy and/or financial):

In order to continue receiving federal transportation funding for state and local projects, CIM 2040 must be adopted by the COMPASS Board no later than September 2014.

Attachments (2)

- Resolution 10-2014
- Revised tasks

More Information:

For detailed information contact: Liisa Itkonen, at 475-2241 or litkonen@compassidaho.org

LI:nb t:\fy14\600 projects\661 communities in motion\1. team\board\cim2040memo_july21_3414.doc

700 N. East 2nd Street, Suite 200

Meridian, ID 83642

P. 208.855.2558

F.208.855.2559

www.compassidaho.org

RESOLUTION NO. 10-2014

FOR THE PURPOSE OF APPROVING
COMMUNITIES IN MOTION 2040 AS THE REGIONAL LONG-RANGE
TRANSPORTATION PLAN FOR ADA AND CANYON COUNTIES AND THE
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION FOR
NORTHERN ADA COUNTY



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

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 of the Code of Federal Regulations require MPOs to prepare regional long-range transportation plans covering a period of at least 20 years;

WHEREAS, the 1990 Clean Air Act Amendment requires all regional long-range transportation plans in nonattainment and maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvements;

WHEREAS, the Community Planning Association of Southwest Idaho has performed an air quality conformity demonstration and has concluded the recommended plan does comply with applicable state implementation plans;

WHEREAS, MAP-21, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require that regional long-range transportation plans be financially constrained, a condition which has been demonstrated in *Communities in Motion 2040*; and

WHEREAS, a 8-week public comment period was held for *Communities in Motion 2040*, meeting the requirements of MAP-21 and the Community Planning Association of Southwest Idaho's public involvement policy.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board approves the finding that *Communities in Motion 2040* conforms to relevant provisions of the state implementation plans for Idaho and hereby adopts *Communities in Motion 2040*, dated July 21, 2014, as the regional long-range transportation plan for Ada and Canyon Counties.

BE IT FURTHER RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors authorizes the submittal of this plan to the appropriate local, state, and federal agencies for their consideration.

Dated this 21st day of July 2014.

APPROVED:

By: _____
Charlie Rountree, Chair
Community Planning Association Board

ATTEST:

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

Transportation Goals	Objectives (specific, measureable actions that contribute to accomplishing the goals)	Tasks	Lead Organization	Performance Measures (see CIM 2040 Performance Measures and Targets http://www.compassidaho.org/documents/prod_serv/PerformanceMeasuresBoardofficial.pdf)
1.1 Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements.	1.1.1 Develop local transportation plans and corridor plans that link the transportation system and local land use. (Similar to 1.4.1)	1.1.1.a. Annually monitor local land use plans and transportation agencies annually develop, update, and integrate plans (subarea and corridor plans, comprehensive plans, Communities in Motion (CIM)); identify gaps in meeting goals of linking land use and transportation.	COMPASS facilitates	
		1.1.1.b. Agencies share best practices as they integrate plans.	COMPASS facilitates	
	1.1.2 Manage congestion and delay.	1.1.2.a. Annually monitor and report system performance through a congestion management process (CMP).	COMPASS	
		1.1.2.b. Work with local jurisdictions to coordinate data collection needs.	COMPASS	
		1.1.2.c. Program federal resources to target major causes of congestion.	COMPASS	
		1.1.2.d. Provide better access to transit, bike, and pedestrian facilities to offset congestion.	Transportation agencies	
		1.1.2.e. Educate agencies on best practices to manage congestion, including applicable and effective transportation demand management policies.	COMPASS	
		1.1.2.f. Manage Use strategies that reduce the increase in vehicle miles traveled.	Cities, counties	
	1.1.3 Implement effective access management strategies on major regional corridors.	1.1.3.a. Adopt COMPASS access management toolkit.	Transportation agencies	
		1.1.3.b. Adopt corridor-wide access classification system.	Transportation agencies	
		1.1.3.c. Provide training and education on access management to member agencies and other stakeholders.	COMPASS	
		1.1.3.d. Reduce conflict points on roadways to Increase safety and efficiency for all users using access management techniques and complete streets strategies as appropriate. (Similar to 1.2.1.b.)	Transportation agencies	

	1.1.4 Improve truck freight movements and reduce their impact on other transportation modes' mobility.	1.1.4.a. Develop and implement a truck route plan.	ITD
	1.1.5 Enhance transportation connectivity to and access from surrounding areas (for services and destinations in Ada and Canyon Counties).	1.1.5.a. Update and integrate local mobility management network plan with CIM.	COMPASS
1.2 Improve safety and security for all transportation modes and users.			
	1.2.1 Reduce number and severity of incidents.	1.2.1.a. Work with local jurisdictions to coordinate data collection and reporting.	COMPASS
		1.2.1.b. Reduce Improve safety at conflict points between modes using complete streets strategies and context sensitive solutions. (Similar to 1.1.3.d.)	Transportation agencies
	1.2.2 Coordinate education efforts for sharing the road (bike/pedestrian/car).	1.2.2.a. Work with ITD to coordinate education on sharing the road.	COMPASS
		1.2.2.b. Educate all users about sharing the road (drivers, bicyclists, pedestrians, children).	COMPASS
		1.2.2.c. Program resources to conduct public education on sharing the road. (Same as 1.3.3.a.)	COMPASS
1.3 Protect and preserve existing transportation systems and opportunities.			
	1.3.1 Maximize the useful life of the existing transportation system.	1.3.1.a. Synchronize and coordinate maintenance investments and projects.	Transportation agencies
		1.3.1.b. Implement regional operations and management/intelligent transportation system (ITS) plan.	Transportation agencies
		1.3.1.c. Prioritize projects with a favorable cost-benefit ratio that maintain the existing transportation system.	COMPASS (federal), transportation agencies (local)
	1.3.2 Maintain and complete the network and fill in the gaps in the existing transportation system.	1.3.2.a. Develop prioritization criteria that assigns higher priority to projects that fill in the network, including pedestrian and bicycle network.	COMPASS
		1.3.2.b. Program resources to educate member agencies on strategies to incorporate small bike/pedestrian projects into maintenance projects.	COMPASS
		1.3.2.c. Educate agencies on strategies to maintain and fill in the existing regional transportation system.	COMPASS

	1.3.2.d. Identify funding sources that can enhance the transportation system, including pedestrian, bicycle and pathway network.	COMPASS
1.3.3 Expand existing programs that encourage people to try other modes.	1.3.3.a. Program resources to conduct public education on sharing the road. (Same as 1.2.2.c.)	COMPASS
	1.3.3.b. Provide information to the public about existing transportation services and how to use them.	VRT
	1.3.3.c. Coordinate information and education with enforcement sector.	COMPASS
	1.3.3.d. Prioritize projects that benefit multiple modes.	COMPASS
1.4 Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.		
1.4.1. Encourage development to occur around existing transit and encourage new, transit-ready development consistent with transit plans. (Similar to 1.1.1)	1.4.1.a. Program resources to implement Complete Streets network.	COMPASS (federal), transportation agencies (local)
	1.4.1.b. Promote existing commuter programs.	CommuteRide, VRT
1.4.2 Increase number of schools with Safe Routes to Schools (SRTS) programs.	1.4.2.a. Prioritize SRTS projects for funding.	COMPASS, ITD
	1.4.2.b. Prioritize projects that fill in the bike/pedestrian network.	COMPASS (federal), transportation agencies (local)
1.4.3 Improve connectivity between transit and bike/walk network.	1.4.3.a. Give funding priority to projects consistent with local bike/pedestrian plans. (Same as 2.4.2.a.)	COMPASS (federal), transportation agencies (local)
	1.4.3.b. Increase the number of Bicycle-Friendly Communities.	Cities
	1.4.3.c. Explore appropriate level of service standards for buses, pedestrians, and bicycles.	COMPASS
	1.4.3.d. Prioritize projects that fill in the bike/pedestrian network.	COMPASS (federal), transportation agencies (local)

Land Use Goals	Objectives	Tasks	Lead Organization	Performance Measures
2.1 Coordinate local land use planning, transportation planning, and development to maximize the use of existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.				(see CIM 2040 Performance Measures and Targets http://www.compassidaho.org/documents/prodser/PerformanceMeasuresBoardofficial.pdf)
	2.1.1 Develop a transportation system and services that are consistent with regional and local land use plans as well as other development plans.	2.1.1.a. Integrate local land use plans into CIM.	COMPASS	
		2.1.1.b. Monitor implementation of planned transportation projects and continued vision of regional and local land use plans.	COMPASS	
		2.1.1.c. Annually compile a development monitoring report.	COMPASS	
	2.1.2 Target transportation system investments to support local and regional plans.	2.1.2.a. Encourage partnerships to coordinate projects.	COMPASS	
		2.1.2.b. Monitor implementation of land use plans and revisit implementation of transportation improvements based on continued need. (Same as 2.2.1.a.)	COMPASS	
		2.1.2.c. Ensure transportation plans include roadway typologies that best support the proposed land use.	Cities, transportation agencies	
	2.1.3 Maximize health and economic benefits by investing in all transportation modes.	2.1.3.a. Identify options to provide transit to all communities in the region.	VRT	
		2.1.3.b. Annually monitor alternative modes transit ridership rates, pedestrian and bicycle use (i.e. counts) , and develop goals and strategies to increase ridership mode share .	VRT	
		2.1.3.c. Study and invest in, through project prioritization, multimodal projects that benefit many socioeconomic groups.	COMPASS	
	2.1.4 Plan transportation projects and promote land use patterns that protect and enhance riparian vegetation.	2.1.4.a. Work with natural resource agencies, including Idaho Fish and Game and Soil and Water Conservation Districts, to identify priority areas.	COMPASS	
2.2 Recognize and more clearly define and support the regional role of all communities, including small communities.				

	2.2.1 Protect regional mobility corridors from development and encroachment.	2.2.1.a. Monitor implementation of land use plans and revisit implementation of transportation improvements based on continued need. (Same as 2.1.2.b.)	COMPASS
	2.2.2 Design community improvements and public facilities to reflect the distinctive characteristics of each community.	2.2.2.a. Invest in town centers, main streets, and existing infrastructure as identified in CIM 2040.	Cities
	2.2.3 Identify long-term needs for Park & Ride lots and encourage their location to best support local economic activity.	2.2.3.a. Coordinate with VRT, ACHD, and cities to identify future Park & Ride locations.	COMPASS
		2.2.3.b. Collaborate with partner agencies to incorporate long-term Park & Ride locations into their planning documents and comprehensive plan updates.	ACHD, CommuteRide, VRT
2.3 Encourage infill development and more compact growth near community-identified activity centers.			
	2.3.1 Implement mixed-use residential developments along established and planned transit routes, especially where vacant land is available for infill development.	2.3.1.a. Create incentives to encourage development near existing or planned transit routes.	COMPASS*
		2.3.1.b. Develop specific area plans for activity centers consistent with CIM 2040 and with planned integration of alternative transportation systems.	Cities
2.4 Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.			
	2.4.1 Implement Complete Streets policy to support community identity and livability.	2.4.1.a. Annually monitor implementation of transportation improvements for consistency with Complete Streets policy.	COMPASS
	2.4.2 Develop and implement local bike/pedestrian plans.	2.4.2.a. Through annual project prioritization, give funding priority to projects consistent with local bike/pedestrian plans. (Also 1.4.3.a.)	COMPASS
		2.4.2.b. Coordinate transportation investments with affected neighborhoods and established neighborhood preservation and maintenance programs.	COMPASS in Canyon; ACHD in Ada
	2.4.3 Identify and promote conservation of historic resources.	2.4.3.a. Repurpose historic transportation and other infrastructure when possible.	*
		2.4.3.b. Develop plans to preserve historic infrastructure.	*

* Potential (additional) lead organizations have been identified and contacted.

Housing Goals	Objectives	Tasks	Lead Organization	Performance Measures (see CIM 2040 Performance Measures and Targets http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf)
3.1 Encourage mixed-use neighborhoods, town centers, and other development types that include a variety of housing options to meet the transportation and housing needs of all socioeconomic groups.	3.1.1 Evaluate cost of commuting.	3.1.1.a. Monitor and track changes in commuting costs.	COMPASS	
	3.1.2 Build attractive high-density development in locations that can be supported by transit and are easily accessible to jobs, schools, services, parks, etc.	3.1.2.a. Publicize examples of successful projects.	COMPASS	
		3.1.2.b. Establish design guidelines that meet community goals and needs.	Cities	
	3.1.3 Inform the public and elected officials about the need for and benefits of diverse housing options.	3.1.3.a. Complete local housing needs analyses.	*	
		3.1.3.b. Educate the public about the trade-offs and advantages of increased density that is close to employment and commercial areas.	COMPASS	
		3.1.3.c. Relate housing options to commuting costs and typical travel distances to employment, commercial, and activity centers.	COMPASS	

* Potential (additional) lead organizations have been identified and contacted.

Community Infrastructure Goals	Objectives	Tasks	Lead Organization	Performance Measures (see CIM 2040 Performance Measures and Targets http://www.compassidaho.org/documents/proserv/PerformanceMeasuresBoardofficial.pdf)	
4.1 Promote land use patterns that provide Treasure Valley residents with safe, reliable, and cost-efficient infrastructure services.	4.1.1 Develop in a manner consistent with regional approved growth pattern and local land use plans.	4.1.1.a. Develop prioritization criteria for federally funded projects that assigns higher priority to projects consistent with local land use plans.	COMPASS		
		4.1.1.b. Encourage development in and around areas that already have water delivery or plentiful, clean groundwater supplies.	Cities, counties		
	4.1.2 Implement development near existing transit services.	4.1.2.a. Educate public service agencies about the importance of locating near existing transit services.	COMPASS		
		4.1.2.b. Encourage investment near transit and at activity centers with incentives.	Cities, counties		
	4.1.3 Encourage water efficiency.	4.1.3.a. Promote low-water land uses and water conservation (e.g., small lawns, use of non-potable water, drip irrigation).	Cities, counties		
		4.1.3.b. Support reuse of stormwater and wastewater as appropriate.	Cities, counties		
		4.1.3.c. Encourage use of green infrastructure and other low impact storm water treatment strategies.	Cities, counties, transportation agencies		
	4.2 Promote maintenance and preservation of existing infrastructure.	4.2.1 Invest in regularly scheduled maintenance and rehabilitation of existing community infrastructure.	4.2.1.a. Coordinate between jurisdictions and agencies and synchronize projects.		COMPASS
			4.2.1.b. Develop prioritization criteria that assigns higher priority to projects that demonstrate coordination and synchronization.		COMPASS

Health Goals	Objectives	Tasks	Lead Organization	Performance Measures (see CIM 2040 Performance Measures and Targets http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf)
5.1 Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.	5.1.1 Monitor and evaluate health metrics.	5.1.1.a. Identify priority areas and pollutants.	Health agencies	
		5.1.1.b. Share information with elected officials, local agencies, and community members about the connection between health and neighborhood design.	Health agencies	
		5.1.1.c. Work with local health professionals to gather and promote health and burden data relevant to transportation planning.	COMPASS	
		5.1.1.d. Link use of other modes to improved health and quality-of life-metrics.	COMPASS	
	5.1.2 Evaluate transportation investments on their effect on access to health services and to parks and recreation facilities.	5.1.2.a. Monitor rates and share of bicycling and walking trips; proximity and prevalence of parks and health care facilities to housing areas; proximity of bus routes to parks and health care facilities.	COMPASS, health agencies	
		5.1.2.b. Accommodate access to grocery stores, wineries, u-pick farms, and community gardens.	Cities, transportation agencies	
	5.1.3 Implement land use patterns and build infrastructure that reduce the quantity of run-off and improve the quality of it.	5.1.3.a. Encourage use of advanced/improved stormwater management techniques in land development.	Cities, counties	
		5.1.3.b. Encourage use of advanced/improved stormwater management techniques in transportation projects.	Transportation agencies	
	5.1.4 Develop and facilitate transportation-related air quality management strategies that are voluntary, innovative, and proactive.	5.1.4.a. Research and recommend air quality management strategies to the COMPASS Board.	COMPASS	
		5.1.4.b. Consider the Treasure Valley Air Quality Council's recommendations as related to the transportation system.	COMPASS	
5.1.5 Design transportation projects to avoid adverse impacts on the environment.	5.1.5.a. Program resources to support a healthy environment and to avoid or mitigate environmental impacts.	COMPASS (Environmental Review Group)		

	5.1.5.b. Conduct early environmental analyses of transportation scenarios.	COMPASS (Environmental Review Group)
5.1.6 Consider health in transportation decisions by implementing a formal process for assessing the potential effects of a transportation project on the health of the population.	5.1.6.a. Identify a process, such as Health Impact Assessment and bikeability and walkability audits, and include trained health experts in their planning and implementation. Identify criteria for when these strategies should be used.	Health agencies
	5.1.6.b. Identify mitigation measures with affected neighborhoods.	COMPASS

Economic Development Goals	Objectives	Tasks	Lead Organization	Performance Measures
6.1 Develop a regional transportation system that connects communities, provides access to employment centers, and provides efficient truck, rail, and/or air freight movement throughout the Treasure Valley.		6.1.1.a. Update and implement a freight plan.	ITD	(see CIM 2040 Performance Measures and Targets http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf)
	6.1.2 Coordinate local food into Idaho's freight plan.	6.1.2.a. Build on farm-to-school pilot program.	ITD lead; Treasure Valley Food Coalition*	
	6.1.3 Maintain adequate land for industrial uses near freight routes and transfer centers.	6.1.3.a. Maintain an inventory of industrial land.	COMPASS	
		6.1.3.b. Protect industrial land from rezoning to other uses.	Cities, counties	
6.2 Maintain the vitality of regional centers, downtowns, and main streets through continued public and private investments in new and existing business, housing, and transportation options as appropriate.	6.2.1 Invest in downtowns, town centers, main streets, and other similar areas to increase job-to-housing ratio.	6.2.1.a. Identify downtowns, town centers, corridors, and other areas that would benefit from revitalization.	Cities*	
		6.2.1.b. Coordinate with the Idaho Main Street program.	Cities*	
		6.2.1.c. Identify transportation strategies that enhance revitalization of these areas.	COMPASS	
	6.2.2 Maintain the vitality of downtown Boise in its role as the regional employment center.	6.2.2.a. Continue public and private investments in new and existing businesses, housing, transit, pedestrian and bicycle networks, and attractive streetscapes.	City of Boise	
	6.2.3 Implement flexible transportation options to improve access to employment opportunities throughout the region.	6.2.3.a. Create downtowns, town centers, main streets, and other similar areas that are vibrant, healthy, safe, and walkable.	Cities*	
		6.2.3.b. Expand current alternative transportation options throughout the region.	COMPASS	
		6.2.3.c. Revise the local mobility management network plan to align with CIM 2040.	COMPASS	

	6.2.3.d. Implement Downtown Boise Mobility Study.	City of Boise
	6.2.3.e. Complete downtown Boise origin-destination study to develop appropriate level of service standards for buses, pedestrians, and bicycles.	ACHD, COMPASS
6.2.4 Help community leaders identify and maximize opportunities for farmers markets and local retail agriculture.	6.2.4.a. Research, document, and publicize * the role of agriculture as a local economic development strategy.	
	6.2.4.b. Conduct a feasibility study for year-round farmers markets.	City of Boise, Treasure Valley Food Coalition (or COMPASS via a consultant)*
	6.2.4.c. Provide space and otherwise support farmers markets.	Cities
	6.2.4.d. Conduct rapid market assessment at farmers markets (origin-destination).	ULI did study in 2011
	6.2.4.e. Prioritize connections, especially on pedestrian and bicycle network, to established market locations.	COMPASS

* Potential (additional) lead organizations have been identified and contacted.

Open Space Goal	Objectives	Tasks	Lead Organization	Performance Measures	
7.1 Promote development and transportation projects that protect and provide all of the region's population with access to open space, natural resources, and trails.	7.1.1 Complete greenbelt through the region. Create a connected network of trails, pathways, and greenways.	7.1.1.a. Complete greenbelt through the region.	COMPASS	(see CIM 2040 Performance Measures and Targets http://www.compassidaho.org/documents/prodserve/PerformanceMeasuresBoardofficial.pdf)	
		7.1.1.b. Continue support for Foundation for Ada-Canyon Trail Systems (FACTS).	COMPASS		
		7.1.2 Create local trails, pathways, and greenways.	7.1.2.a. Create local open space and recreation plans.		Cities, counties*
		7.1.3 Compile and maintain a region-wide inventory of open space and easements.	7.1.3.a. Collaborate with Treasure Valley Land Trust, Idaho Foundation for Parks and Lands, and others.		COMPASS facilitates
		7.1.4 Create a regional open space plan for regionally important natural and recreational areas.	7.1.4.a. Implement regional open space plan.		Cities, counties
		7.1.4.b. Implement Ridge-to-Rivers plan.	City of Boise		
		7.1.5 Increase safe and environmentally sensitive public access to the Boise River and its tributaries.	7.1.5.a. Include public access improvements in transportation project maintenance and new project design.		COMPASS, transportation agencies
		7.1.5.b. Help community leaders identify and maximize public access opportunities.	Idaho Rivers United		

* Potential (additional) lead organizations have been identified and contacted.

Farm Land Goals	Objectives	Tasks	Lead Organization	Performance Measures (see
8.1 Protect and enhance transportation routes for the efficient movement of farm equipment and products.				CIM 2040 Performance Measures and Targets http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf)
	8.1.1 Complete the statewide freight plan that addresses efficient movement of products from farm to markets and processing.	8.1.1.a. Identify existing farm-to-market roads and their travel characteristics.	COMPASS	
8.2 Protect agricultural land for food, fiber, and fuel production and support of other agricultural and food-related businesses.				
	8.2.1 Adopt urban agriculture policies in local plans.	8.2.1.a. Encourage urban agriculture with supporting ordinances.	Cities, counties*	
		8.2.1.ab. Utilize underused public land for urban agriculture.	Cities, counties*	
	8.2.2 Increase the share of locally grown food consumed locally.	8.2.2.a. Support local retail agriculture.	Buy Idaho*	
		8.2.2.b. Develop local food purchasing policies.	Treasure Valley Food Coalition	
	8.2.3 Improve local food security.	8.2.3.a. Identify local agriculture markets and processing facilities for local foods.	Coalition for Agriculture's Future	
		8.2.3.b. Conduct a food-related business assessment to identify economic opportunities to use locally produced food.	Treasure Valley Food Coalition*	
	8.2.4 Protect irrigation for rural and urban agriculture uses.	8.2.4.a. Enforce and educate property owners on proper maintenance of water delivery systems.	*	
	8.2.5 Include agriculture in any regional economic development planning.	8.2.5.a. Complete an economic impact study of agriculture and related land uses.	*	
		8.2.5.b. Update and complete a cost-of-services study for agricultural lands.	*	
		8.2.5.c. Identify opportunities for local agriculture and food leaders to become involved in regional economic development planning.	Coalition for Agriculture's Future, Treasure Valley Food Coalition*	

* Potential (additional) lead organizations have been identified and contacted.

JUNE 2014 - STAFF ACTIVITY REPORT

PROGRAM NO.	
601	<p data-bbox="297 201 1409 264">UNIFIED PLANNING WORK PROGRAM DEVELOPMENT AND FEDERAL ASSURANCES</p> <p data-bbox="1105 275 1365 300" style="text-align: right;">MEGAN LARSEN</p> <ul data-bbox="318 310 1528 583" style="list-style-type: none"> • Processed and tracked revenues and expenditures associated with the FY2014 Unified Planning Work Program and Budget (UPWP). • Tracked changes and announcements in the Federal Register and the Daily Digest. • Tracked announcements from funding resources to identify potential grants for COMPASS and member agencies. • Presented FY2015 UPWP to Finance Committee at its June 19, 2014 meeting; Finance Committee recommended Board approval of the FY2015 UPWP.
605	<p data-bbox="297 590 886 621">MULTI-MODAL PLANNING SUPPORT</p> <p data-bbox="1097 627 1425 653" style="text-align: right;">WALT SATTERFIELD</p> <ul data-bbox="318 663 1528 1472" style="list-style-type: none"> • Participated in weekly GoRide coordination meetings with Valley Regional Transit. • Participated in Travel Demand Management meeting with ACHD Commuteride, the Idaho Transportation Department, Boise State University, and Valley Regional Transit on June 4, 2014. • Participated in the Meridian Transit Project Team’s bi-monthly meeting on June 6, 2014 and June 20, 2014. • Participated in Regional Coordination Council subcommittee to recommend future decision making process and establish agenda for September Orientation meeting on June 12, 2014. • Participated in Regional Coordination Council monthly meeting on June 17, 2014. • Participated in Boise Transit Planning team meeting on June 19, 2014. • Participated in the Community Link coordination meeting with Valley Regional Transit, Treasure Valley Transit, the Area Agency on Aging (District 3) and the Idaho Transportation Department on June 23, 2014. • Continue to work on document update to the Transportation Services Coordination Plan. • Provided employment summaries by sector for ACHD Commuteride. • Began preparations for public comment on updates to the Transportation Service Coordination Plan. • Prepared proposal for a pathway integration plan project for consideration by the COMPASS Board on June 16, 2014.
620	<p data-bbox="297 1478 1222 1509">GROWTH AND TRANSPORTATION SYSTEM MONITORING</p> <p data-bbox="1214 1516 1433 1541" style="text-align: right;">CARL MILLER</p> <ul data-bbox="318 1551 1528 1934" style="list-style-type: none"> • Maintained Development Tracking Reconciliation. • Continued tracking 2014 building permits for the Development Monitoring Report. • Continued development of 2014 Performance Monitoring Report. • Continued development of online dashboard for CIM 2040 performance measurement. • Began preparations to convene a focus group of planning and zoning commissioners to provide feedback into a new development review checklist. • Attended monthly Transportation Performance Management (TPM) Meeting hosted by FHWA and ITD to discuss the Safety Notice of Proposed Rulemaking (NPRM) and Planning NPRM.

PROGRAM NO.	
647	<p data-bbox="298 163 1008 197">REGIONAL GROWTH ISSUES AND OPTIONS</p> <p data-bbox="1211 201 1433 231" style="text-align: right;">CARL MILLER</p> <ul data-bbox="321 235 1490 407" style="list-style-type: none"> • Continued development of population and employment forecast data for the <i>Communities in Motion</i> 2045 forecast. • Continued development of housing typologies catalog. • Reviewed housing data and forecasts of peer communities for housing forecast.
653	<p data-bbox="298 411 883 445">COMMUNICATION AND EDUCATION</p> <p data-bbox="1263 449 1430 478" style="text-align: right;">AMY LUFT</p> <ul data-bbox="321 483 1495 905" style="list-style-type: none"> • Prepared the <i>Keeping Up With COMPASS</i> newsletter. • Updated the COMPASS web site. • Tracked and facilitated issues related to COMPASS and transportation in and with news media. Coordinated one news interview. • Continued to research potential speakers for a panel discussion for the September 2014 installment in the COMPASS education series. • Drafted an outline for a new COMPASS integrated communications plan to include a new COMPASS public involvement plan. Met with Scott Frey of the Federal Highway Administration to review outline to ensure it will meet all federal requirements. • Began preparations for 2014 Leadership in Motion awards. • Attended Looking Glass Academy on July 10, 2014.
661	<p data-bbox="298 909 745 942">COMMUNITIES IN MOTION</p> <p data-bbox="1174 947 1433 976" style="text-align: right;">LIISA ITKONEN</p> <ul data-bbox="321 980 1487 1436" style="list-style-type: none"> • Presented CIM 2040 to the CIM 2040 Leadership Team, who recommended Board approval of the plan along with five policy recommendations, as recommended by the CIM 2040 Planning Team. The Leadership Team also recommended wording changes in two of the tasks developed to meet plan goals. • Distributed online surveys to CIM 2040 Planning Team members and CIM 2040 Leadership Team members to solicit feedback on the teams' roles and team member participation in the planning process. • Completed and signed Implementation Grant agreements with City of Kuna and City of Middleton. • Reviewed and contributed comments on the Safety Notice of Proposed Rulemaking for MAP-21. • Processed and provided safety data to Idaho MPOs in GIS file formats.

PROGRAM NO.	
685	<p>REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TONI TISDALE</p> <ul style="list-style-type: none"> • Prepared for and hosted the TMA Balancing meeting on June 5, 2014. • Attended a meeting regarding a Boise Wayfinding project on June 10, 2014. • Met with FHWA, EPA, and IDEQ staff regarding regional transportation conformity analyses on June 17, 2014. • Met with ITD, FHWA, IDEQ, and BMPO regarding regional transportation conformity analyses on June 20, 2014. • Met with ITD, ACHD, and City of Kuna staff regarding a pathway project in the City of Kuna on June 17, 2014. • Attended a meeting with City of Boise staff regarding a pathway project in the City of Boise on June 23, 2014. • Met with Golden Gate Highway District regarding highway project in the highway district's jurisdiction on June 24, 2014. • Met with a consultant on behalf of the City of Nampa regarding several sidewalk projects in the City of Nampa on June 24, 2014. • Worked with ITD, LHTAC, and member agencies to obligate federal design funds before the July 1st deadline. • Continued updating the TIP application process and guidebook. • Continued preparing to update data for the draft FY2015-2019 TIP. • Began preparations for public comment on the FY2015-2019 TIP.
692	<p>REGIONAL ASSET and RESOURCE MAINTENANCE REPORT DON MATSON</p> <ul style="list-style-type: none"> • Continued monitoring of asset management and other maintenance reports.
693	<p>GRANT RESEARCH AND ASSISTANCE DON MATSON</p> <ul style="list-style-type: none"> • Monitored grant sources for new grant opportunities.
701	<p>GENERAL MEMBERSHIP SERVICES CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Hosted the American Planning Association webinar <i>Introducing New Density to the Neighborhood</i> on June 4, 2014. • Hosted the American Planning Association webinar <i>2014 Planning Law Review</i> on June 25, 2014. • Continued revisions to functional classification map in concert with Idaho Transportation Department staff. • Provided staff review and feedback on the non-rider portion of the Title VI survey. • Met with City of Nampa staff to finalize 2065 Population and Employment Forecast.
702	<p>AIR QUALITY OUTREACH AMY LUFT</p> <ul style="list-style-type: none"> • Continued to broadcast public service announcements (PSAs) on local television stations. Three more PSAs were provided to TV stations to begin airing on June 9, for a total of five different messages on-air in June. • Approved three remaining PSAs for broadcast. Two will begin to air in July; the final is winter-specific, so will not air until December. • Provided a status report to the Air Quality Board and Department of Environmental Quality. • Posted the first five PSAs to the COMPASS Facebook page.

PROGRAM NO.	
703	<p>GENERAL PUBLIC SERVICES</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Provided information to the public on demographics, development, funding, and traffic issues. • Responded to a question on participatory democracy from a member of the public. • Responded to a request for information on a future potential connection of Bowmont Road and Kuna-Mora Road.
705	<p>TRANSPORTATION LIAISON SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in the Caldwell Chamber of Commerce Transportation Committee on June 2, 2014. • Attended the Meridian Transportation Commission meeting on June 2, 2014. • Attended the Idaho Transportation Board workshop and meeting on June 18 and 19, 2014. • Attended a WTS luncheon on June 26, 2014; topic was the Idaho Rural Partnership. • Met with Boise City Councilmember Clegg on June 23, 2014, to review various issues and coordinate efforts. • Met with Dave Wallace of ACHD on June 26, 2014 to review various issues and coordinate efforts. • Attended the Boise City "State of the City" address on June 13, 2014. • Attended a Healthy Communities planning meeting on June 25, 2014.
710	<p>COMPLETE STREETS</p> <p style="text-align: right;">CARL MILLER</p> <ul style="list-style-type: none"> • Developed Complete Streets Level of Service presentation for the 2014 TRB Tools of the Trade Conference.
720	<p>STATE STREET TRANSIT CORRIDOR IMPLEMENTATION</p> <p style="text-align: right;">DON MATSON</p> <ul style="list-style-type: none"> • No significant activity.
760	<p>LEGISLATIVE SERVICES</p> <p style="text-align: right;">MATT STOLL</p> <ul style="list-style-type: none"> • Participated in relevant activities in support of Board legislative position statements. • Tracked and reported significant activity in federal and state transportation-related legislative issues. • Continued reviewing Moving Ahead for Progress in the 21st Century Act (MAP-21) and proposed rule-making to determine implications to COMPASS and its membership. • Participated in Idaho Transportation Coalition meetings on June 6th, June 20th and June 27th, 2014.
761	<p>BLUEPRINT FOR GOOD GROWTH</p> <p style="text-align: right;">CHARLES TRAINOR</p> <ul style="list-style-type: none"> • Met with May Bieter regarding next steps for Blueprint for Good Growth on June 3, 2014.

PROGRAM NO.	
801	<p>STAFF DEVELOPMENT</p> <p style="text-align: right;">MEGAN LARSEN</p> <ul style="list-style-type: none"> • Attended a Skillpath training "Excelling as a Manager or Supervisor" on June 6, 2014. • Attended 48th Annual NARC Conference from June 8 to June 11, 2014. • Attended a Federal Highway Administration Webinar, "Planning Emphasis Areas (PEAs) for Federal Fiscal Year 2015" on June 11, 2014. • Attended "Context-Sensitive Design National Dialog 2" on June 12, 2014. • Attended a Federal Highway Administration Webinar, "MAP-21 Planning Notice of Proposed Rulemaking Webinar," on June 13, 2014. • Attended the Urban Land Institute Housing Program on June 17, 2014. • Attended annual HR Managers Meeting on June 17, 2014. • Attended monthly HRATV Membership Program on June 18, 2014.
820	<p>COMMITTEE SUPPORT</p> <p style="text-align: right;">MEGAN LARSEN</p> <ul style="list-style-type: none"> • Received direction from the Board for the Executive Committee to move forward with the development of governance structure modifications as discussed at the June 16, 2014, Board Meeting. • Provided staff support to the COMPASS Board of Directors and standing committees.
836	<p>REGIONAL TRAVEL DEMAND MODEL</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Completed three model runs for the Beacon Light Corridor study for the City of Eagle. • Continued to review and refine model inputs for the regional model update. • Provided one area of influence model run for a proposed development.
842	<p>CONGESTION MANAGEMENT SYSTEM</p> <p style="text-align: right;">MARYANN WALDINGER</p> <ul style="list-style-type: none"> • Held the second Communications Infrastructure Workshop to address stakeholder interest, involvement, inventory of existing communications infrastructure, current needs, future needs, collaboration on projects, and concerns and needs for a maintenance agreement template. • Continued data cleanup in preparation for annual congestion management report.
860	<p>GEOGRAPHIC INFORMATION SYSTEM MAINTENANCE</p> <p style="text-align: right;">ERIC ADOLFSON</p> <ul style="list-style-type: none"> • Maintained regional geographic data layers. • Created map documents for member agencies and the public. • Provided technical support for a variety of COMPASS processes.
862	<p>REGIONAL DATA CENTER IMPLEMENTATION</p> <p style="text-align: right;">ERIC ADOLFSON</p> <ul style="list-style-type: none"> • Continued work on the implementation plan for the Regional Data Center. • Continued discussions in RGAC regarding data standards for the Regional Data Center.
991	<p>SUPPORT SERVICES LABOR</p> <p style="text-align: right;">MEGAN LARSEN</p> <ul style="list-style-type: none"> • Provided general accounting, human resources and administrative support to the agency.

COMPASS BOARD AGENDA ITEM IX-B

Date: July 21, 2014



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Status Report – Current Air Quality Efforts

Background/Summary:

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

June Air Quality Monitoring:

The Idaho Department of Environmental Quality reported four days in the Treasure Valley with air quality levels in the moderate category during the month of June 2014.

- Three moderate days were attributable to ozone (O₃) recorded in Ada County
- One moderate day was attributable to fine particulate (PM_{2.5}) recorded in Canyon County

YEAR TO DATE SUMMARY

The table below summarizes the number of good, moderate, and unhealthy to hazardous days recorded since January 1, 2005.

	Good	Moderate	Unhealthy to Hazardous	Total
2005	298	65	2	365
2006	273	91	1	365
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	153	26	2	181

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.

Request/Recommendation:

Information only.

Implication (policy and/or financial):

None.

More Information:

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

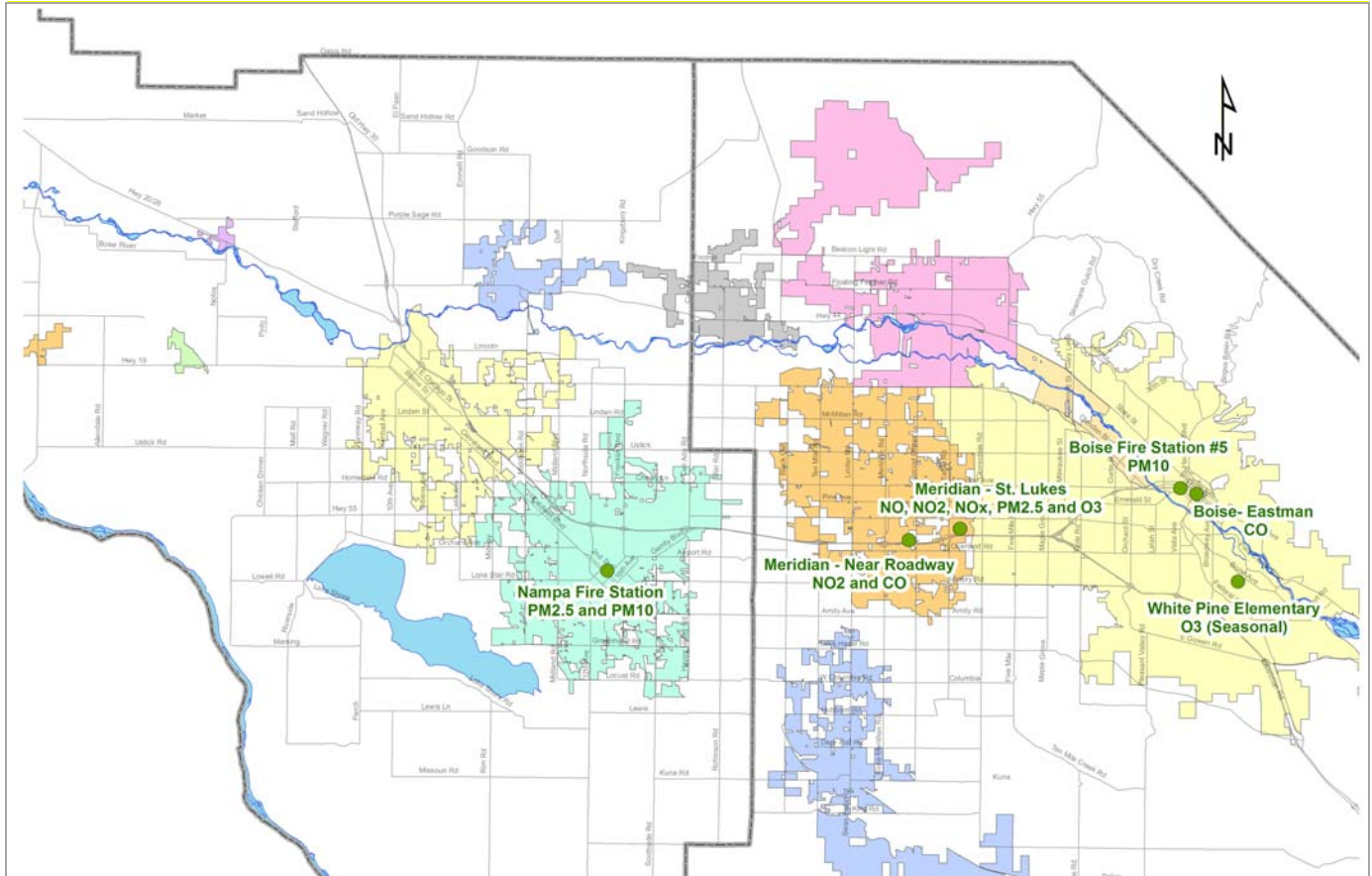


Figure 1: Map of air quality monitoring locations, Ada and Canyon County

Carbon Monoxide (CO)

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

Oxides of nitrogen (NOx)

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

Ozone (O₃)

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

PM_{2.5}

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

PM₁₀

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

COMPASS BOARD AGENDA ITEM IX-C

Date: July 21, 2014



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Topic: Status Report – Current Transportation Project Information

Background/Summary:

The information in Attachment 1 provides a monthly update on transportation trends, issues, and current project status. A running total of transit ridership is provided in Attachment 2.

Request/Recommendation:

For information only.

Implication (policy and/or financial):

There are no policy or financial implications.

More Information:

- 1) Attachment 1 – Status Report – Current Transportation Project Information
- 2) Attachment 2 – Yearly Alternative Transportation Trip Report
- 3) For detailed information contact: Toni Tisdale, Principal Planner, at 475-2238 or ttisdale@compassidaho.org.

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Status Report – Current Transportation Project Information

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

STATUS OF PUBLIC TRANSPORTATION PROJECTS

Boise Air Terminal	May 2014	May 2013*	% Change
Monthly Air Passengers (Inbound and Outbound)	N/A	217,019	N/A
Monthly Air Freight (Inbound and Outbound) (tons)	N/A	3,716	N/A
Public Transportation Monthly Ridership	May 2014	May 2013*	% Change
ACHD VanPool (Active Routes)	99	100	-1.00%
ACHD VanPool (Trips)	20,955	23,031	-9.01%
Valley Regional Transit Boise Urbanized Area Services	103,073	111,770	-7.78%
Valley Regional Transit Nampa Urbanized Area Services	17,317	18,199	-4.85%
Total	141,345	153,000	-7.62%
Other Public Transportation Reporting Average Hourly Ridership	May 2014	May 2013*	% Change
Valley Regional Transit Boise Urbanized Area Services	18.1	18.7	-3.21%
Valley Regional Transit Nampa Urbanized Area Services	21.2	23.3	-9.01%

*There is a possibility that previously reported statistics do not match those in this report due to data finalization.

STATUS OF MAJOR PROJECTS

Information as of early July 2014.

Project	Sponsor	Comments*
21 st Avenue, Chicago Avenue to Cleveland Boulevard, Caldwell (KN 13052)	Caldwell	This project will widen 21 st Avenue from Chicago Avenue to Cleveland Boulevard from a two-lane to five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings. The concept plan is approved, and the project is now in the final design phase. Construction is expected in FY2016.
Ada County SR2S, VRT – FY2014 (13821) AND City of Caldwell SR2S – FY2014 (14340)	VRT/YMCA	These projects will fund a Safe Routes to Schools director and coordinator to work with elementary and middle schools in the Boise, Meridian, and Caldwell School Districts, as well as children who participate in the YMCA Child Development programs. In fall 2013 and winter 2014, the program promoted and participated in "National Walk to School Day." Educated over 5,000 kindergarten through 8 th grade students in bicycle and pedestrian safety, promoted and participated in "Polar Bear Walks" during the winter months, and partnered with Boise Police Department and Boise Bicycle Project in their annual Christmas Kids Bike giveaway, educating over 300 "at risk" students (YMCA considers these students "of promise.")
ADA Ramp Improvements, Nampa (KN 13499)	Nampa	This project will install ADA pedestrian ramps at several locations near the Library Block in downtown Nampa. Construction is scheduled for FY2014.

Project	Sponsor	Comments*
Alternatives Analysis for Downtown Boise Circulator System, Phase 1 (KN 13343)	Boise	This Discretionary FTA 5309 project will conduct the first phases of an alternatives analysis study for a downtown Boise circulator system. Preliminary technical findings are underway. These findings will be used to begin the evaluation process of potential alignments. Work has also begun on developing preliminary financial options. The next round of public outreach is also in the planning stages and scheduled for late summer 2014. Outcomes of these items will be presented to the Steering Committee on September 30, 2014.
Amity Avenue, Nampa (KN 10541)	Nampa	This project is a Congressional earmark to widen Amity Avenue in the City of Nampa. The construction bid is expected to be released in June 2014.
Bergeson Street Crosswalk, SR2S, ACHD (KN 13040)	ACHD	This Safe Routes to School project will install a rectangular rapid flashing beacon on Bergeson Street at the entrance to Liberty Elementary School in Boise. Design is complete, and the project has been bid. Construction is scheduled for summer 2014.
Bogus Basin Road Improvements, ACHD (KN 14361)	ACHD	This Federal Lands Access Program project will make improvements to Bogus Basin Road. The Reimbursement Agreement and Memorandum of Agreement are now final with Western Federal Lands. This project is scheduled for construction in FY2015.
Boise Bike Share Program, Phase I, VRT	VRT	Project will implement a bike share program in downtown Boise by spring 2015. The system will have 14 stations and up to 140 bikes. Much of the work since the selection of the preferred vendor focused on contract language, which now has agreement. An administrative transfer of funds from FTA to FHWA is complete on the federal level, but the state-local agreement is still under development. The minimum amount of time from contract signing to system launch is 150 days. Because of the late obligation, the project launch is delayed until spring 2015. Sponsorship contract language is with VRT attorneys.
Bowmont Road, Lynwood to SH-45, Nampa (KN 12898)	Nampa Highway District	Realign Bowmont Road from Lynwood to SH-45. The Local Highway Technical Assistance Council intends to advance this project from FY2016 to FY2015 in the program update. The plans, specifications, and engineer's estimate packages is submitted, and construction is expected to begin in fall 2014.
Capital Maintenance, ACHD - FY2015 (KN 12363)	ACHD	This project will supplement the local maintenance program. The design consultant is selected. Design started on March 20, 2014, and is approximately 25% complete. Construction is estimated to begin in July 2015.
Capital Maintenance, ACHD - FY2016 (KN 13907)	ACHD	This project will supplement the local maintenance program. The design consultant is selected. The geotechnical work is under contract and the design is in negotiations. Design is expected to start in summer 2014. Construction is estimated to begin in May 2016.
Capital Maintenance, VRT, Boise - FY2014 (13480)	VRT	This is an STP-TMA project for a transit bus or replacement transit facility in FY2014.
Centennial Way Roundabout, Caldwell (KN 13484)	Caldwell	This project will orchestrate an angled intersection of SH-19/Simplot Boulevard, I-84 Business (in two separate legs of a couplet Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) into a potential roundabout. The project is scheduled for design in FY2014 and construction in PD.
City of Nampa, SR2S (KN 13043)	Nampa	This Safe Routes to School project will construct a multi-use trail between East Iowa Avenue and East Sherman Avenue to accommodate students attending Sherman Elementary School. Project is awaiting right-of-way acquisition. Construction is scheduled for FY2015.
City of Nampa SR2S - FY2014 and FY2015 (14339)	Nampa	This will fund a Safe Routes to Schools coordinator to work with elementary and middle schools throughout the City of Nampa. This program implements educational and encouragement activities at schools and community-wide events. These funds will cover two years of funding a part-time position and related materials. Funds are available in FY2014 and FY2015.
Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa (KN 13486)	Nampa	This project will install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. The concept report is complete and approved by ITD. Design is currently underway. Construction is scheduled in Preliminary Development.

Project	Sponsor	Comments*
Deer Flat Regional Bicycle/Pedestrian Plan, Canyon County (KN 13463)	Canyon Highway District/ Nampa Highway District	This Federal Land Access Program project will develop a bicycle/pedestrian plan in the Deer Flat Refuge near Lake Lowell in Canyon County. The consultant was selected. Canyon Highway District expects planning work will begin in April 2014. Western Federal Lands has a Professional Services Agreement in place for this project, and the kick-off meeting was re-scheduled for July 23, 2014.
Dry Creek Trail, Phase 1, Eagle	Eagle	Project provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Eagle Island Pathway system. Design is scheduled in FY2014. The State/Local Agreement was executed on May 6, 2014. The consultant agreement is expected to be complete soon. Construction is scheduled in FY2016, although construction could advance to FY2015 in the TIP update.
Federal Aid Arterials and Collectors – FY2013 (KN 11581)	ACHD	This project will supplement the local overlay program. Design is complete. Road segments include: Burgeson, Federal Way to Apple Street; Maple Grove, Overland to Barnes; Bergeson, Apple to Holcomb; Apple, Bergeson to Boise; Boise, Law to Holcomb; Law, Boise to Parkcenter; Protest, Federal Way to Boise; Overland, Vista to Columbus; Overland, Columbus to Federal Way; Franklin, Orchard to Roosevelt; Cole, Desert to McGlochlin; Cole, McGlochlin to Victory; Locust Grove, Victory to Peacock; Boise, Broadway to Gekeler. Construction is underway and almost complete.
Federal Aid Arterials and Collectors – FY2014 (KN 12050)	ACHD	This project will supplement the local overlay program. Design is nearly complete. Proposed road segments include: Cherry Lane, Ten Mile to Linder; Franklin, Linder to N. Main; Bogus Basin, Hill to Curling; Hill, Gary to N. 36 th ; Hill Seaman Gulch to Gary; State Street, Veterans Memorial Parkway to N. Clover; Fairview, Main to Locust Grove; Castle, Pierce Park to Hill. The plans, specifications, and engineer's estimate package was submitted to ITD District 3. Construction is expected to begin in summer 2014.
Five Mile Road, Franklin Road to Fairview Avenue (KN 11582)	ACHD	This project will widen Five Mile Road between Franklin Road and Fairview Avenue to five lanes with shoulder, sidewalk, and railroad crossing improvements. Construction is underway with an estimated completion date in October 2014.
Franklin Road, Black Cat Road to Ten Mile Road (KN 12368)	ACHD	This project will widen Franklin Road from two lanes to five lanes from Black Cat Road to Ten Mile Road. Work includes curb, gutter, sidewalks, bicycle facilities, bio-infiltration swales, and reconstructing the intersection at Franklin Road and Black Cat Road. Design is estimated to be complete by October 2014 with delivery of final plans, specifications, and engineer's estimate by February 2016.
Garden City West Bridge Pathway Crossing – FY2012 (KN 13512)	Garden City	This multi-jurisdictional project will help fund construction of a 12-foot wide, 180-foot long bicycle-pedestrian bridge across the Boise River between Glenwood Street, Eagle Road, State Street, and Chinden Boulevard, connecting over 30 miles of non-motorized pathways. Final design is approved. The city is waiting on the construction State/Local Agreement. Construction is scheduled for FY2014.
Greenbelt Extension, Orchard Street, Kuna (14342)	ACHD/ Kuna	This project will provide pedestrian and bicycle facilities on the west side of Orchard Street from Avalon 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 six-foot asphalt pathway. The design State/Local Agreement was executed by the ACHD Commission on May 28, 2014. Construction is scheduled in FY2015.
Greenbelt, Garden City to Americana Boulevard (KN 13514)	Boise	This project will construct a 12-foot wide paved pathway to fill a 4,100 linear-foot gap in the Greenbelt system on the south side of the river between Main Street and Americana Boulevard with connection to Ann Morrison Park. The Cultural Report is approved. The city is awaiting approval on the Wetland Delineation and Environmental Evaluation, and reviewing design engineering proposed scope of work by a consultant. Construction is scheduled in FY2015.

Project	Sponsor	Comments*
Homedale Road Intersection Improvements, Caldwell (13488)	Caldwell	This project will provide intersection safety improvements on Homedale Road at the following locations: Montana Road, Lake Road, Florida Avenue, and Midway Road. Construction is scheduled for FY2014.
High Accident Warning Signs, Canyon Highway District (KN 13956)	Canyon Highway District	Install horizontal curve signage in multiple locations throughout Canyon Highway District to increase safety related to lane departures. The Canyon Highway District selected a consultant and executed the Professional Services Agreement. The notice to proceed is anticipated by July 2, 2014. The final plans, specifications, and engineer's estimate are expected in October 2014. Construction is scheduled in FY2015.
I-84, Broadway Avenue to Gowen Road Mainline Widening (KN 13812) AND I-84, Gowen Interchange Reconstruction, Boise (KN 09822)	ITD	This GARVEE project will add a third lane to I-84 between the ramps of Broadway Avenue and Gowen Road Interchanges. The companion project is also a GARVEE project and will replace the existing interchange at Exit 57 in Boise with a new traditional interchange. The contract continued to install crossovers and interstate improvements in the immediate area of the Gowen Interchange. Blasting in select areas began on Gowen Road and will continue through September 2014. In late August 2014, traffic will be shifted to a two-way, two-lane configuration on I-84, which will remain in place until late September 2014. Construction began on March 4, 2014 and is scheduled for completion on October 1, 2015.
I-84, Broadway Avenue Interchange Reconstruction, Boise (KN 09821) AND I-84, Gowen Railroad Bridge Eastbound Lane(KN 12029) AND Westbound Lane (12379), Boise	ITD	This project is a GARVEE project to replace the existing interchange at Exit 54 in Boise with a new Single Point Urban Interchange (SPUI). The companion projects will replace the existing railroad bridges in east Boise near the Broadway Interchange. The contractor completed construction of the eastern third of the new Broadway bridge over I-84. Late in June 2014, crews prepared the eastern third of the new bridge and approaches for shifting traffic. Once traffic is shifted, the contractor will demolish the old Broadway overpass. Construction began February 25, 2014, and is scheduled to be complete by December 1, 2015.
I-84, Garrity Interchange Eastbound On-Ramp, Nampa (KN 13934)	ITD	This project will add a lane to the eastbound on-ramp (right-on from northbound Garrity Boulevard) to the eastbound on-ramp. It may also include adding another lane (left-on from southbound Garrity Boulevard) to the eastbound on-ramp, as well as possible dual left turn lanes onto the westbound on-ramp, dependent on a cost/benefit analysis. The field survey work is complete. An agreement is complete for the Intersection Modification Report changes and recommendations. The phase reports were waived due to recent project reports at Garrity Boulevard. The final plans, specifications, and engineer's estimate are expected in October 2014.
I-84 and I-184, Various Ramp Improvements (KN 13936)	ITD	This is a pavement resurfacing and restoration project on various I-84 and I-184 (the Connector) on- and off-ramps. Design work is in progress. The final plans, specifications, and engineer's estimate are expected in mid-August 2014.
I-84, Meridian Interchange Reconstruction, Meridian (KN 10939) AND I-84, Meridian Interchange to Five Mile Road (KN 13057)	ITD	This GARVEE project will replace the existing interchange at Exit 44 in Meridian with a new Single Point Urban Interchange (SPUI). The project will also add the fourth lane to I-84 in this area. The companion project will reconstruct the pavement on the outside travel lanes and shoulder in both directions on I-84 between the Meridian Interchange and the Flying Wye. The contractor is building the west half of the new bridge, and a temporary eastbound "loop" on-ramp is now complete. Crews continue building embankments for the westbound on- and off-ramps. Construction is expected to be complete by fall October 2015.
I-84, UPRR East Lateral Canal Bridge, Nampa (KN 12866) AND I-84, Northside Boulevard Underpass, Nampa (KN 12867)	ITD	These are bridge rehabilitation and deck replacement projects in Nampa that were companioned under one contract. The contractor constructed the crossovers and began removing existing paint from the westbound Northside bridge deck. Removal of the eastbound Northside bridge began June 23, 2014, followed immediately by placement of new precast deck panels. Construction began June 2, 2014.

Project	Sponsor	Comments*
Intersection Improvements, Canyon Highway District (KN 13489)	Canyon Highway District	Safety improvements at intersections in Canyon Highway District. Intersections include: Lake Avenue and Orchard Avenue, Middleton Road and Linden Road, Homedale Road and 10th Avenue, Midway Avenue and Lonestar Road, Homedale Road and Indiana Avenue. The concept and environmental reports are approved and the project is in final design. The final plans, specifications, and engineer's estimate package was submitted to the Local Highway Technical Assistance Council on May 22, 2014. Construction is expected to begin in summer 2014. The State/Local Agreement for construction is approved by the Canyon Highway District.
Intersection Middleton Road and Flamingo Avenue, Nampa (KN 13502)	Nampa	This project will add a traffic signal at the intersection of Middleton Road and Flamingo Avenue in Nampa. Final design review is underway. Construction is scheduled for FY2015.
Natures Wood Duck Island Trail Restoration, Ada County	Ada County	This project will make permanent repairs to a portion of the Boise River Greenbelt within the Bethine Church River Trail area. Environmental documents are approved. The final plans, specifications, and engineer's estimate documents are anticipated to be submitted in July 2014. Construction is expected in FY2014.
Middleton Road and Ustick Roundabout, Caldwell (KN 13487)	Caldwell	This project will improve a four-way stop at the Middleton Road and Ustick Road intersection by building a roundabout to help traffic flow and reduce congestion. The project is scheduled for design in FY2014 and construction in PD.
Pedestrian Signal, South Midland Boulevard, Nampa (14344)	Nampa	This project will 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. Design is scheduled in FY2014/2015 with construction in FY2015.
Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County (KN 14362)	Canyon Highway District	This Federal Land Access Program project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. The match agreement with FHWA is in place. Construction is scheduled in FY2015. The project is being managed by the Western Federal Lands Division of the Federal Highway Administration.
SH-16, Boise River Bridge and North Stage (KN 12915)	ITD	This is a GARVEE project to construct the piece of the project just south of SH-44, including the Boise River bridge to just south of the Boise River. In June, the contractor installed the median barrier and installed some signage. However, the highway will remain closed until the local road segments are also complete, which is expected in August 2014.
SH-16, Intersection SH-44, US 20/26 and Local Roads (KN 12916)	ITD	This is a GARVEE project to construct the intersection of SH-16 and US 20/26 and SH-16 and SH-44. This project will also construct the local roads needed to provide new access. Crews completed the pavement at the SH-44 and SH-16 intersection. Final striping and signs were also installed near the intersection. Currently the southern half of US 20/26 is under construction near the new connection with SH-16. The entire SH-16 project is expected to be complete in August 2014.
SH-19, Corridor Plan	ITD	This is a Corridor Management Plan covering 16.1 miles of SH-19 in Canyon and Owyhee Counties. The Environmental Scan was delivered in April 2013. The draft Corridor Management Plan is expected to be delivered in summer 2015.
SH-19, Simplot to Blaine Street, Caldwell (KN 13937)	ITD	This project will mill the existing surface and place an asphalt overlay from Simplot to Blaine Street (approximately 2.5 miles). Design work is underway. ITD expects to deliver the project in late summer or fall 2014.
SH-21, (Luck Peak) High Bridge to Robie Creek (KN 12354)	ITD	This is a 4.7-mile pavement rehabilitation project (partly in Ada County, but mostly in Boise County). Construction is expected to begin July 7, 2014 and extend into early fall 2014.

Project	Sponsor	Comments*
SH-44 Corridor Preservation (KN 07827)	ITD	This project is a feasibility, access management, construction phasing, and National Environmental Policy Act (NEPA) study only. The current preferred alternative is the existing SH-44 alignment, with the exception of the Middleton area, which is bypassed based on the city's approved comprehensive plan. The project was reduced in scope from an Environmental Impact Statement to an Environmental Assessment. ITD received additional comments from the State Historic Preservation Office regarding the Cultural Report, and is working to address those comments. The traffic report is updated with revised traffic counts. Based on the revised traffic report, staff is in the process of updating the EA to reflect the new changes. The Finding of No Significant Impact is anticipated in late 2014.
SH-45 Corridor Plan	ITD	The Idaho 45 corridor plan will develop a ten-year plan to identify current and future highway needs on SH-45 on an 18-mile section of SH-45 beginning at SH-78 in Owyhee County and extending to the City of Nampa and the I-84 Business Loop. The Environmental Scan was delivered in April 2013. ITD staff is currently reviewing right-of-way records. The draft Corridor Management Plan is expected to be delivered in the summer 2015.
SH-45, Deer Flat to I-84B, Nampa (KN 13030)	ITD	This is a 5.5-mile pavement rehabilitation project through the City of Nampa. Traffic control plans are being developed, and the project is obtaining environmental clearance. The plans, specifications, and engineer's estimate was delivered, and the project is scheduled for construction in FY2015.
SH-55 (Eagle Road) and McMillan Road Intersection (KN 13058)	ACHD/ITD	This is a joint intersection improvement project between ACHD and ITD at Eagle Road and McMillan Road. The project will be sponsored, administered, designed, and bid by ACHD. ITD's participation is review and funding. Right-of-way acquisition is underway. The plans, specifications, and engineer's estimate package is expected in September 2014. Construction is anticipated to begin in FY2015.
SH-55 (Eagle Road), I-84 to Franklin Road Southbound, Meridian (KN 13473)	ITD	This project will widen SH-55 (Eagle Road) to add a third southbound lane from Franklin Road to I-84 and a dedicated right-turn lane to westbound I-84 on-ramp. Improvements include drainage facilities and a continuous sidewalk from I-84 to Franklin Road. The contract was awarded on June 11, 2014. Construction will begin the second week of July 2014 and will be complete by mid-September 2014.
SH-55, Intersection of Karcher Road and Indiana Avenue (KN 13475)	ITD	This is an intersection improvement project near the City of Nampa to rebuild the roadway. The project includes minor widening and adds traffic signals. The draft phase reports are complete and awaiting approval at ITD. A consultant is conducting noise analysis and cultural clearances. The final plans, specifications, and engineer's estimate are expected in fall 2015.
SH-55, Intersection of Karcher Road and Lake Road (KN 12383)	ITD	This is an intersection improvement project near the City of Nampa to rebuild and widen the roadway and add traffic signals. Additional right-of-way acquisition is required. The concept report is approved, and intermediate design has begun. A consultant will conduct the noise analysis. The final plans, specifications, and engineer's estimate are expected in fall 2015.
SH-55, Intersection of Karcher Road and Middleton Road, Nampa (KN 12046)	ITD/ Nampa	This project will reconstruct the existing Karcher Road and Middleton Road intersection from just west of the Elijah Drain culvert to the vicinity of Sundance Street, including additional lanes, new traffic signals, improved drainage and on-street lighting. Right-of-way acquisition is complete. The final plans, specifications, and engineer's estimate were submitted to ITD District 3 and is under review.
SH-55, Intersection of Karcher and Midway Road (KN 13025)	ITD	This is an intersection improvement near the City of Nampa to rebuild and widen the roadway and add traffic signals. Additional right-of-way acquisition is required. The concept report is drafted, but awaiting internal deliverables for approval. Intermediate design has begun. A consultant will conduct the noise analysis. The final plans, specifications, and engineer's estimate are expected in fall 2015.

Project	Sponsor	Comments*
SH-55, Intersection of Karcher Road and Nampa-Caldwell Boulevard (KN 13033)	ITD	This is an intersection improvement project to time signals, add signage, and reconfigure striping and lanes to minimize crashes at this location. A consultant will complete the design work, and ITD is working on the environmental process. The final plans, specifications, and engineer's estimate are expected by October 2014.
SH-55, I-84 (Eagle Interchange) to Banks-Lowman Road Access Management Plan (Central Segment)	ITD	This is a Corridor Management Plan covering 33.7 miles of SH-55 in Ada and Boise Counties. The Traffic Impact Study of the proposed Northwest Foothills development was updated. The Environmental Scan is in final review. The Corridor Management Plan was released for public comment on April 30, 2014. Comments are currently under review. The first deliverable of the University of Idaho study of the "SH-55/Banks-Lowman Highway" intersection is due June 30, 2014, and will be reviewed for inclusion in the corridor plan. The plan is expected to be complete in summer 2014.
SH-69 Corridor Plan	ITD	The SH-69 corridor plan will develop a 10-year plan to identify current and future highway needs on SH-69 beginning at the City of Kuna and extending to the City of Meridian, and the interchange with I-84. The Environmental Scan was completed on May 9, 2014. Completion of the plan is expected in summer 2015.
Sidewalk, North Middleton Road, Middleton (KN 14343)	Middleton	This project will install sidewalks along North Middleton Road on the west side; from Triumph Drive south 225-feet to connect to sidewalks existing along Mountain View Subdivision across the street from Mill Creek Elementary School. The city signed an amended contract with ITD and is waiting for ITD authorization to proceed. Construction is scheduled in FY2015.
Signal Timing Improvements, ACHD (KN 13491)	ACHD	This project will make signal timing improvements for traffic safety at: Federal Way from Protest Road to Gowen Road; Franklin Road, Maple Grove Road to Eagle Road; Overland Road, Cloverdale Road to Overland Park; Overland Road, Meridian Road to Eagle Road. Design is underway with implementation expected by October 2014. The final delivery report is due in December 2014. This is an FY2014 project.
Signal Timing Plan Update, ACHD (KN 13955)	ACHD	Update signal timing on six corridor sections to improve mobility and increase safety. Signal timing improvements will occur on sections of Park Center Boulevard, Orchard Road, Curtis Road, Federal Way, State Street, and Ustick Road. The project is a design-only project, and is scheduled for FY2015.
South Cemetery Road, SH-44 to Willow Creek, Middleton	Middleton	Project funds environmental study and preliminary and final designs for a new 0.284-mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in Middleton. Preliminary Design is underway. Construction is expected in FY2018.
State Street and Collister Drive Intersection, ACHD (KN 13481)	ACHD	This project will make geometric and operational improvements to the intersection at State Street and Collister Drive. The consultant is selected. Design is approximately 6% complete with expectations to complete design by January 2016. The final plans, specifications, and engineer's estimate is expected by June 2017. Construction is scheduled for FY2017.
Storm Water Design Guide, ACHD (KN 13819)	ACHD	ACHD hired Brown and Caldwell, and selected an Advisory Workgroup to develop a Green Stormwater Infrastructure (GSI) guidebook. The GSI guidebook will provide direction on alternative stormwater treatments for Ada County. Treatments in the guidebook will be considered and used on ACHD's road and pedestrian projects in the future. The final draft of the guidebook was delivered on June 25, 2014.
Swan Falls Road Shoulder Widening, Kuna - FY2012 (KN 13518)	ACHD	This project will construct 3 miles of 5-foot shoulders along Swan Falls Road from Poen Road to Initial Point to provide safe walking, bicycling and vehicle pull-offs with funds through the National Scenic Byways Program. The final plans, specifications, and engineer's estimate is expected in June 2014. Construction is scheduled to begin in spring 2015.
Three Cities Intelligent Transportation System (KN 08821)	ACHD	ACHD in cooperation with FHWA, is designing operational improvements, such as closed circuit television cameras, speed detectors, and adaptive signal technology to SH-55 (Eagle Road), SH-44 (State Street), Glenwood Street, and US 20/26 (Chinden Boulevard). The project was bid. Construction is expected to begin by mid-June 2014.

Project	Sponsor	Comments*
Transit – Associated Capital Improvements, Nampa – FY2013 (KN 12760)	Nampa	This project includes bicycle and pedestrian improvements at three locations near transit routes in Nampa. Design is underway, and construction is scheduled for FY2014 through FY2015.
Transit – Bicycle and Pedestrian Infrastructure, Nampa – FY2014 (KN 13711)	Nampa	This project will provide bicycle and pedestrian infrastructure to enlarge access and connectivity by connecting multiple neighborhoods in southeast and north Nampa to the downtown area and to one of the three transit transfer stations in Nampa. Design is underway, and construction is scheduled for FY2015.
US 20/26 Corridor Preservation (KN 07826)	ITD	This project is a feasibility, access management, construction phasing, and National Environmental Policy Act (NEPA) study only. The Access Management Plan was adopted by the COMPASS Board in December 2008. ITD will meet with the Federal Highway Administration and the City of Caldwell to discuss revisions to the corridor plan. The revisions include removing the frontage road/slip ramps, shifting the alignment to avoid environmental sensitive areas, and intersection improvements. A finding of no significant impact is anticipated in late 2014.
US 20/26 Broadway Bridge, Boise (KN 11588)	ITD	A new bridge will be constructed to replace the existing structure on US 20/26 over the Boise River in downtown Boise, including reconstruction/widening of Broadway Avenue between Myrtle Street and University Avenue and rehabilitation of the existing pavement between Front Street and Myrtle Street. Environmental efforts are underway. The traffic analysis, including impacts during construction, is complete. The roadway, greenbelt, and drainage plans are being developed. The project is scheduled to deliver the plans, specifications, and engineering estimates by October 1, 2015, with construction beginning in late 2015, and continuing through late 2016.
US 20/26, Oregon State Line to I-84, Corridor Study	ITD	This is a Corridor Management Plan covering 22.1 miles of US 20/26 in Canyon County. The Environmental Scan was completed in January 2013. Intersection turn movement data was collected in May 2014. The draft Corridor Management Plan is expected to be delivered for internal review by the end of fall 2014.
US-95 Access Management Plan (South Segment)	ITD	This is a Corridor Management Plan covering 50.8 miles of US-95 in Owyhee and Canyon Counties (south). The Environmental Scan was completed on June 9, 2014. The draft Corridor Management Plan is expected to be ready for internal review by the end of winter 2014.
US-95, Junction US 20/26 Union Pacific Railroad Overpass (KN 12886)	ITD	This is a bridge replacement project. Roadway and bridge design is underway. Railroad coordination is progressing. This project was delayed until FY2016 to accommodate projects of more critical need.
Ustick Road, Locust Grove to Leslie Way, Meridian (KN RD205-05)	ACHD	This project will widen the roadway from two lanes to five lanes with curb, gutter, sidewalks and bike lanes, per the 2009 CIP update and North Meridian Plan. The Locust Grove intersection must be constructed before or concurrently with this project. Construction is underway with scheduled completion in July 2014.

*Project updates were not received from Valley Regional Transit, and only a partial update was received from the City of Boise.

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CY2014	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - May	To Date % Change 13-14
ACHD Vanpool (Trips)	24,139	21,360	22,305	23,405	20,955								112,164	-5.15%
VRT Boise Urbanized	112,101	109,219	110,125	118,204	103,073								552,722	-2.47%
VRT Nampa Urbanized	17,685	17,528	17,272	19,708	17,317								89,510	-7.12%

CY2013	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - May	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	118,258	0.74%
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	566,703	1.81%
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	96,372	10.61%

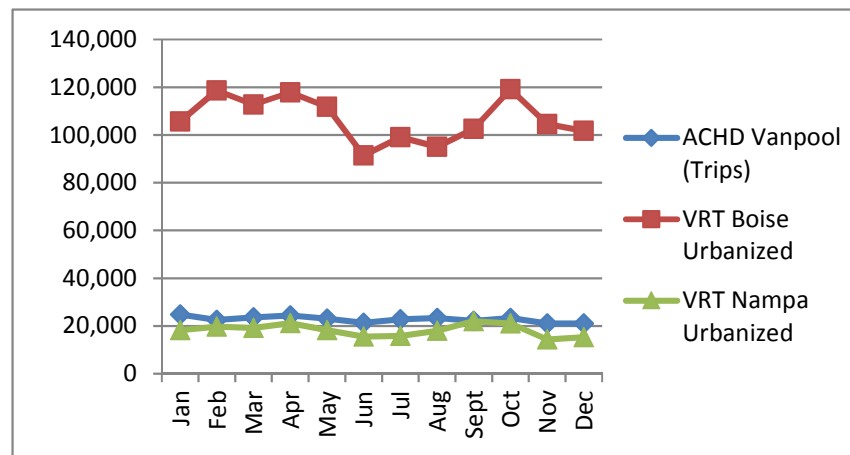
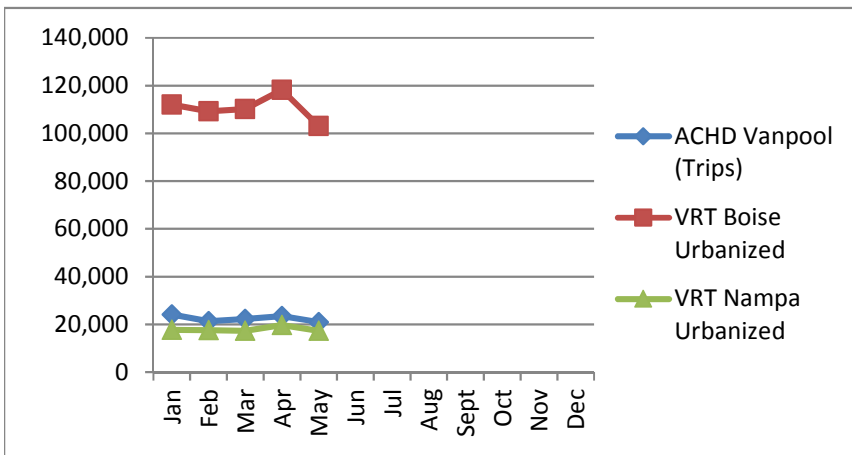
CY2012	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - May	To Date % Change 11-12
ACHD Vanpool (Trips)	23,327	22,989	23,821	23,245	24,007	22,096	22,500	24,676	21,216	24,475	22,207	20,247	117,389	11.25%
VRT Boise Urbanized	96,100	119,064	106,068	118,989	116,421	92,998	94,139	102,614	105,805	111,715	110,719	102,009	556,642	3.03%
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	87,129	3.76%

CY2011	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - May	To Date % Change 10-11
ACHD Vanpool (Trips)	20,243	22,046	22,121	20,936	20,169	21,510	19,336	23,097	20,347	19,749	22,240	20,832	105,515	5.75%
VRT Boise Urbanized	101,936	101,144	117,704	108,108	111,366	106,275	93,834	115,761	114,726	114,484	110,885	103,464	540,258	-0.68%
VRT Nampa Urbanized	15,364	16,508	18,362	17,393	16,347	13,325	15,186	19,370	20,998	20,215	18,235	15,202	83,974	-5.20%

CY2010	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total - May	To Date % Change 09-10
ACHD Vanpool (Trips)	20,065	18,942	22,466	20,626	17,675	20,417	18,630	19,046	18,790	18,596	18,036	19,160	99,774	-0.78%
VRT Boise Urbanized	103,704	106,299	120,174	114,145	99,610	97,152	91,474	95,262	98,048	103,166	93,466	94,292	543,932	1.91%
VRT Nampa Urbanized	15,466	17,515	18,362	21,100	16,136	17,265	16,151	18,143	20,607	23,260	15,866	13,973	88,579	5.37%

2014

2013



DEMOGRAPHIC ADVISORY COMMITTEE

ITEM IX-D

Attendance List of Members

Member Agency/Name	Jan '14 No Mtg	Feb '14	Mar '14 No Mtg	Apr '14	May '14 No Mtg	June '14 No Mtg	July '14	Aug '14	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
ACCHD/K. Knapp													
AChD/ C. Little		1		1									
Ada County/B.Danielson		1		1									
BSU/M. Fragkias													
CCDC/Vacant													
Canyon Co. Dev. Services /J. Almeida/D. Root/P. Nilsson		1		1									
City of Boise/ J. Tomlinson/B. Eggleston		1		1									
City of Caldwell/B. Billingsley		1											
City of Eagle/ N. Baird Spencer		1		1									
City of Garden City/J. Thornborrow													
City of Kuna/W. Howell		1		1									
City of Meridian/ B. McClure		1		1									
City of Middleton/ D. Taylor													
City of Nampa/ N. Holm		1											
City of Star/ N. Mitchell													
IDEQ/ D. Luft				1									
ITD / M. Wasdahl		1		1									
Public Participation Committee/J. Ross		1		1									
Valley Regional Transit/ R. Jalbert													
Ex officio Members													
Chamber of Commerce - Ada County/M.Tate		1		1									
Chamber of Commerce- Canyon Co./T. Kasper													
COMPASS/C. Miller		1		1									
Development Community - Ada County/C.Findlay													
Major Utilities / B. Snow/B. Defenbach													
Development Community - Canyon County/ G. Manship				1									

REGIONAL TECHNICAL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '14	Feb '14	Mar '14	Apr '14 No Mtg	May '14	June '14 No Mtg	July '14	Aug '14	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
General Members													
ACHD/S. Anderson/T.Ferch	1	1	1		1								4
Ada County /R. Beck/M. Leatherman	1	1	1		1								4
BSU/N. Nimmmons	1	1			1								3
Canyon County / J. Almeida, D. Root, P. Nilsson		1	1		1								3
Canyon Highway District #4/C. Hopper	1	1			1								3
City of Boise/ D. Fluke/ K. Lacey/K. Gallagher	1	1	1		1								4
City of Caldwell/R. MacDonald		1			1								2
City of Eagle/N. Baird Spencer		1			1								2
City of Garden City/J. Thornborrow			1										1
City of Kuna/W. Howell	1	1	1		1								4
City of Meridian/J. Lucas	1	1	1		1								4
City of Middleton/D. Taylor													0
City of Nampa/C. Bowman		1	1		1								3
City of Parma/B. Flowers													0
City of Star/N. Mitchell													0
IDEQ/M. Toole			1										1
ITD/vacant as of 3/24/14													0
Nampa Highway District #1/E. Shannon	1	1	1		1								8
Public Participation Committee/D. Smith		1	1										2
Valley Regional Transit/Margaret Havey	1	1	1		1								4
Ex officio Members													
Central District Health/R. Howarth	1				1								2
COMPASS/D. Matson	1	1	1										3
Governor's Office/D. Hensley													0

TRANSPORTATION MODEL ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '14	Feb '14 No Mtg	Mar '14	April '14 No Mtg	May '14 No Mtg	June '14 No Mtg	July '14	Aug '14	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
Nampa Highway District #1/E. Shannon													
ACHD/ <i>S. Martin , A. Pillai</i>	1		1										2
Ada County Development Services/ <i>M. Basham</i>													0
Canyon County/ <i>J. Almeida, P. Nilsson</i>	1												1
Canyon Highway District/ <i>No. 4/T. Richard</i>			1										1
City of Boise/ <i>K. Gallagher or A. Tuning</i>	1		1										2
City of Meridian/ <i>A. Petersen</i>	1												1
City of Nampa/ <i>/C. Bowman/J. Barnes</i>	1		1										2
IDEQ/ <i>D. Luft</i>	1												1
ITD/ <i>K. Sablan & D. Szplett</i>	1		1										2
Nampa Highway District #1/ <i>E. Shannon</i>													
Public Participation Committee/ <i>J. Madsen</i>			1										1
Valley Regional Transit/ <i>R. Jalbert</i>													0
Appointed Transportation/Land Use/Air Quality Professionals													
<i>Vern Brewer</i> , Holladay Engineering - VACANT	1												1
<i>Stephen Lewis</i> , Keller Associates	1												1
<i>Jim Pline</i> , Pline Engineering	1		1										2
<i>Jay Witt</i> , URS Washington Division	1		1										2
Ex officio Members													
COMPASS/ <i>M. Waldinger</i>	1												1

REGIONAL GEOGRAPHIC ADVISORY COMMITTEE

Attendance List of Members

<u>Member Agency/Name</u>	Jan '14 No Mtg	Feb '14	Mar '14	Apr '14 No Mtg	May '14	Jun '14 No Mtg	July '14	Aug '14	Sept '14	Oct '14	Nov '14	Dec '14	TOTAL
Nampa Highway Distr. #1/Eric Shannon													
Ada County Assessors/A .Kawalec		1	1		1								3
Ada County Development Services/M. Basham		1	1										
Ada County Highway District/C. Spencer		1			1								2
Ada County Sheriff Office/T. Tyson		1	1		1								
Canyon County Development Services/S. Higuera		1											1
Canyon Highway District No. 4/K. Knapp													
Canyon County Sheriff Office/F. Smith		1	1		1								0
City of Boise/J. Hetherington		1	1		1								3
City of Caldwell/D. Marston		1											1
City of Eagle/R. Dodge		1			1								2
City of Garden City/E.Akin													0
City of Kuna/M. Borzick			1		1								2
City of Meridian/R. Jack		1			1								2
City of Nampa/C. Tarter		1	1		1								3
ITD/B. Lacabanne			1		1								2
Nampa Highway Distr. #1/Eric Shannon													0
Public Participation Committee/M. Gaddi/K. Watkins													0
Ex officio Members													
COMPASS/E. Adolfsen		1	1		1								3



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Memorandum

To: Matt Stoll, Executive Director

From: Toni Tisdale, Principal Planner

Date: June 4, 2014

Re: **Request for Approval of Administrative Modification #9 for the FY2014-2018 Regional Transportation Improvement Program**

ACTION REQUESTED:

Approval of Administrative Modification #9 for the FY2014-2018 Regional Transportation Improvement Program (TIP).

BACKGROUND:

Modifications are needed to projects managed by ITD or the Local Highway Technical Assistance Council based on changes made since March 4, 2014. These changes are based on COMPASS staff review of ITD's Project Tracking program.

STATUS:

Per COMPASS staff review, June 3, 2014:

- **I-84, Ten Mile Interchange (09815)** – Decrease right-of-way by \$210,000 to match final project costs.
- **I-84, Orchard Interchange (09817)** – Increase construction by \$100,000 to match final project costs.
- **I-84, Vista Interchange (09818)** – Changes span multiple funding sources for a total decrease of \$77,000 to match final project costs.
- **I-84, Cole Road to Orchard Road Widening (09819)** – Changes span multiple funding sources for a total decrease of \$2,000 to match final project costs.
- **I-84, Orchard Street to Vista Avenue Widening (09820)** – Changes span multiple funding sources for a total decrease of \$3,000 to match final project costs.
- **I-84, Broadway Avenue Interchange, Boise (09821)** – Changes span multiple funding sources for a total decrease of \$5,335,000 to match final project costs.
- **I-84, Gowen Road Interchange, Boise (09822)** – Changes span multiple funding sources for a total increase of \$2,932,000 to match final project costs.

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- **I-84, Vista Avenue to Broadway Avenue Widening (09823)** – Changes span multiple funding sources for a total decrease of \$7,000 to match final project costs.
- **SH-16, I-84 to Emmett Study (09963)** – Changes span multiple funding sources for a total decrease of \$53,000 to match final project costs.
- **I-84, Garrity Interchange (10915)** – Increase construction by \$30,000 to match final project cost.
- **I-84, Garrity Interchange to 11th Avenue (10916)** – Changes span multiple funding sources for a total decrease of \$329,000 to match final project costs.
- **I-84, Meridian Road Interchange, Meridian (10939)** – Changes span multiple funding sources for a total decrease of \$4,916,000 to match project estimate.
- **SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing (11236)** – Changes span multiple funding sources for a total decrease of \$4,978,000 to match final project costs.
- **I-84, Garrity Road Interchange to Ten Mile Road, Reconstruction (11489)** – Changes span multiple funding sources for a total decrease of \$52,000 to match final project costs.
- **I-84, Garrity Interchange to Meridian Interchange, Storm Water Ponds (11902)** – Changes span multiple funding sources for a total decrease of \$269,000 to match final project costs.
- **I-84, 11th Avenue to Garrity Boulevard (11974)** – Decrease construction engineering by \$32,000 and increase construction by \$2,000 to match final project costs. Total project decrease of \$30,000.
- **SH-55, Intersection Karcher Road and Middleton Road, Nampa (12046)** – Shift \$2,000 from construction engineering to preliminary engineering consultant. No change in project total.
- **Metropolitan Planning – FY2014 (12380)** – Decrease preliminary engineering consultant by \$12,000 based on actual apportionments minus penalties.
- **Junction US 20/26 UPRR Overpass, Canyon County (12886)** – Delay project from FY2014 to FY2016 at direction of IT Board in April 2014. Decrease overall cost by \$1,094,000.
- **SH-16, Boise River Bridge North Stage (12915)** – Changes span multiple funding sources for a total increase of \$29,000 to match project estimate.
- **SH-16, SH-44 Intersection and Local Stage (12916)** – Increase construction engineering by \$140,000 to match project estimate.
- **SH-16, Phyllis Canal and South Phase (12917)** – Increase utilities by \$155,000 to match project estimate.
- **Intersection SH-55 and Midway Road, Nampa (13025)** – Increase preliminary engineering consultant by \$100,000 to match project estimate. Funds from KN 03214.

- **Bergeson Street Crosswalk, SR2S, ACHD (13040)** – Decrease construction by \$5,000 to correct input error.
- **10th Avenue Bridge, Caldwell (13055)** – Increase preliminary engineering consultant by \$3,000 to cover contract. Funds from KN 11991.
- **I-84, Meridian Interchange to Five Mile Road (13057)** – Decrease preliminary engineering by \$70,000 and increase preliminary engineering consultant by \$10,000, construction engineering by \$99,000 and construction by \$1,498,000. Total project increase of \$1,537,000. Funds from KN 08669, 11045, 12025, 12353, 13029, 13030, and 13462.
- **SH-55 (Eagle Road) Meridian Town Center (13349)** – Add \$80,000 in construction engineering in State funds to cover reviews and inspections. Funds from KN 13059.
- **SH-55 (Eagle Road), I-84 to Franklin Road (13473)** – Increase construction engineering by \$12,000 and decrease construction by \$208,000 to match project estimate. Total project decrease of \$196,000. Move funds to KN 13033.
- **SH-55, Intersection of SH-55 (Eagle Road) and SH-44, Ada County (13476)** – Increase preliminary engineering consultant by \$156,000 to match project estimate. Funds from KN 12378.
- **I-84, Broadway Interchange to Gowen Interchange, Traffic Control (13846)** – Changes span multiple funding sources for a total decrease of \$253,000 to match project estimate.
- **I-84, Garrity Road Eastbound On-Ramp, Nampa (13934)** – Increase preliminary engineering consultant by \$135,000 to match project estimate. Funds from KN 13030.
- **Bogus Basin Road Improvements, ACHD (14361)** – Increase construction by \$20,000 to reflect final amounts awarded.
- **Deer Flat Regional Bicycle/Pedestrian Plan, Canyon County (14363)** – Increase construction by \$26,000 to reflect final amounts awarded.

Details of the changes are provided in Attachment 1.

Approval:

All changes for Administrative Modification #9, as provided in this memorandum and detailed on Attachment 1, are approved as of June 4, 2014.



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

Attachment (1)
pc: 685.03

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Administrative Modification #9
 FY2014-2018 Regional Transportation Improvement Program
 Per Staff Review, June 3, 2014

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
09815	I-84, Ten Mile Interchange	PE							0
		PC							0
	Funding Source: Expansion Construct new I-84 interchange at Ten Mile Road. Widen Ten Mile Road from Overland Road to Franklin Road. Decrease RW by \$210,000 to match final project costs.	RW	0						0
			-210						-210
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
	-210						-210		
09817	I-84, Orchard Interchange	PE							0
		PC							0
	Funding Source: Non-Participating Reconstruct interchange to accommodate future widening of I-84. Increase CN by \$100,000 to match final project costs.	RW							0
		UT							0
		CE							0
		CN	0						0
			100						100
		Sum	0	0	0	0	0	0	0
	100						100		
09818	I-84, Vista Interchange	PE							0
		PC							0
	Funding Source: Non-Participating Reconstruct interchange to accommodate future widening of I-84. Decrease CN by \$6,000 to match final project costs.	RW							0
		UT							0
		CE							0
		CN	0						0
			-6						-6
		Sum	0	0	0	0	0	0	0
	-6						-6		
09818	I-84, Vista Interchange	PE							0
		PC							0
	Funding Source: Non-Participating (L) Same as above. Decrease CN by \$69,000 to match final project costs.	RW							0
		UT							0
		CE							0
		CN	0						0
			-69						-69
		Sum	0	0	0	0	0	0	0
	-69						-69		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
09818	I-84, Vista Interchange	PE	0						0
		PC	-2						-2
	Funding Source: GARVEE 2006/2007 Same as above. Decrease PE by \$2,000 to match final project costs.	RW							0
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
			-2						-2
09819	I-84, Cole Road to Orchard Road Widening	PE							0
		PC							0
	Funding Source: Expansion Resurface 1-mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. Increase CE by \$7,000 and CN by \$118,000 to match final project costs.	RW							0
		UT							0
		CE	0						0
			7						7
		CN	0						0
		118						118	
Sum	0	0	0	0	0	0	0		
		0						125	
09819	I-84, Cole Road to Orchard Road Widening	PE							0
		PC							0
	Funding Source: GARVEE 2006/2007 Same as above. Decrease CE by \$4,000 to match final project costs.	RW							0
		UT							0
		CE	0						0
			-4						-4
		CN							0
	Sum	0	0	0	0	0	0	0	
		-4						-4	
09819	I-84, Cole Road to Orchard Road Widening	PE							0
		PC							0
	Funding Source: GARVEE 2009 Same as above. Decrease CE by \$5,000 and CN by \$118,000 to match final project costs.	RW							0
		UT							0
		CE	0						0
			-5						-5
		CN	0						0
		-118						-118	
Sum	0	0	0	0	0	0	0		
		-123						-123	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
09820	I-84, Orchard Street to Vista Avenue Widening	PE							0
		PC							0
	Funding Source: Expansion Resurface 1.5 miles of existing lanes of I-84 with "crack and seat" overlay. Add third lane in each direction. Increase CE by \$9,000 and CN by \$227,000 to match final project costs.	RW							0
		UT							0
		CE	0						0
			9						9
		CN	0						0
			227						227
Sum	0	0	0	0	0	0	0		
	236						236		
09820	I-84, Orchard Street to Vista Avenue Widening	PE							0
		PC	0						0
	Funding Source: GARVEE 2008 Same as above. Decrease PC by \$3,000 to match final project costs.	RW							0
		UT							0
		CE							0
			-3						-3
		CN							0
		Sum	0	0	0	0	0	0	0
	-3						-3		
09820	I-84, Orchard Street to Vista Avenue Widening	PE							0
		PC							0
	Funding Source: GARVEE 2009 Same as above. Decrease CE by \$9,000 and CN by \$227,000 to match final project costs.	RW							0
		UT							0
		CE	0						0
			-9						-9
		CN	0						0
			-227						-227
Sum	0	0	0	0	0	0	0		
	-236						-236		
09821	I-84, Broadway Avenue Interchange, Boise	PE							0
		PC							0
	Funding Source: Bridge Redesign and rebuild interchange. Includes widening the railroad bridge. No change to this funding source.	RW							0
		UT							0
		CE							0
			2326						2326
		CN	2326						2326
		Sum	2326	0	0	0	0	0	2326

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
09821	I-84, Broadway Avenue Interchange, Boise	PE							0
		PC	-580						-580
	Funding Source: Expansion Same as above. Decrease PC by \$3,718,000 and increase CE by \$4,178,000 and CN by \$856,000 to match final project costs.	RW							0
		UT							0
		CE	4178						4178
		CN	856						856
		Sum	-580	0	0	0	0	0	-580
			736						736
09821	I-84, Broadway Avenue Interchange, Boise	PE							0
		PC	2730						2730
	Funding Source: GARVEE 2012 Same as above. Increase PC by \$2,730,000 and decrease CE by \$3,530,000 and CN by \$5,851,000 to match final project costs.	RW							0
		UT							0
		CE	3530						3530
		CN	31690						31690
		Sum	35220	0	0	0	0	0	35220
			28569						28569
09822	I-84, Gowen Road Interchange, Boise	PE							0
		PC	-400						-400
	Funding Source: Expansion Redesign and rebuild interchange. Project includes widening I-84 from Broadway Interchange to the Gowen Interchange. Decrease PC by \$5,428,000 and CN by \$98,000 and increase CE by \$4,127,000 to match final project costs.	RW							0
		UT							0
		CE	4127						4127
		CN	6078						6078
		Sum	5678	0	0	0	0	0	5678
			4279						4279
09822	I-84, Gowen Road Interchange, Boise	PE							0
		PC							0
	Funding Source: Non-Participating Same as above. No change to this funding source.	RW							0
		UT							0
		CE							0
		CN	95						95
		Sum	95	0	0	0	0	0	95

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
09822	I-84, Gowen Road Interchange, Boise	PE							0
		PC	2600						2600
	Funding Source: GARVEE 2011 Same as above. No change to this funding source.	RW							0
		UT							0
		CE							0
		CN							0
		Sum	2600	0	0	0	0	0	2600
09822	I-84, Gowen Road Interchange, Boise	PE							0
		PC	<u>0</u> 1400						<u>0</u> 1400
	Funding Source: GARVEE 2012 Same as above. Increase PC by \$1,400,000 and CN by \$5,374,000 and decrease CE by \$2,443,000 to match project estimate.	RW							0
		UT							0
		CE	<u>2443</u> 0						<u>2443</u> 0
		CN	<u>17725</u> 23099						<u>17725</u> 23099
		Sum	<u>20168</u> 24499	0	0	0	0	0	<u>20168</u> 24499
09823	I-84, Vista Avenue to Broadway Avenue Widening	PE							0
		PC							0
	Funding Source: Expansion Resurface 1-mile of existing lanes on I-84 with "crack and seat" overlay. Add third lane in each direction. Increase CE by \$26,000 and CN by \$5,000 to match final project costs.	RW							0
		UT							0
		CE	<u>0</u> 26						<u>0</u> 26
		CN	<u>0</u> 5						<u>0</u> 5
		Sum	<u>0</u> 31	0	0	0	0	0	<u>0</u> 31
09823	I-84, Vista Avenue to Broadway Avenue Widening	PE							0
		PC							0
	Funding Source: GARVEE 2006/2007 Same as above. Decrease CE by \$13,000 to match final project costs.	RW							0
		UT							0
		CE	<u>0</u> -13						<u>0</u> -13
		CN							0
		Sum	<u>0</u> -13	0	0	0	0	0	<u>0</u> -13

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
09823	I-84, Vista Avenue to Broadway Avenue Widening	PE							0
		PC							0
	Funding Source: GARVEE 2009 Same as above. Decrease CE by \$20,000 and CN by \$5,000 to match final project costs.	RW							0
		UT							0
		CE	0						0
			-20						-20
		CN	0						0
			-5						-5
Sum	0	0	0	0	0	0	0		
	-25						-25		
09963	SH-16, I-84 to Emmett Study	PE	0						0
			-7						-7
	Funding Source: GARVEE 2006/2007 Preliminary engineering and environmental study for SH-16 from I-84 to SH-44 (State Street). Decrease PE by \$7,000 to match final project costs.	PC							0
		RW							0
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
	-7						-7		
09963	SH-16, I-84 to Emmett Study	PE	0						0
			-46						-46
	Funding Source: GARVEE 2008 Same as above. Decrease PC by \$46,000 to match final project costs.	PC							0
		RW							0
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
	-46						-46		
10915	I-84, Garrity Interchange	PE							0
		PC							0
	Funding Source: GARVEE 2010 Widen mainline bridges to carry three lanes each direction. Increase CN by \$30,000 to match final project costs.	RW							0
		UT							0
		CE							0
		CN	0						0
			30						30
		Sum	0	0	0	0	0	0	0
	30						30		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
10916	I-84, Garrity Interchange to 11 th Avenue	PE							0
		PC							0
	Funding Source: Expansion Widen to three lanes in each direction. Decrease RW by \$20,000 to match final project costs.	RW	0						0
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
10916	I-84, Garrity Interchange to 11 th Avenue	PE							0
		PC							0
	Funding Source: Non-Participating Same as above. Increase CN by \$2,000 to match final project costs.	RW							0
		UT							0
		CE							0
		CN	0						0
		Sum	0	0	0	0	0	0	0
10916	I-84, Garrity Interchange to 11 th Avenue	PE							0
		PC							0
	Funding Source: GARVEE 2008 Same as above. Decrease RW by \$1,000 to match final project costs.	RW	0						0
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
10916	I-84, Garrity Interchange to 11 th Avenue	PE							0
		PC							0
	Funding Source: GARVEE 2009 Same as above. Decrease RW by \$1,000 to match final project costs.	RW	0						0
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
10916	I-84, Garrity Interchange to 11 th Avenue	PE							0
		PC							0
	Funding Source: GARVEE 2010 Same as above. Decrease UT by \$26,000, CE by \$57,000 and CN by \$226,000 to match final project costs.	RW							0
		UT	0						0
		UT	-26						-26
		CE	0						0
		CE	-57						-57
		CN	0						0
CN	-226						-226		
Sum	0	0	0	0	0	0	0	0	
		-309						-309	
10939	I-84, Meridian Road Interchange, Meridian	PE							0
		PC	0						0
	Funding Source: Expansion Redesign and rebuild interchange. Decrease PC by \$4,012,000, RW by \$2,014,000, and CN by \$7,719,000 and increase UT by \$400,000 and CE by \$4,364,000 to match project estimate.	RW	-4012						-4012
		UT	0						0
		UT	-2014						-2014
		UT	0						0
		UT	400						400
		CE	13						13
CE	4377						4377		
CN	12305						12305		
CN	4586						4586		
Sum	12318	0	0	0	0	0	0	12318	
		3337						3337	
10939	I-84, Meridian Road Interchange, Meridian	PE							0
		PC							0
	Funding Source: Non-Participating Same as above. Increase CN by \$145,000 to match project estimate.	RW							0
		UT							0
		CE							0
		CE	0						0
		CN	0						0
		CN	145						145
Sum	0	0	0	0	0	0	0	0	
		145						145	
10939	I-84, Meridian Road Interchange, Meridian	PE							0
		PC	0						0
	Funding Source: GARVEE 2008 Same as above. Increase PC by \$18,000 to match project estimate.	RW	18						18
		UT							0
		UT							0
		CE							0
		CE							0
		CN							0
CN							0		
Sum	0	0	0	0	0	0	0	0	
		18						18	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
10939	I-84, Meridian Road Interchange, Meridian	PE							0
		PC	0						0
	Funding Source: GARVEE 2012	RW	3662						3662
		UT	400						400
	Same as above. Increase PC by \$3,662,000, RW by \$1,005,000, and decrease CN by \$765,000 to match project estimate.	CE	1405						1405
		CN							0
		CE							0
		CN	25483						25483
Sum	24718	25883	0	0	0	0	0	25883	
		29785						29785	
11236	SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing	PE							0
		PC							0
	Funding Source: Expansion	RW	830						830
		UT							0
	Construct 2.2 miles of four-lane divided highway with a new Boise River crossing. Decrease CN by \$1,724,000 to match final project costs.	CE							0
		CN	1724						1724
		CN	0						0
		Sum	2554	0	0	0	0	0	2554
		830						830	
11236	SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing	PE							0
		PC							0
	Funding Source: Non-Participating	RW	0						0
		UT	30						30
	Same as above. Increase RW by \$30,000 to match final project costs.	CE							0
		CN							0
		CN							0
		Sum	0	0	0	0	0	0	0
		30						30	
11236	SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing	PE							0
		PC							0
	Funding Source: GARVEE 2006/2007	RW	0						0
		UT	-155						-155
	Same as above. Decrease RW by \$155,000 to match final project costs.	CE							0
		CN							0
		CN							0
		Sum	0	0	0	0	0	0	0
		-155						-155	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
11236	SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing	PE	0						0
			-11						-11
	Funding Source: GARVEE 2010 Same as above. Decrease PE by \$11,000, PEC by \$25,000 and increase RW by \$11,000 to match final project costs.	PC	0						0
			-25						-25
		RW	0						0
			11						11
		UT							0
		CE							0
CN							0		
Sum		0	0	0	0	0	0	0	
		-25						-25	
11236	SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing	PE							0
									0
	Funding Source: GARVEE 2011 Same as above. Decrease RW by \$3,104,000 to match final project costs.	PC							0
									0
		RW	0						0
			-3104						-3104
		UT							0
		CE							0
CN							0		
Sum		0	0	0	0	0	0	0	
		-3104						-3104	
11236	SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing	PE							0
									0
	Funding Source: GARVEE 2012 Same as above. No change to funding source.	PC							0
									0
		RW	2200						2200
		UT							0
		CE							0
		CN							0
Sum		2200	0	0	0	0	0	2200	
11489	I-84, Garrity Road Interchange to Ten Mile Road, Reconstruction	PE							0
									0
	Funding Source: Non-Participating Ten Mile Road phase of the widening project on I-84 between Garrity Interchange and Meridian Interchange. Decrease CN by \$8,000 to match final project costs.	PC							0
									0
		RW							0
		UT							0
		CE							0
		CN	0						0
	-8						-8		
Sum		0	0	0	0	0	0	0	
		-8						-8	

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
11489	I-84, Garrity Road Interchange to Ten Mile Road, Reconstruction	PE							0
		PC							0
	Funding Source: GARVEE 2008 Same as above. Decrease UT by \$2,000, CE by \$42,000 and CN by \$29,000 to match final project costs.	RW							0
		UT	0						0
		UT	-2						-2
		CE	0						0
		CE	-42						-42
		CN	0						0
CN	-29						-29		
Sum	0	0	0	0	0	0	0	0	
		-73						-73	
11489	I-84, Garrity Road Interchange to Ten Mile Road, Reconstruction	PE							0
		PC							0
	Funding Source: GARVEE 2011 Same as above. Increase CN by \$29,000 to match final project costs.	RW							0
		UT							0
		CE							0
		CN	0						0
		CN	29						29
		Sum	0	0	0	0	0	0	0
		29					29		
11902	I-84, Garrity Interchange to Meridian Interchange, Storm Water Ponds (10459)	PE							0
		PC							0
	Funding Source: Expansion Project split out from main construction project to build storm water retention ponds. Decrease RW by \$138,000 to match final project costs.	RW	0						0
		RW	-138						-138
		UT							0
		CE							0
		CN							0
		Sum	0	0	0	0	0	0	0
		-138					-138		
11902	I-84, Garrity Interchange to Meridian Interchange, Storm Water Ponds (10459)	PE							0
		PC							0
	Funding Source: GARVEE 2008 Same as above. Decrease RW by \$1,000, UT by \$8,000, CE by \$17,000 and CN by \$105,000 to match final project costs.	RW	0						0
		RW	-1						-1
		UT	0						0
		UT	-8						-8
		CE	0						0
		CE	-17						-17
CN	0						0		
CN	-105						-105		
Sum	0	0	0	0	0	0	0		
		-131					-131		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
11974	I-84, 11 th Avenue to Garrity Boulevard	PE							0
		PC							0
	Funding Source: GARVEE 2010 Widen I-84 from two to three lanes in each direction from 11 th Avenue to Garrity Boulevard and match the grade for the new bridge at Garrity Boulevard. Decrease CE by \$32,000 and increase CN by \$2,000 to match final project costs.	RW							0
		UT							0
		CE	0 -32						0 -32
		CN	0 2						0 2
		Sum	0 -30	0	0	0	0	0	0 -30
12046	SH-55, Intersection Karcher Road and Middleton Road, Nampa	PE							0
		PC	0 2						0 2
	Funding Source: HSIP Intersection improvement at the intersection of Karcher and Middleton in Nampa. Shift funds between funding categories. No change in project total.	RW							0
		UT							0
		CE	413 411						413 411
		CN	2754						2754
		Sum	3167	0	0	0	0	0	3167
12046	SH-55, Intersection Karcher Road and Middleton Road, Nampa	PE							0
		PC							0
	Funding Source: STP-U Same as above. No change to this funding source.	RW	475						475
		UT							0
		CE	230						230
		CN	1480						1480
		Sum	2185	0	0	0	0	0	2185
12380	Metropolitan Planning - FY2014	PE							0
		PC	1062 1050						1062 1050
	Funding Source: Other Federal Metropolitan planning organization planning funds from the Federal Highway Administration.	RW							0
		UT							0
		CE							0
		CN							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	Decrease PC by \$12,000 based on actual apportionments minus penalties.	Sum	1062 1050	0	0	0	0	0	1062 1050
12886	Junction US 20/26 UPRR Overpass, Canyon County	PE							0
		PC							0
	Funding Source: Bridge	RW							0
	Replace the Union Pacific Railroad bridge at the junction of US 20/26 in Canyon County.	UT							0
		CE	825 0		0	314			825 314
		CN	5500 0		0	4917			5500 4917
		Sum	6325 0	0	0	0	0	0	6325 5231
	Delay project from FY2014 to FY2016 at direction of IT Board in April 2014. Decrease overall cost by \$1,094,000.								
12915	SH-16, Boise River Bridge North Stage	PE							0
		PC							0
	Funding Source: Non-Participating	RW							0
	SH-16, SH-44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing. This project includes the north stage of the Boise River Bridge.	UT							0
		CE							0
		CN	0 170						0 170
		Sum	0 170	0	0	0	0	0	0 170
	Increase CN by \$170,000 to match project estimate.								
12915	SH-16, Boise River Bridge North Stage	PE							0
		PC							0
	Funding Source: GARVEE 2006/2007	RW							0
	Same as above.	UT							0
		CE							0
		CN	0 93						0 93
		Sum	0 93	0	0	0	0	0	0 93
	Increase CN by \$93,000 to match project estimate.								
12915	SH-16, Boise River Bridge North Stage	PE							0
		PC							0
	Funding Source: GARVEE 2008	RW							0
	Same as above.	UT							0
		CE							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	Increase CN by \$3,296,000 to match project estimate.	CN	0 3296						0 3296
		Sum	0 3296	0	0	0	0	0	0 3296
12915		SH-16, Boise River Bridge North Stage	PE						
	Funding Source: GARVEE 2012 Same as above. Decrease CN by \$3,530,000 to match project estimate.	PC							0
		RW							0
		UT							0
		CE							0
		CN	0 -3530						0 -3530
		Sum	0 -3530	0	0	0	0	0	0 -3530
12916		SH-16, SH-44 Intersection and Local Stage	PE						
	Funding Source: GARVEE 2012 SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing. This project includes SH-44 intersection and local stages. Increase CE by \$140,000 to match project estimate.	PC							0
		RW							0
		UT							0
		CE	0 140						0 140
		CN							0
		Sum	0 140	0	0	0	0	0	0 140
12917		SH-16, Phyllis Canal and South Phase	PE						
	Funding Source: GARVEE 2011 SH-16, SH-044 (State Street) to US 20/26 (Chinden Boulevard) River Crossing. This project includes a bridge over the Phyllis Canal and the south phase. Increase UT by \$155,000 to match project estimate.	PC							0
		RW							0
		UT	0 155						0 155
		CE							0
		CN							0
		Sum	0 155	0	0	0	0	0	0 155
13025		Intersection SH-55 and Midway Road, Nampa	PE						
	Funding Source: HSIP Add a traffic signal and	PC	0 100						0 100
		RW	200						200
		UT							0

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	other operational improvements at the intersection of SH-44 and Midway Road in Nampa. Increase PC by \$100,000 in FY2014 to match project estimate. Funds from KN 03214.	CE			575				575
		CN			3835				3835
		Sum	<u>200</u> <u>300</u>	0	4410	0	0	0	<u>4610</u> <u>4710</u>
13040	Bergeson Street Crosswalk, SR2S, ACHD	PE							0
		PC							<u>63</u> <u>66</u>
	Funding Source: SR2S	RW							0
	Safe Routes to School project to install rectangular rapid flashing beacon on Bergeson Street at the entrance to Liberty Elementary School in Boise. Decrease CN by \$5,000 to correct input error.	UT							0
		CE							0
		CN	<u>47</u> <u>42</u>						<u>47</u> <u>42</u>
		Sum	<u>47</u> <u>42</u>	0	0	0	0	0	<u>47</u> <u>42</u>
	13055	10 th Avenue Bridge, Caldwell	PE						
PC			<u>63</u> <u>66</u>						<u>63</u> <u>66</u>
Funding Source: Bridge (Local)		RW							0
Replace bridge at 10 th Avenue in Caldwell. Increase PC by \$3,000 to cover contract. Funds from KN 11991.		UT							0
		CE				222			222
		CN				1117			1117
		Sum	<u>63</u> <u>66</u>	0	0	1339	0	0	<u>1402</u> <u>1405</u>
13057		I-84, Meridian Interchange to Five Mile Road	PE	<u>0</u> <u>-70</u>					
	PC		<u>0</u> <u>10</u>						<u>0</u> <u>10</u>
	Funding Source: Restoration	RW							0
	Realign and rebuild I-84 from the Meridian Interchange to Five Mile Road. Project includes	UT							0
		CE	<u>1977</u> <u>2076</u>						<u>1977</u> <u>2076</u>
		CN	<u>24368</u> <u>25866</u>						<u>24368</u> <u>25866</u>

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	adding a water retention pond for Wye Interchange runoff. Decrease PE by \$70,000 and increase PC by \$10,000, CE by \$99,000 and CN by \$1,498,000. Funds from KN 08669, 11045, 12025, 12353, 13029, 13030, and 13462.	Sum	26345 27882	0	0	0	0	0	26345 27882
13349	SH-55 (Eagle Road) Meridian Town Center	PE							0
		PC							0
	Funding Source: STAR Add one-lane northbound from Franklin Road to Fairview Avenue and add one-lane southbound from River Valley Street to Franklin Road. The project will be construction by the developer of the Meridian Town Center shopping center using State Tax Anticipated Revenue (STAR) financing. No change to this funding source.	RW							0
		UT							0
		CE							0
		CN	9310						9310
		Sum	9310	0	0	0	0	0	9310
13349	SH-55 (Eagle Road) Meridian Town Center	PE							0
		PC							0
	Funding Source: State Funds Same as above. Add \$80,000 in CE in State funds from KN 13059.	RW							0
		UT							0
		CE	0 80						0 80
		CN							0
		Sum	0 80	0	0	0	0	0	0 80
13473	SH-55 (Eagle Road), I-84 to Franklin Road	PE							0
		PC							0
	Funding Source: HSIP Add one-lane on the southbound side of SH-55 (Eagle Road) from I-84 to Franklin Road.	RW							0
		UT							0
		CE	97 109						97 109
		CN	1408 1200						1408 1200
		Sum	97 109						97 109

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Phase	2014	2015	2016	2017	2018	PD	SUM	
	Increase CE by \$12,000 and decrease CN by \$208,000 to match project estimate. Move funds to KN 13033.	Sum	1505 1309	0	0	0	0	0	1505 1309	
13476	SH-55, Intersection at SH-55 (Eagle Road) and SH-44, Ada County	PE							0	
		PC	50 206						50 206	
	Funding Source: HSIP		RW						0	
	Safety improvements to the intersection of SH-55 (Eagle Road) and SH-44 in the City of Eagle.		UT						0	
			CE				97		97	
			CN				891		891	
	Increase PC by \$156,000 to cover project estimate. Funds from KN 12378.		Sum	50 206	0	0	988	0	0	1038 1194
	13846	I-84, Broadway Interchange to Gowen Interchange, Traffic Control	PE							0
PC									0	
Funding Source: Expansion		RW						0		
This project was split from the I-84, Broadway Interchange to Gowen Interchange widening project to safety operations and traffic control.		UT						0		
		CE	32 150					32 150		
		CN	322 204					322 204		
Shift funds between funding categories. No change in project total.		Sum	354	0	0	0	0	0	354	
13846		I-84, Broadway Interchange to Gowen Interchange, Traffic Control	PE							0
	PC								0	
	Funding Source: GARVEE 2012		RW						0	
	Same as above.		UT						0	
			CE	97 0					97 0	
			CN	1019 1369					1019 1369	
	Decrease CE by \$97,000 and increase CN by \$350,000 to match project estimate.		Sum	1116 1369	0	0	0	0	0	1116 1369
	13934	I-84, Garrity Road Eastbound On-Ramp, Nampa	PE	25						25
PC			61 196						61 196	
Funding Source: Restoration		RW						0		
Project will provide minor widening and re-		UT						0		
		CE				50		50		

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
	striping to enable two-on-ramp lanes to I-84 from northbound Garrity Road in Nampa. Increase PC by \$135,000 in FY2014 to match project estimate. Funds from KN 13030.	CN			493				493
		Sum	86 221	0	543	0	0	0	629 764
14361	Bogus Basin Road Improvements, ACHD	PE	328 348						328 348
		PC							0
	Funding Source: FLAP	RW							0
	This project will make improvements on Bogus Basin Road. This is a Federal Land Access Program project managed by Western Federal Lands. Increase CN by \$20,000 to reflect final amounts awarded.	UT							0
		CE		163					163
		CN	2416						2416
		Sum	2744 2764	0	0	0	0	0	2907 2927
14363	Deer Flat Regional Bicycle/Pedestrian Plan, Canyon County	PE							0
		PC							0
	Funding Source: FLAP	RW							0
	This project will develop a bicycle/pedestrian plan in the Deer Flat Refuge near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands. Increase CN by \$26,000 to reflect final amounts awarded.	UT							0
		CE							0
		CN	135 161						135 161
		Sum	135 161	0	0	0	0	0	135 161

PE=Preliminary Engineering

PC = Preliminary Engineering Consultant

RW = Right-of-Way

UT = Utilities

CE = Construction Engineering

CN = Construction

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Memorandum

To: Matt Stoll, Executive Director
From: Toni Tisdale, Principal Planner
Date: June 24, 2014
Re: **Request for Approval of Administrative Modification #10 for the FY2014-2018 Regional Transportation Improvement Program**

ACTION REQUESTED:

Approval of Administrative Modification #10 for the FY2014-2018 Regional Transportation Improvement Program.

BACKGROUND:

Modifications are needed at the request of the cities of Boise, Caldwell, and Nampa, and Canyon Highway District #4.

STATUS:

Per TMA Balancing, June 5, 2014:

- **Greenbelt, Garden City to Americana Boulevard, Boise (13514)** – Increase preliminary engineering consultant to cover additional design needs. Funds are un-programmed in the Transportation Alternatives Program in the Boise Urbanized Area.

Per Urban Balancing, via email, June 20, 2014:

- **Midland Road Pavement Rehabilitation, Ustick Road to US 20/26 (12047)** – Decrease construction by \$170,000 due to cost savings at project closing. Move \$80,000 to key number 13484 and \$90,000 to key number 13486.
- **Centennial Way Roundabout, Caldwell (13484)** – Increase preliminary engineering consultant by \$80,000 to cover increases in design costs. Funds from key number 12047.
- **Colorado Avenue to Holly Street Signal and Pedestrian Improvements, Nampa (13486)** – Increase preliminary engineering consultant by \$90,000 to cover increases in design costs. Funds from key number 12047.

Details of the changes are provided in Attachment 1.

Approval:

All changes for Administrative Modification #10, as provided in this memorandum and detailed on Attachment 1, are approved as of June 24, 2014.

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

Attachment (1)

pc: 685.03

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Administrative Modification #10
 FY2014-2018 Regional Transportation Improvement Program
 Per TMA Balancing, June 5, 2014

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
13514	Greenbelt, Garden City to Americana Boulevard, Boise	PE							0
		PC	15 21						15 21
	Funding Source: TAP-TMA	RW							0
	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. Increase PC by \$6,000 from un-programmed funds to cover additional design needs.	UT							0
		CE							0
		CN		220	187				407
		Sum	15 21	220	187	0	0	0	422 428
13514	Greenbelt, Garden City to Americana Boulevard, Boise	PE							0
		PC							0
	Funding Source: Local Participating	RW		70					70
	Same as above. No change to this funding source.	UT							0
		CE							0
		CN		308					308
		Sum	0	378	0	0	0	0	378
13514	Greenbelt, Garden City to Americana Boulevard, Boise	PE							0
		PC							0
	Funding Source: STP-TMA	RW		40					40
	Same as above. No change to this funding source.	UT		50					50
		CE		140					140
		CN		791					791
		Sum	0	1021	0	0	0	0	1021

Per Urban Balancing via email, June 20, 2014

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)								
		Phase	2014	2015	2016	2017	2018	PD	SUM	
12047	Midland Road Pavement Rehabilitation, Ustick Road to US 20/26	PE							0	
		PC							0	
	Funding Source: STP-U Rehabilitate two (2) miles of two (2)-lane roadway between Ustick Road and US-20/26. Decrease CN by \$170,000 due to cost savings at project closing. Move funds to KN 13484 and 13486.	RW							0	
		UT							0	
		CE							0	
		CN	0						0	
			-170							-170
		Sum	0	0	0	0	0	0	0	0
	-170							-170		
13484	Centennial Way Roundabout, Caldwell	PE	10						10	
		PC	275						275	
	Funding Source: STP-U This project will orchestrate an angled intersection of SH-19/Simplot Boulevard, I-84 Business (in two separate lots of a couplet Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) into a roundabout intersection. Increase PC by \$80,000 to cover increases in design costs. Funds from KN 12047.	RW						190	190	
		UT							0	
		CE						290	290	
		CN						1900	1900	
		Sum	275	0	0	0	0	2380	2665	
			365							2745
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	PE							0	
		PC	0						0	
	Funding Source: STP-U Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. Increase PC by \$90,000 to cover increases in design costs. Funds from KN 12047.	RW							0	
		UT							0	
		CE						90	90	
		CN						590	590	
		Sum	0	0	0	0	0	680	680	
			90							770
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	PE	5						5	
		PC	40						40	
	Funding Source: Local Participating Same as above. No change to this funding source.	RW							0	
		UT							0	
		CE							0	
		CN							0	
		Sum	45	0	0	0	0	0	45	



Memorandum

To: Matt Stoll, Executive Director
From: Toni Tisdale, Principal Planner
Date: July 8, 2014
Re: **Request for Approval of Administrative Modification #11 for the FY2014-2018 Regional Transportation Improvement Program**

ACTION REQUESTED:

Approval of Administrative Modification #11 for the FY2014-2018 Regional Transportation Improvement Program.

BACKGROUND:

Modifications are needed to correct entries requested by the cities of Caldwell and Nampa, and Canyon Highway District #4. When ITD staff requested COMPASS close a project sponsored by the Canyon Highway District, they reported incorrect information regarding the amount remaining in the project. These entries correct Administrative Modification #10.

STATUS:

Per Staff Correction, July 8, 2014:

- **Midland Road Pavement Rehabilitation, Ustick Road to US 20/26 (12047)** – Increase construction by \$20,000 to correct entry. The total amount available to de-obligate from this project is \$150,000 rather than \$170,000. Move \$14,000 from key number 13484 and \$6,000 from key number 13486 to cover the correction.
- **Centennial Way Roundabout, Caldwell (13484)** – Decrease preliminary engineering consultant by \$6,000 to correct entry. Move funds to key number 12047.
- **Colorado Avenue to Holly Street Signal and Pedestrian Improvements, Nampa (13486)** – Decrease preliminary engineering consultant by \$14,000 to correct entry. Move funds to key number 12047.

Details of the changes are provided in Attachment 1.

Approval:

All changes for Administrative Modification #11, as provided in this memorandum and detailed on Attachment 1, are approved as of July 8, 2014.

A handwritten signature in blue ink that reads "Matthew J. Stoll".

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

Attachment (1)

pc: 685.03

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Administrative Modification #11
 FY2014-2018 Regional Transportation Improvement Program
 Per Staff Correction, July 8, 2014

Key No	Project	Scheduled Costs (including Match) (costs in \$1,000)							
		Phase	2014	2015	2016	2017	2018	PD	SUM
12047	Midland Road Pavement Rehabilitation, Ustick Road to US 20/26	PE							0
		PC							0
	Funding Source: STP-U Rehabilitate two (2) miles of two (2)-lane roadway between Ustick Road and US-20/26. Increase CN by \$20,000 to correct entry. Funds from KN 13484 and 13486.	RW							0
		UT							0
		CE							0
		CN	-170						-170
			-150						-150
Sum	-170	0	0	0	0	0	-170		
							-150		
13484	Centennial Way Roundabout, Caldwell	PE	10						10
		PC	355						355
	Funding Source: STP-U This project will orchestrate an angled intersection of SH-19/Simplot Boulevard, I-84 Business (in two separate lets of a couplet Cleveland Boulevard and Blaine Street) and Simplot Boulevard (a six-leg intersection) into a roundabout intersection. Decrease PC by \$14,000 to correct entry. Move funds to KN 12047.	RW						190	190
		UT							0
		CE						290	290
		CN						1900	1900
		Sum	365	0	0	0	0	2380	2745
	351						2731		
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	PE							0
		PC	90						90
	Funding Source: STP-U Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. Decrease PC by \$6,000 to correct entry. Move funds to KN 12047.	RW							0
		UT							0
		CE						90	90
		CN						590	590
		Sum	90	0	0	0	0	680	770
	84						764		
13486	Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa	PE	5						5
		PC	40						40
	Funding Source: Local Participating Same as above. No change to this funding source.	RW							0
		UT							0
		CE							0
		CN							0
		Sum	45	0	0	0	0	0	45